



# **Ordinary Meeting of Council**

Tuesday, 26 July 2016 at 7.00pm

**Separately Circulated Appendices**

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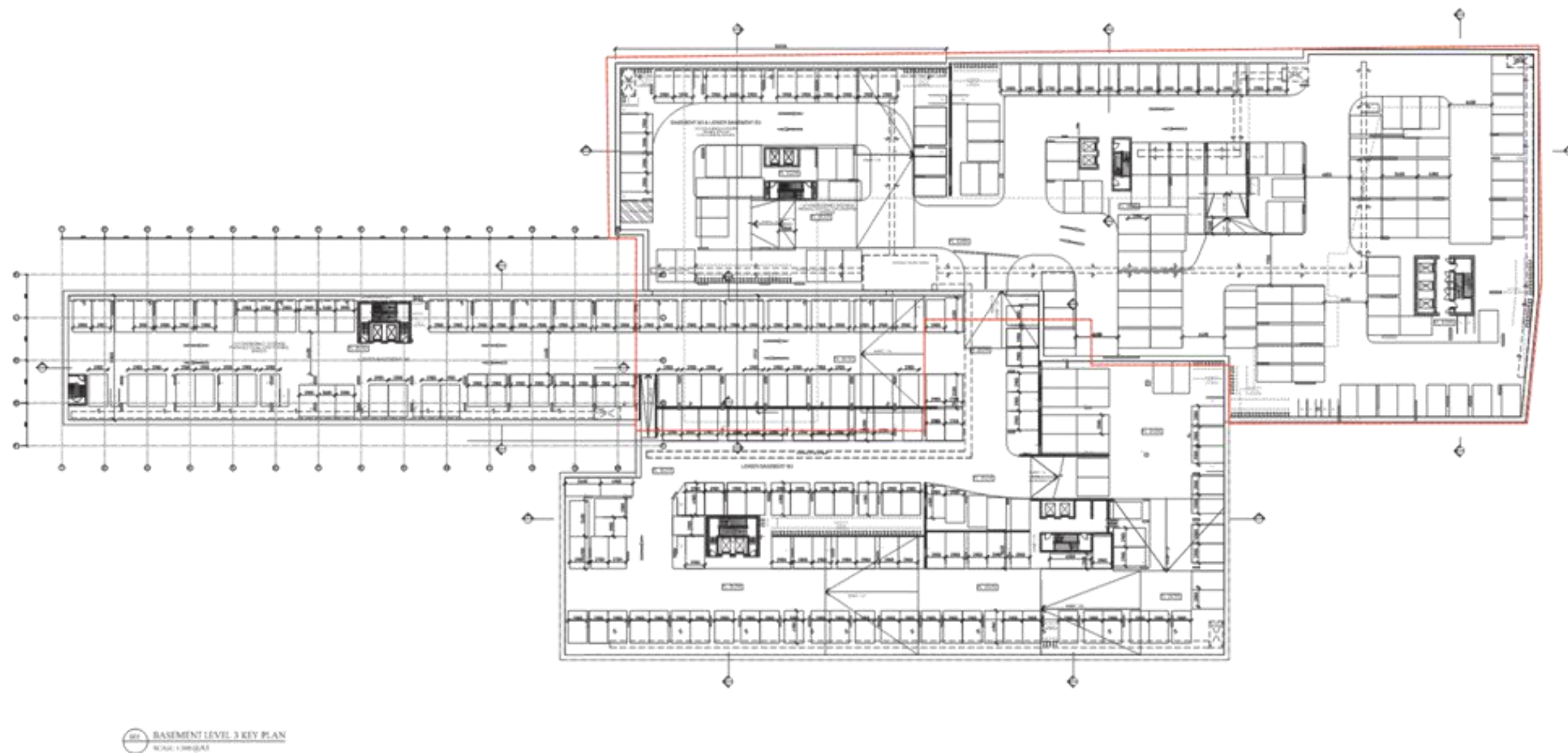
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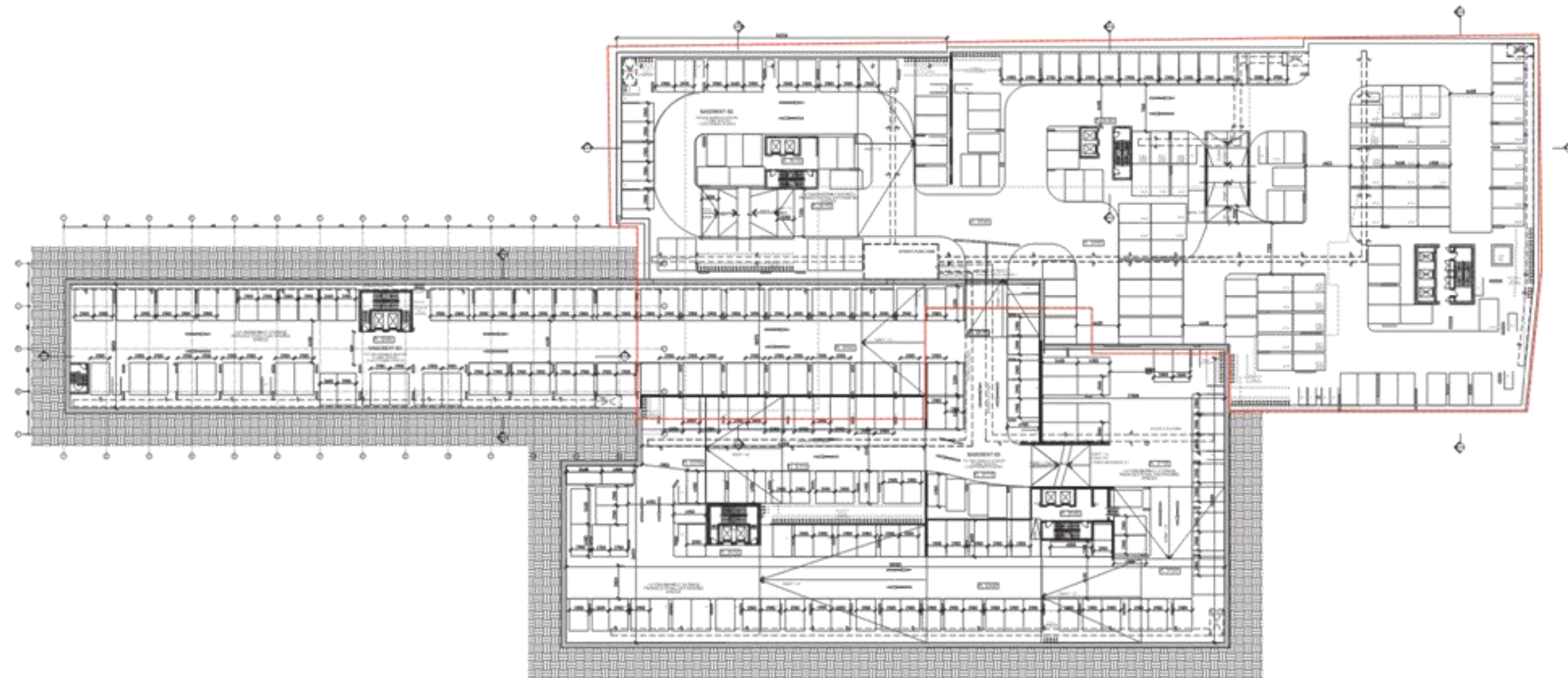
HOMER STREET & EVERAGE STREET MOONEE PONDS  
TOWN PLANNING SUBMISSION      DRAWINGS

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400 BASEMENT LEVEL 2 KEY PLAN  
 SCALE: 1:300 @A1

REVISIONS  
 NO. DESCRIPTION DATE  
 1. Initial design and development 20/07/2015  
 2. Final design and development 20/07/2015  
 3. Final design and development 20/07/2015  
 4. Final design and development 20/07/2015  
 5. Final design and development 20/07/2015  
 6. Final design and development 20/07/2015  
 7. Final design and development 20/07/2015  
 8. Final design and development 20/07/2015  
 9. Final design and development 20/07/2015  
 10. Final design and development 20/07/2015

DESIGN AND DEVELOPMENT  
 DESIGNER: [Name]  
 CHECKED: [Name]  
 DATE: 20/07/2015

DESIGN AND DEVELOPMENT  
 Basement Level 2 Key Plan

DESIGNER: [Name] CHECKED: [Name] DATE: 20/07/2015

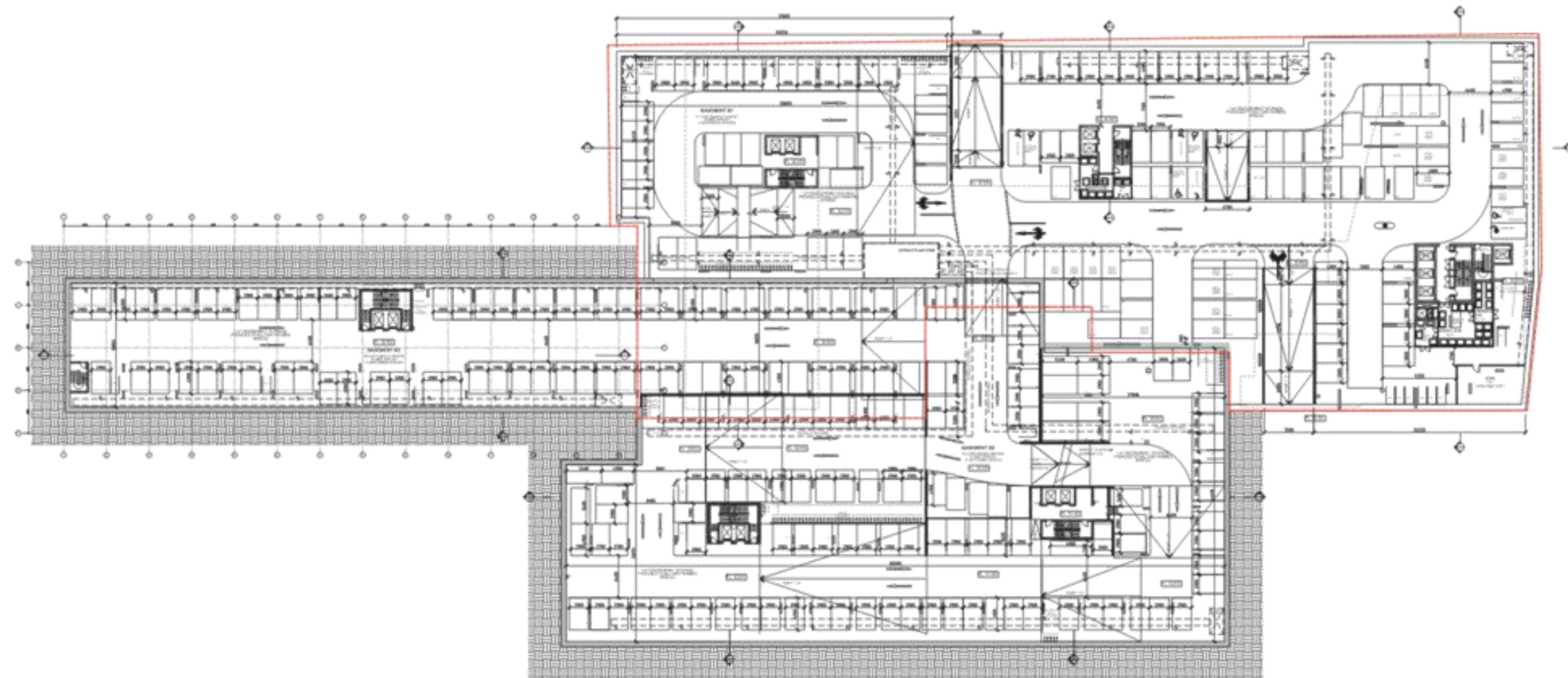
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 DESIGNER: [Name]  
 CHECKED: [Name]  
 DATE: 20/07/2015

SCALE: 1:300  
 @A1

DESIGN AND DEVELOPMENT  
 DESIGNER: [Name]  
 CHECKED: [Name]  
 DATE: 20/07/2015

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100 BASEMENT LEVEL 1 KEY PLAN  
 SCALE: 1:300 @A1

REVISIONS  
 NO. DESCRIPTION DATE  
 1.000 Initial Design 10/04/2015  
 1.001 Revise to include structural notes 10/04/2015  
 1.002 Revise to include structural notes 10/04/2015  
 1.003 Revise to include structural notes 10/04/2015  
 1.004 Revise to include structural notes 10/04/2015  
 1.005 Revise to include structural notes 10/04/2015  
 1.006 Revise to include structural notes 10/04/2015  
 1.007 Revise to include structural notes 10/04/2015  
 1.008 Revise to include structural notes 10/04/2015  
 1.009 Revise to include structural notes 10/04/2015  
 1.010 Revise to include structural notes 10/04/2015

DESIGNER'S NOTE:  
 All work shall be in accordance with the New Zealand Building Code (NZBC) and the New Zealand Building Regulations (NZBR).  
 The design is based on the information provided by the client and is subject to change without notice.

PROJECT NO.  
 Basement Level 1 Key Plan

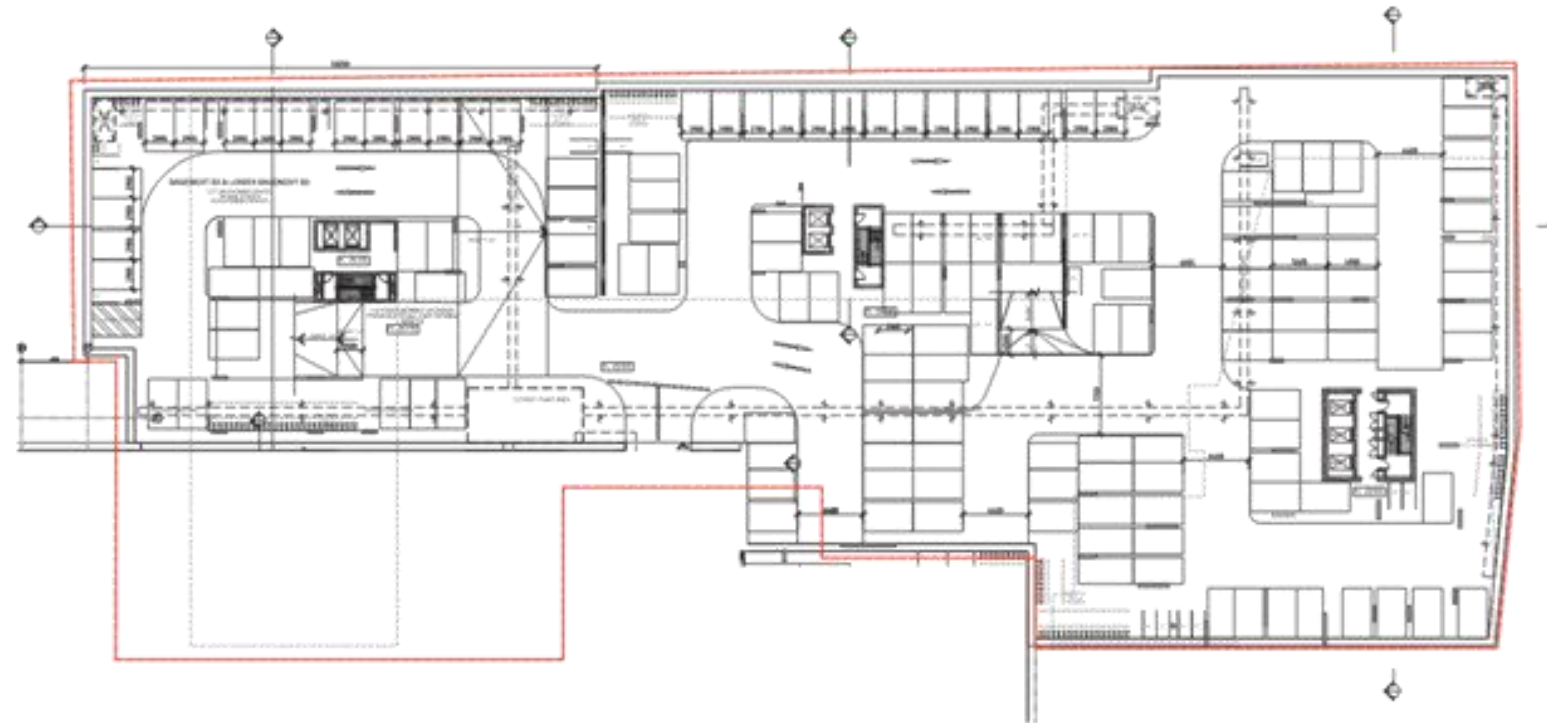
CLIENT: CDB  
 DESIGNER: IC  
 DATE: 10/04/2015

PROJECT NO.  
 204  
 PROJECT  
 Storage & Forensic in  
 Mowbray Road, 2019  
 DESIGNER / CONSULTANT  
 Town Planning TP-003

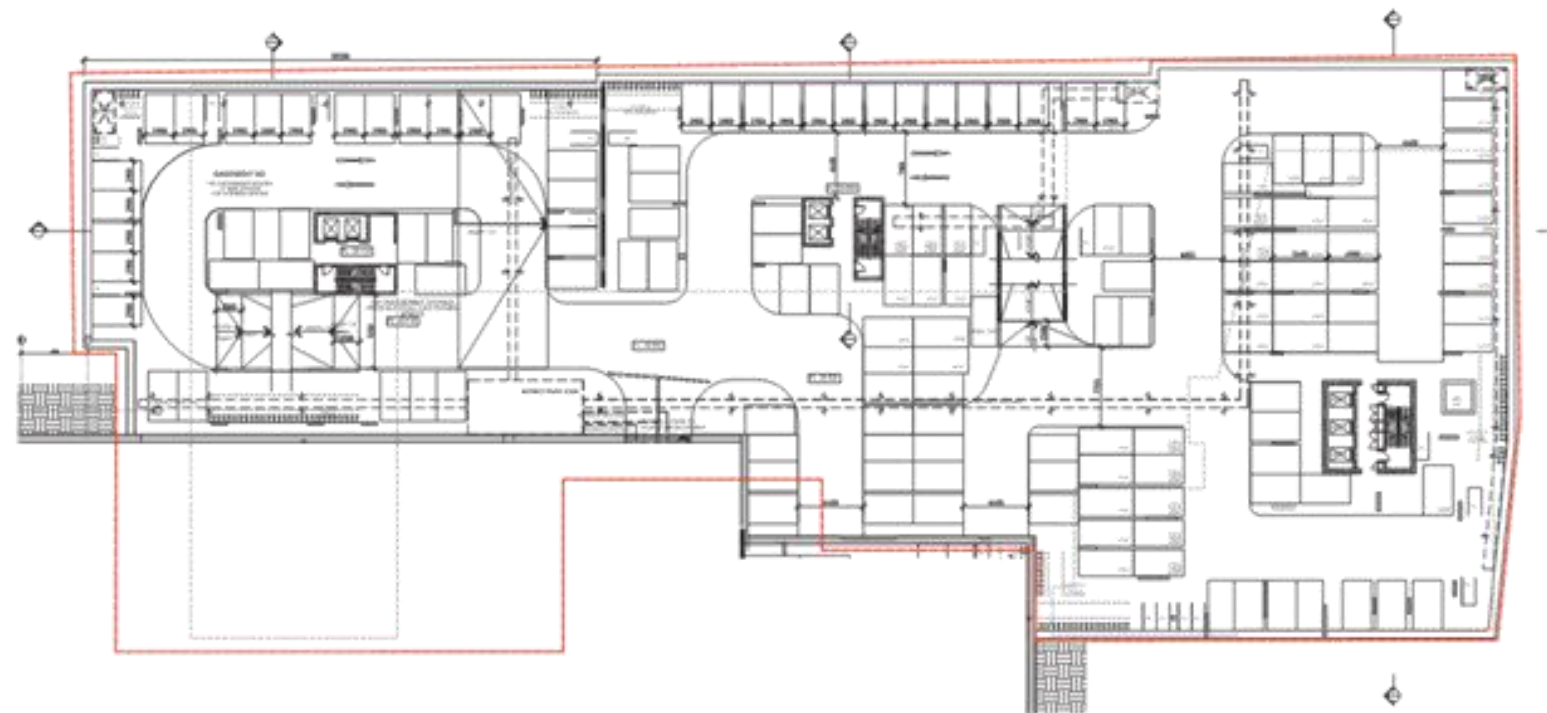
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Created by: L. Smith  
 Date: 10/04/2015  
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 Plot: 100\_Basement Level 1 Key Plan.dwg

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004 BASEMENT LEVEL 3 KEY PLAN (STAGE 2)  
 SCALE: 1:500 @A1



005 BASEMENT LEVEL 2 KEY PLAN (STAGE 2)  
 SCALE: 1:500 @A1

REVISIONS  
 NO. DESCRIPTION DATE  
 1.000 Initial Design 10/07/2015  
 2.000 Revise to include structural details 10/07/2015  
 3.000 Revise to include structural details 10/07/2015  
 4.000 Revise to include structural details 10/07/2015  
 5.000 Revise to include structural details 10/07/2015  
 6.000 Revise to include structural details 10/07/2015  
 7.000 Revise to include structural details 10/07/2015  
 8.000 Revise to include structural details 10/07/2015  
 9.000 Revise to include structural details 10/07/2015  
 10.000 Revise to include structural details 10/07/2015

DESIGNER'S NOTE:  
 All work shall be completed  
 in accordance with the relevant  
 standards and codes of practice.  
 The design is for a proposed new  
 building and is not intended to  
 be used for any other purpose.

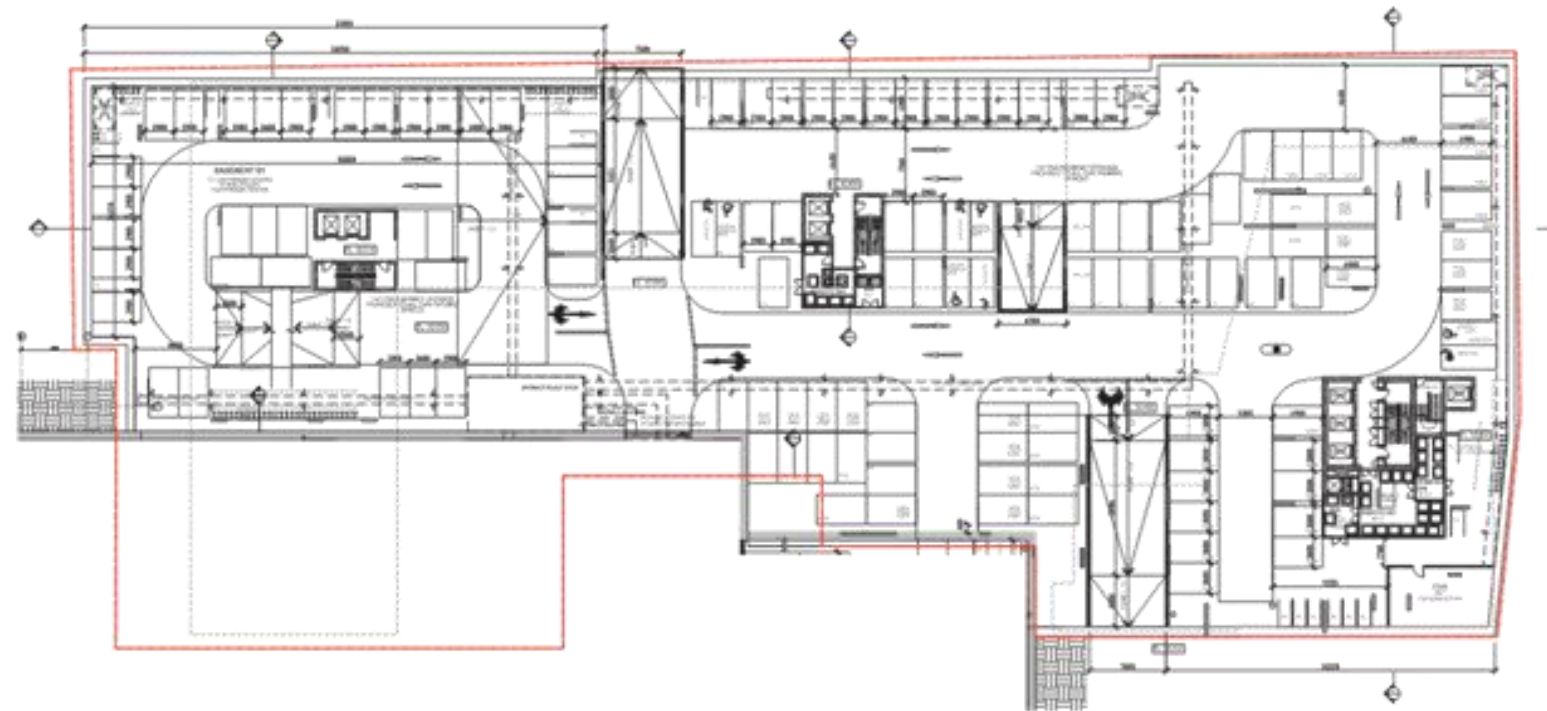
DRAWING TITLE  
 Basement Level 3 & Level 2 Plan (Stage 2)  
 CLIENT NAME  
 CDB  
 DESIGNER  
 JC  
 DATE  
 10/07/2015

PROJECT NO.  
 204  
 PROJECT  
 Western Dr & Forthage Dr  
 Mooroolbark, 3609  
 REVIEWER / APPROVAL REVIEWER  
 Town Planning TP-004/005

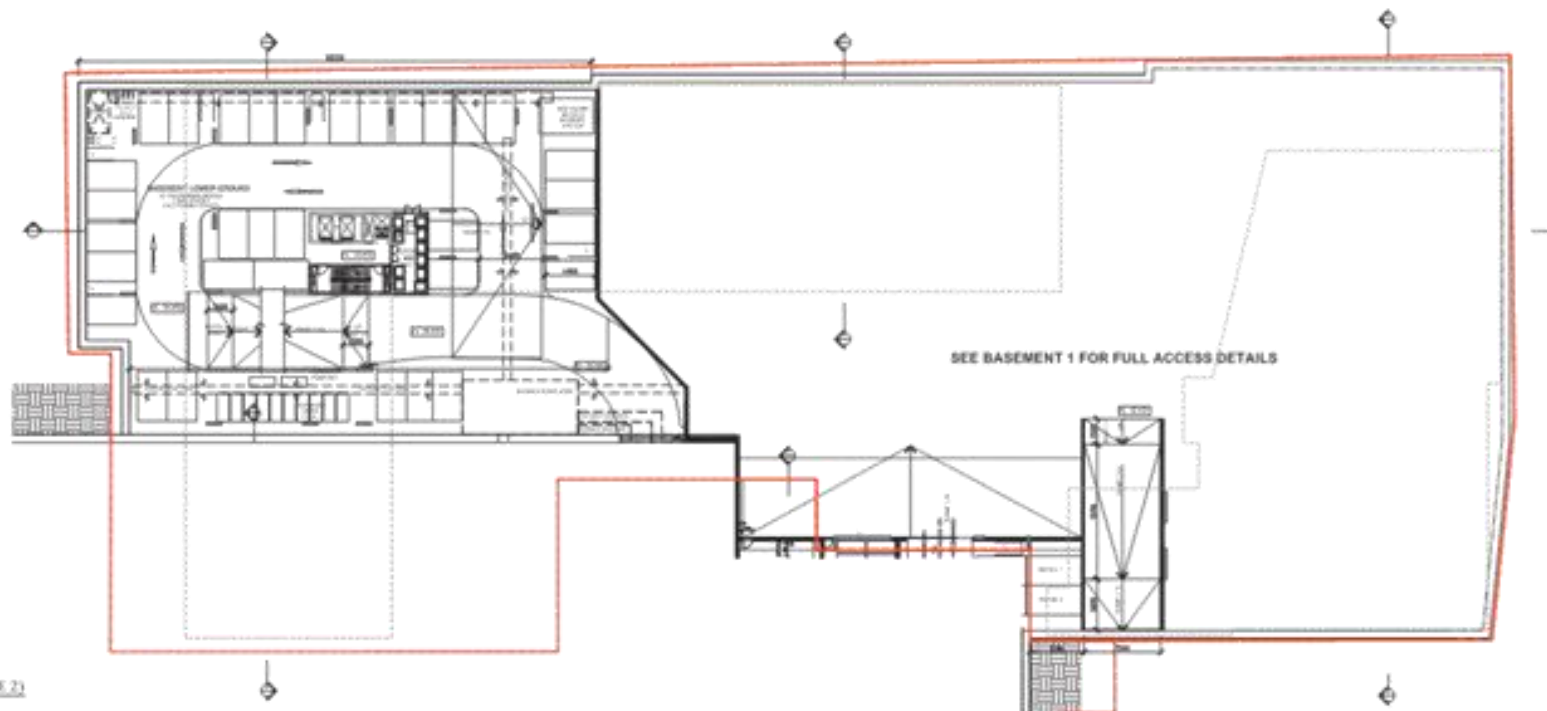
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 using Lark Interactive View  
 10/07/2015  
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 004-005.dwg

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006 BASEMENT LEVEL 1 KEY PLAN (STAGE 2)  
SCALE: 1:500 @A1



007 BASEMENT LOWER GROUND KEY PLAN (STAGE 2)  
SCALE: 1:500 @A1

BY: DESIGNER  
DATE: 15/04/2016  
CHECKED BY: ARCHITECT  
DATE: 15/04/2016  
APPROVED BY: PROJECT MANAGER  
DATE: 15/04/2016

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DRAWING TITLE  
Basement Level 1 & Lower Ground Plan (Stage 2)  
DRAWING NO.  
006  
PROJECT NO.  
IC  
DATE  
15/04/2016

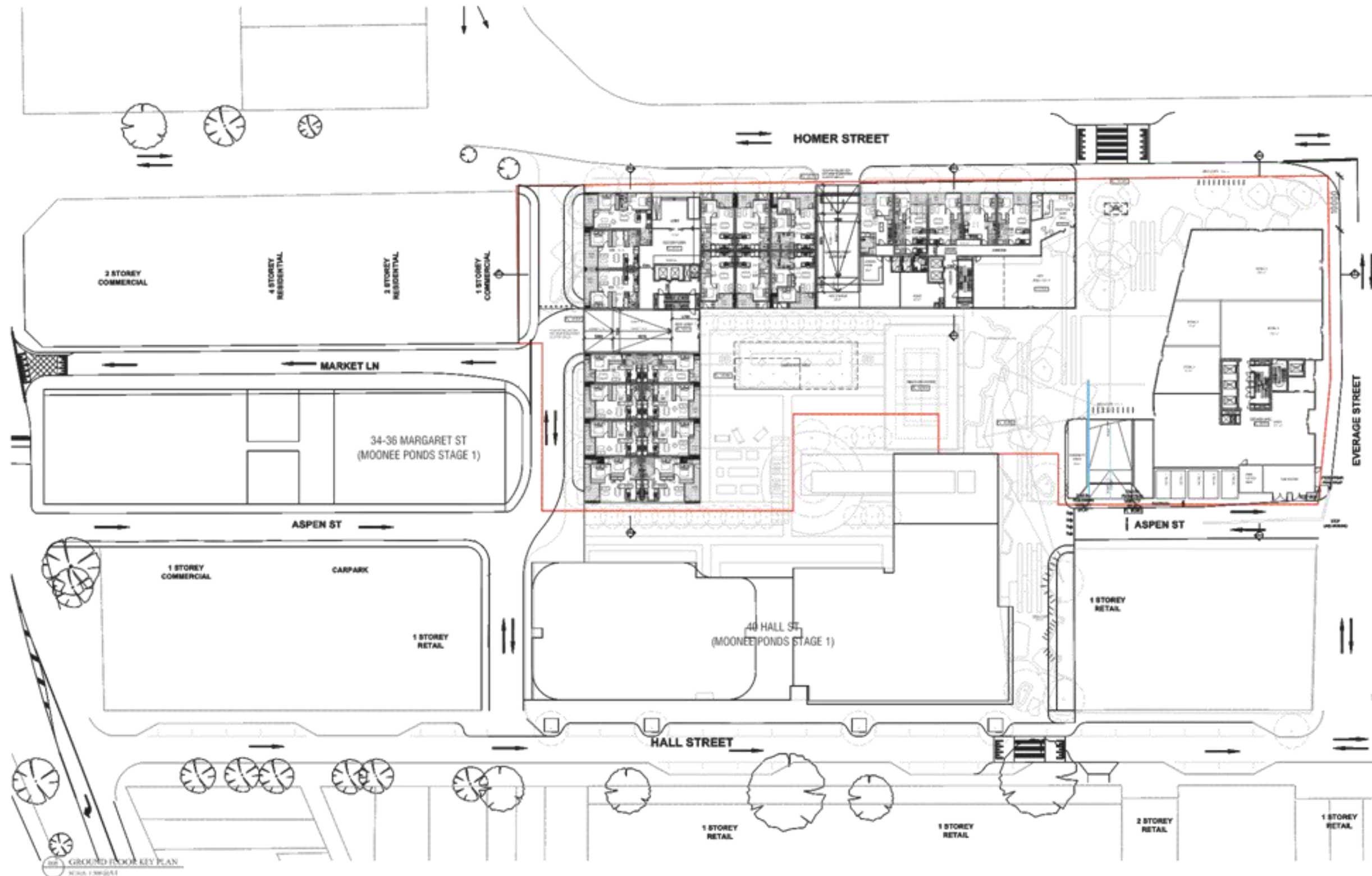
PROJECT NO.  
204  
PROJECT  
Stoner St & Forrage St  
Museum Precinct, 2019  
STATION / PLANTING NUMBER  
TP-006/007

SCALE: 1:500  
@A1

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REV. DESCRIPTION  
 001 GROUND FLOOR KEY PLAN  
 20/04/2016

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REVISIONS  
 Ground Floor Key Plan  
 CHANGED BY: JC  
 DATE: 20/04/2016

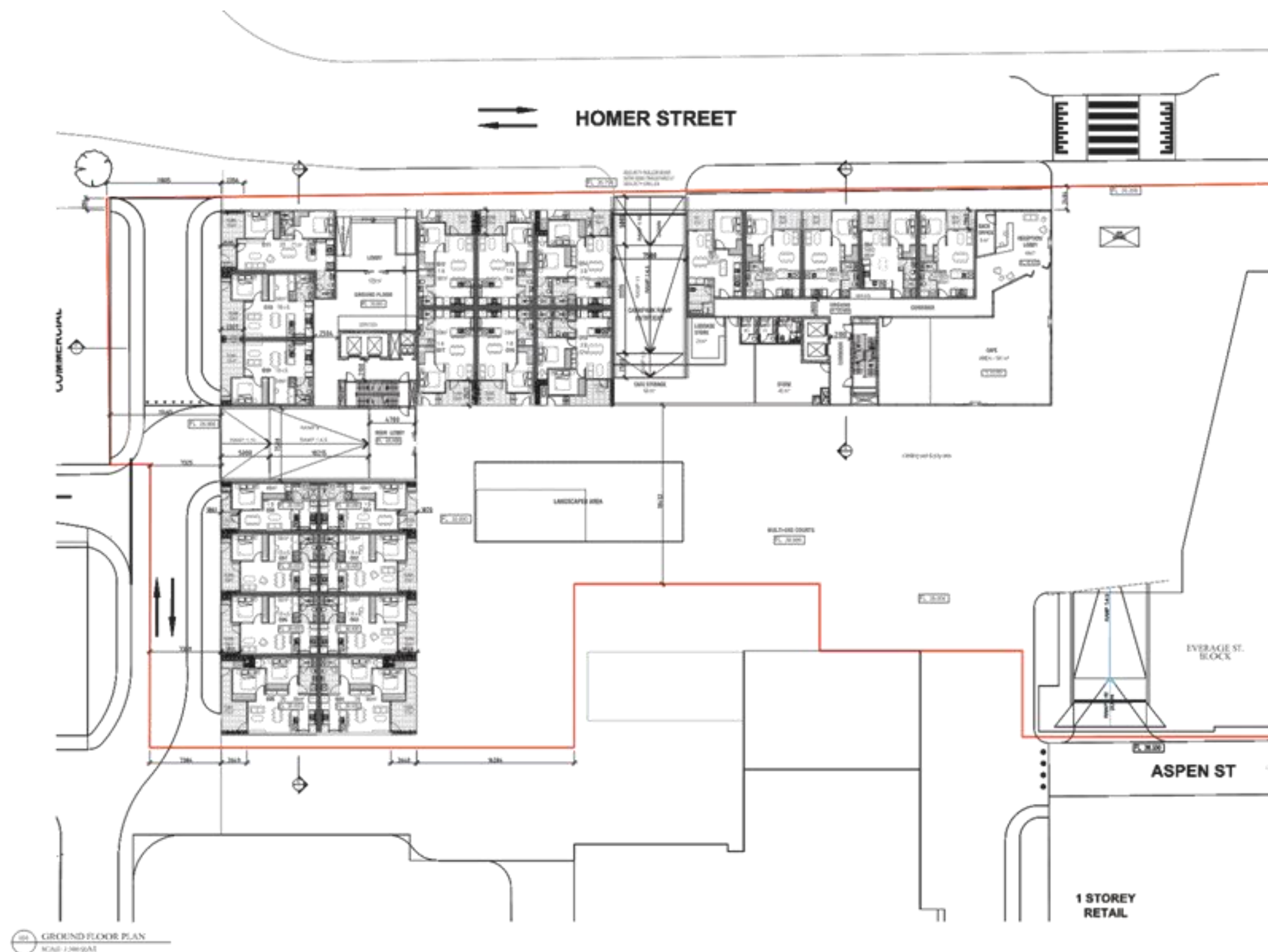
PROJECT NO: 200  
 PROJECT: Moonee Ponds & Everage St  
 Moonee Ponds, 3009  
 TOWN PLANNING: TP-008

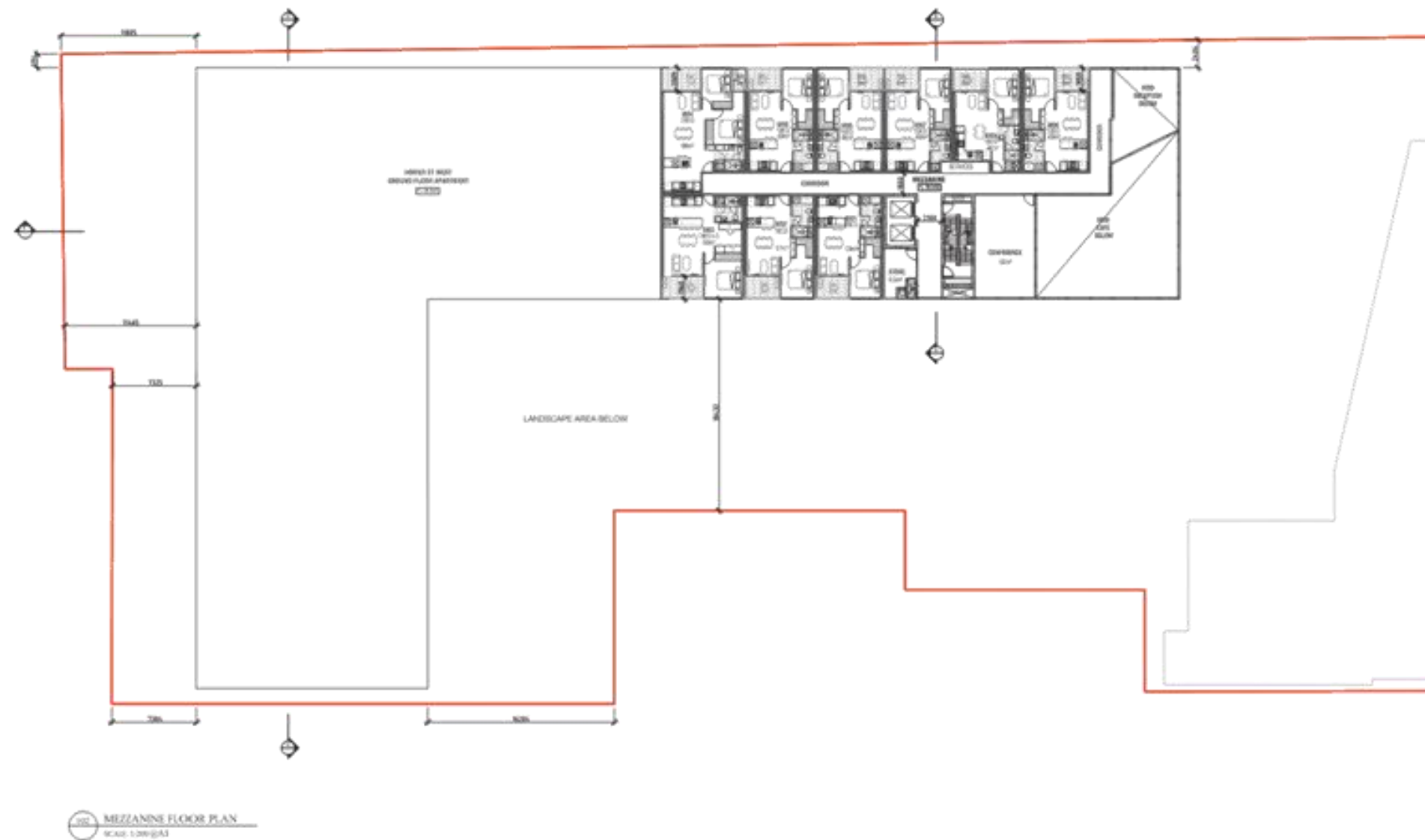
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REVISIONS  
 NO. DESCRIPTION DATE  
 1. Initial design and construction of the mezzanine floor plan.

DESIGNER'S NOTE  
 The mezzanine floor plan is designed to meet the requirements of the Building Code of Australia (BCA) and the National Construction Code (NCC).

PROJECT TITLE  
 Honter Street - Mezzanine Floor Plan  
 CLIENT  
 CDB  
 ARCHITECT  
 JC  
 DATE  
 26/07/2016

PROJECT NO.  
 204  
 PROJECT  
 Honter St & Forthage St  
 Mezzanine Floor, 2019  
 REVIEWER / APPROVER  
 Town Planning TP-102

SCALE: 1:200  
 @A1

Colour  
 Green Laminated Glass  
 10/10/2016  
 The mezzanine floor is designed to meet the requirements of the Building Code of Australia (BCA) and the National Construction Code (NCC).

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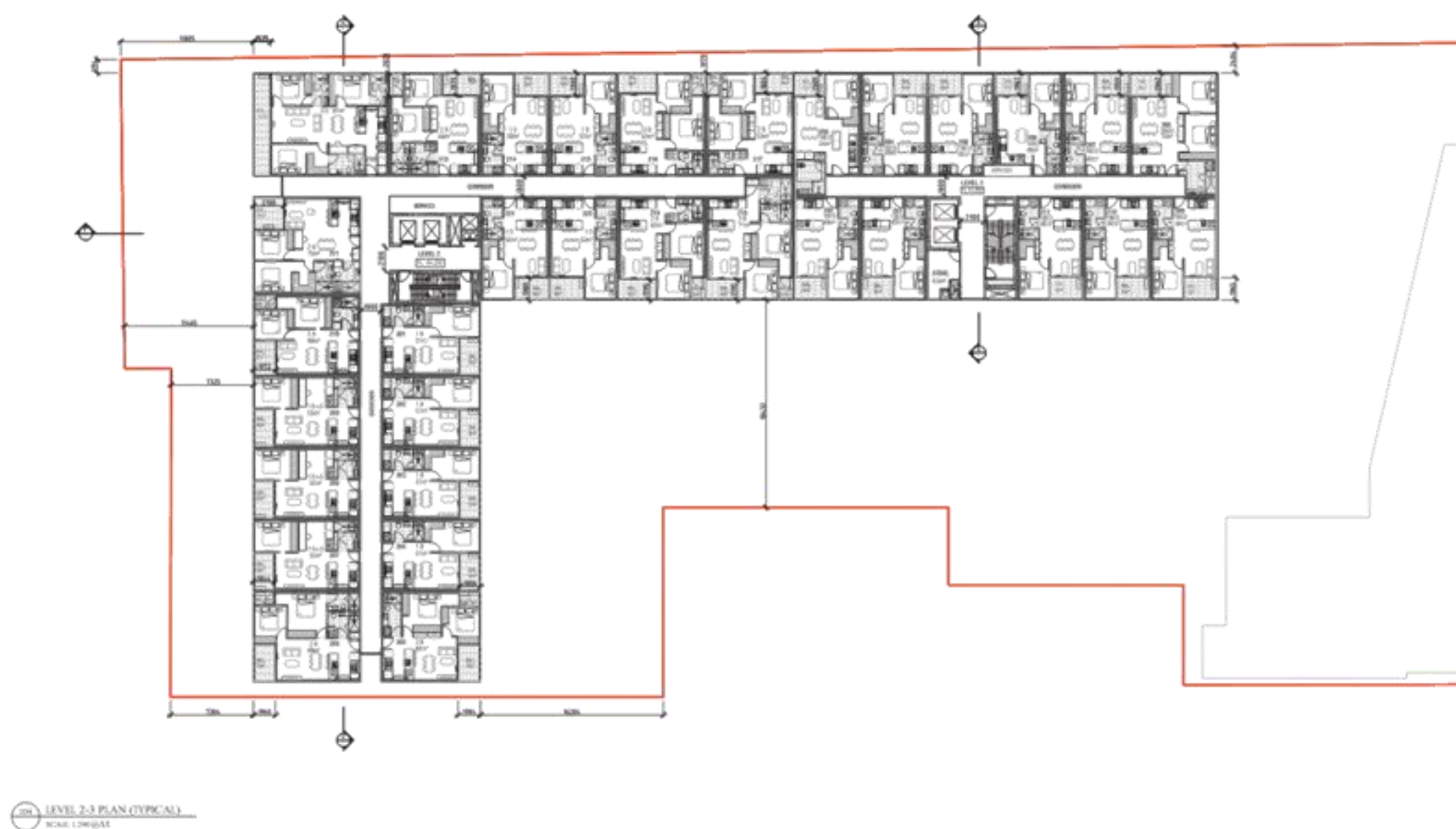
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PROJECT NO.	ARTICLE
208	Street & Coverage in Municipal Parks, 70/9
SECTIONS / SUBSECTION	
Town Planning	TP-103

**Citation**  
 Jernstam U, Smith J, Deaton-Whitman  
 et al. (2007) *doi:10.1186/1745-6215-8-27*

**PMCID** [www.ncbi.nlm.nih.gov/pmc/articles/PMC1858880/](http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1858880/)



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CHURCH ST	MAIN ST	DATE
CHURCH ST	MAIN ST	DATE

PROJECT NO.	ARTICLE
228	Street & Coverage for Municipal Road, 300
REMARKS / SUPPLEMENTARY NOTES	
Town Planning	TP-104

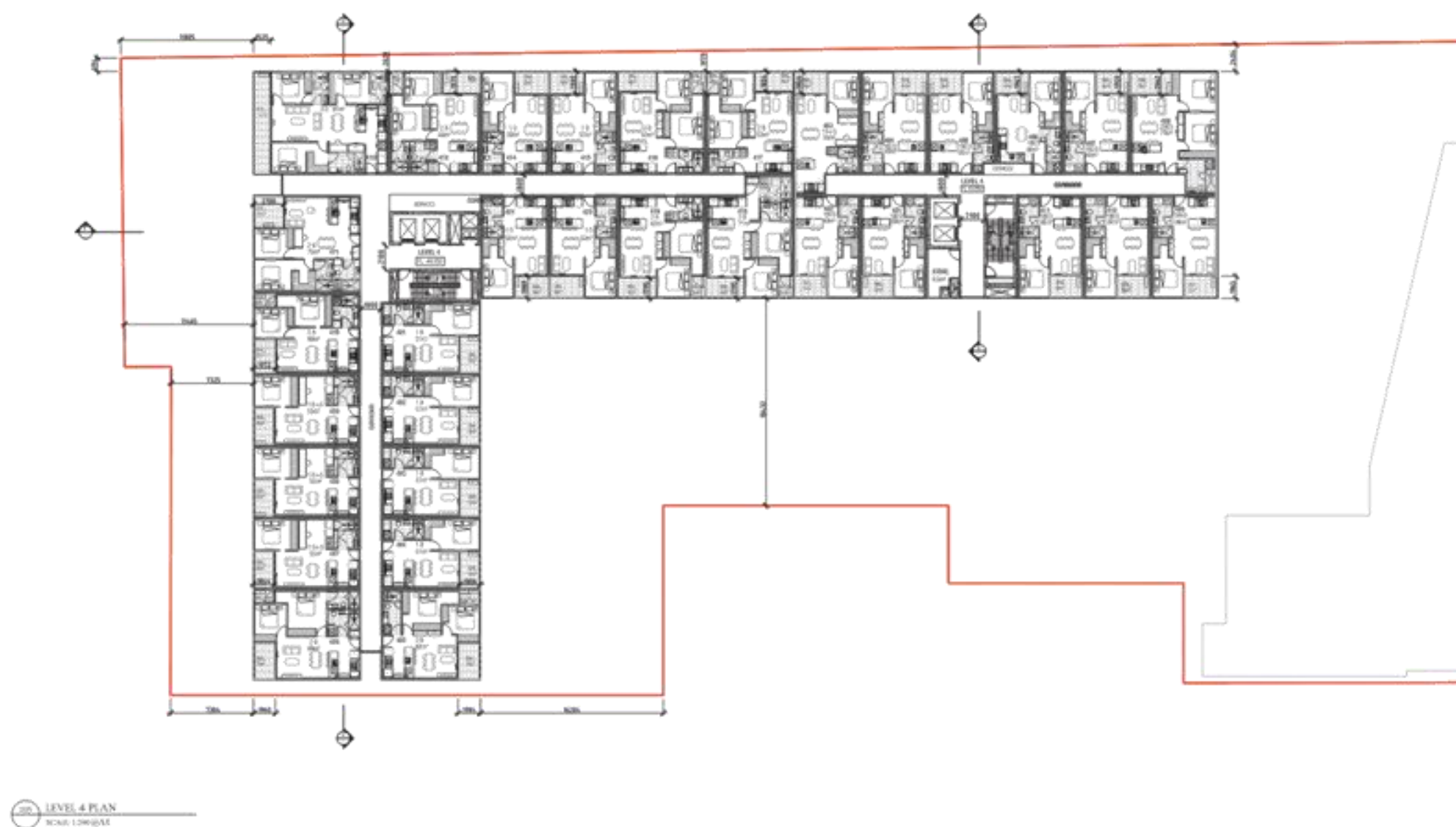
GOAL



**Citation**  
 Jurek L. 1996. Infectious Mononucleosis. *Am J Surg* 172: 100-103.

**Reprint requests:** Jurek L, MD  
 Infectious Mononucleosis  
 1000 University Avenue  
 University of Illinois at Chicago  
 Chicago, IL 60607

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項目	決算実績額	備考
1 国庫支出金	10,000,000,000	
2 地方交付金	10,000,000,000	
3 地方債	10,000,000,000	
4 繰上金	10,000,000,000	
5 繰下金	10,000,000,000	
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99 繰越金	10,000,000,000	
100 繰越金	10,000,000,000	

**DISADVANTAGES:**

- derives credit from other party
- the borrower is not in a position to obtain a loan
- costly (expensive) to use
- it may be abused (under the name credit was not paid off the bank may stop the credit line as a threat to bank's future business relationship with client)

Hotter Street - Level 4 Plan

Category	Item	Score
Category 1	Item 1	100%
Category 2	Item 2	100%
Category 3	Item 3	100%
Category 4	Item 4	100%
Category 5	Item 5	100%
Category 6	Item 6	100%
Category 7	Item 7	100%
Category 8	Item 8	100%
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Category 95	Item 95	100%
Category 96	Item 96	100%
Category 97	Item 97	100%
Category 98	Item 98	100%
Category 99	Item 99	100%
Category 100	Item 100	100%

Model No.	Model
228	Werner & Everage St. Missouri Route 100

Towns Planning TP-105

SCALE



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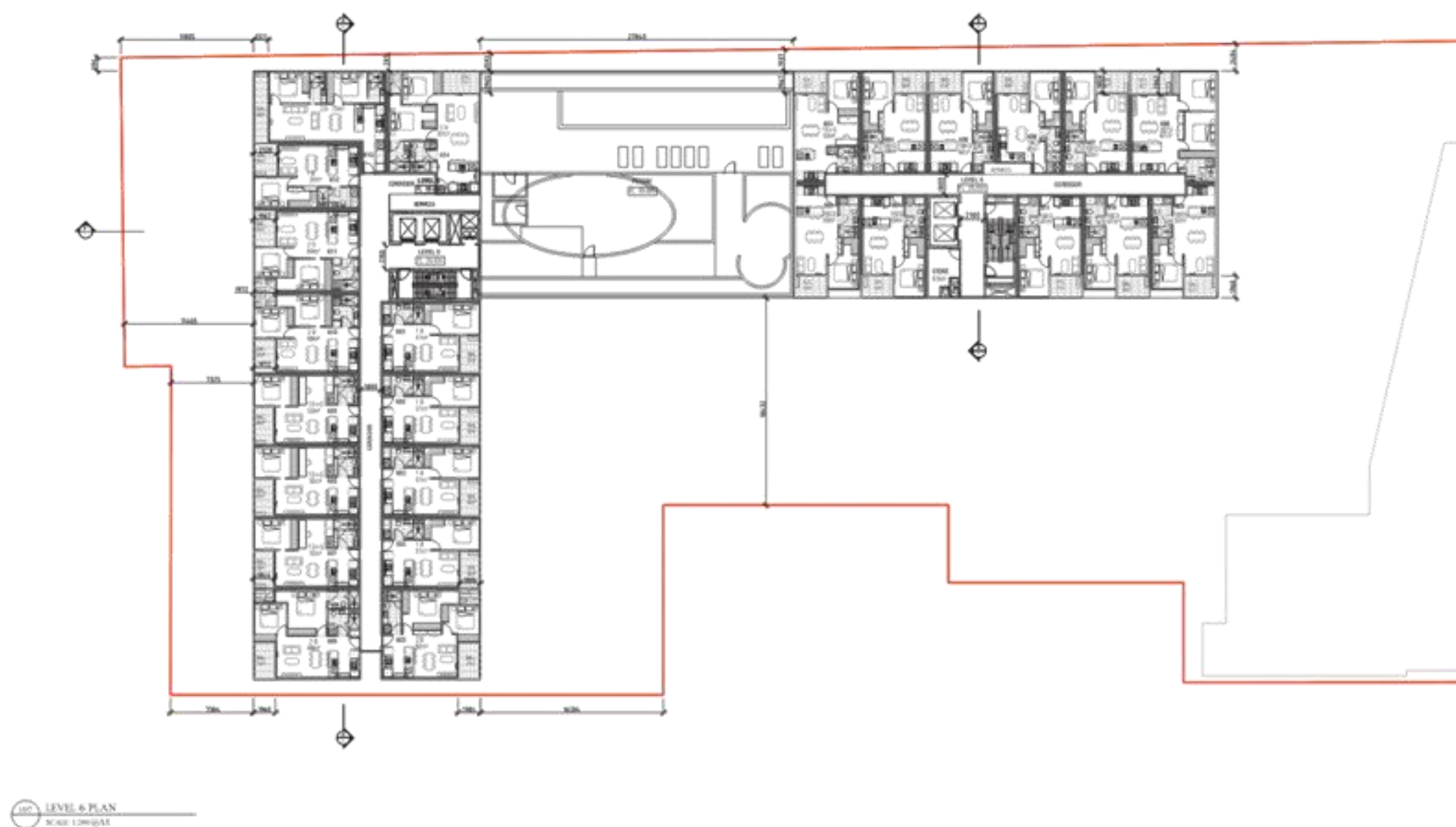
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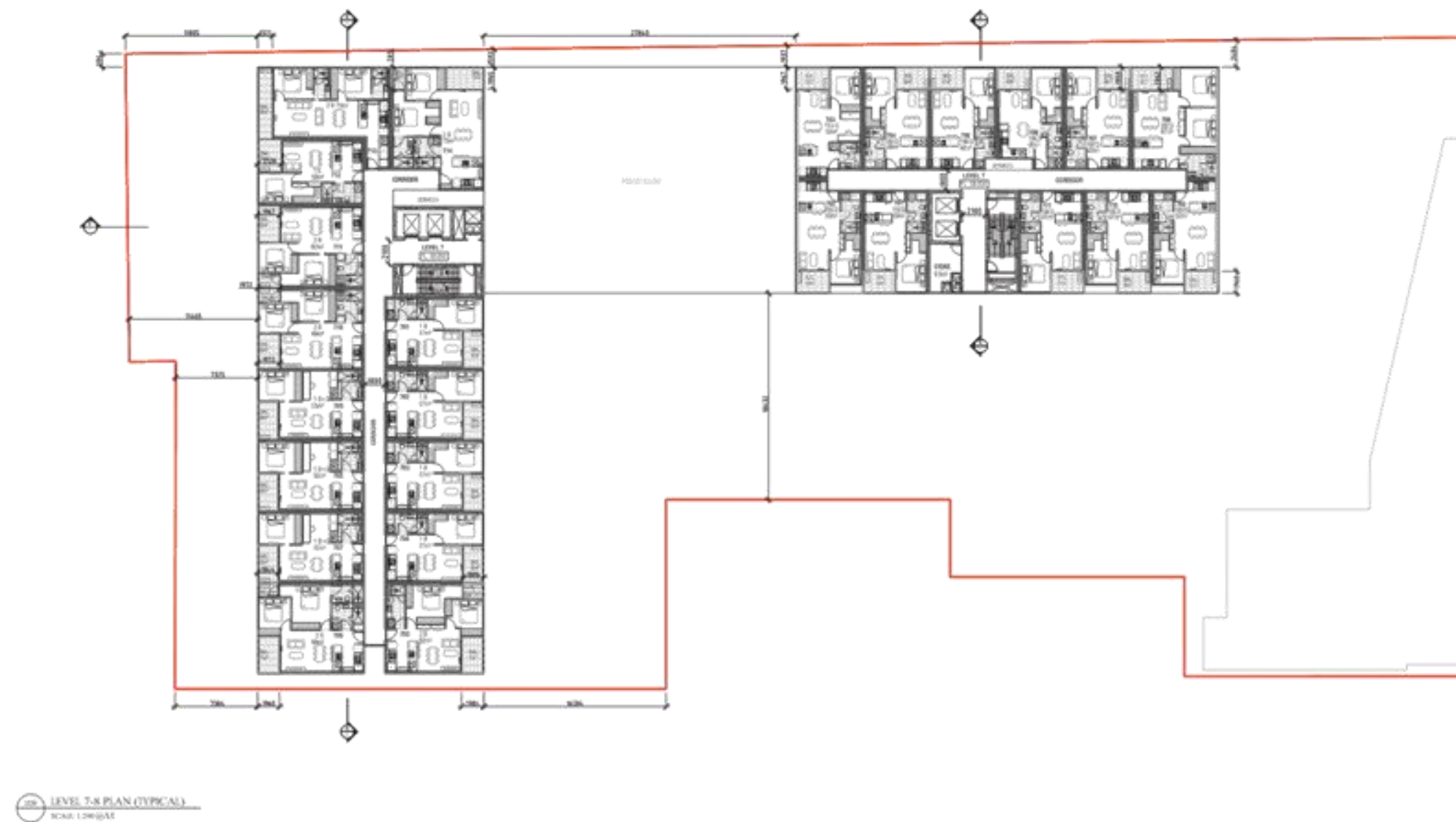
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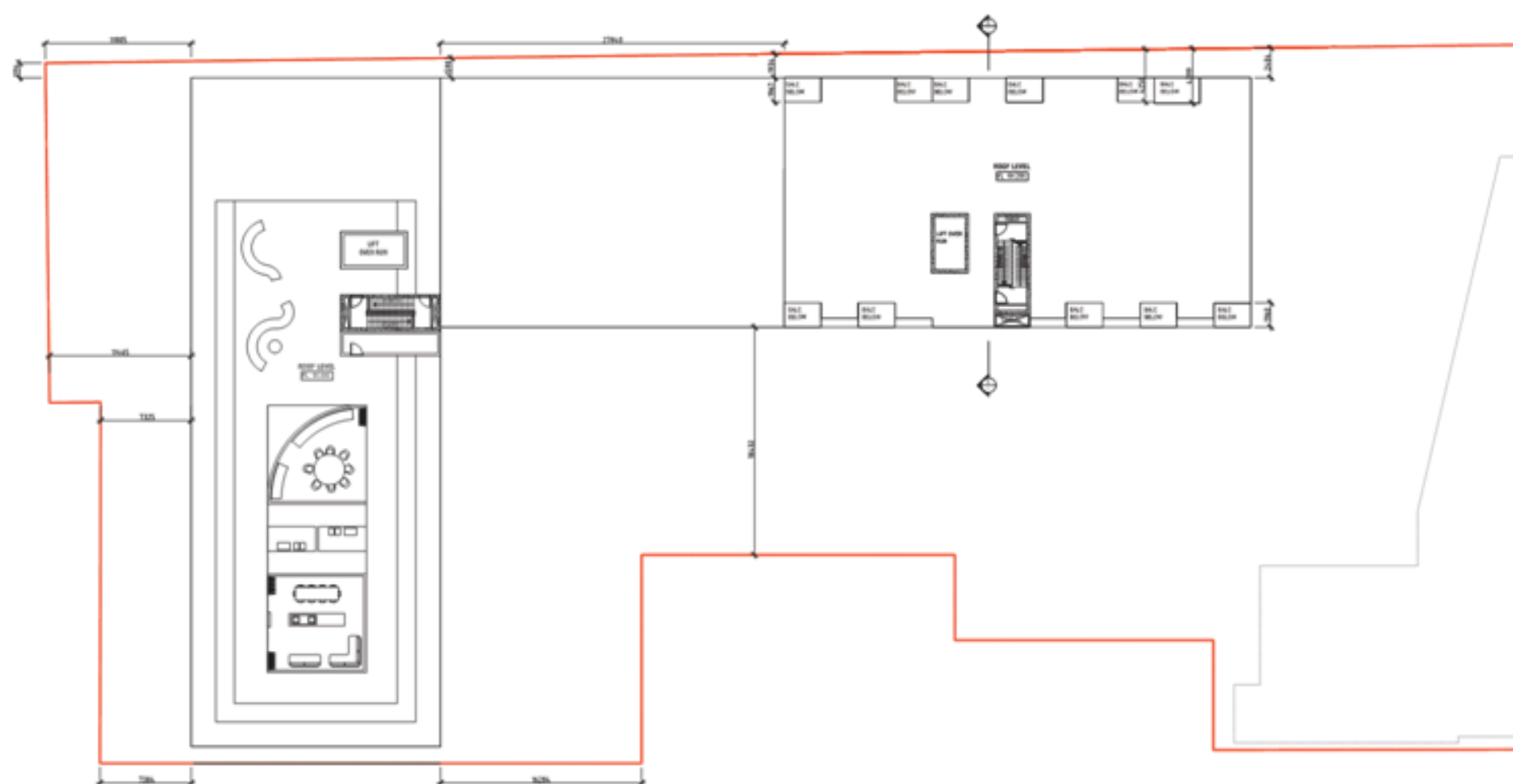
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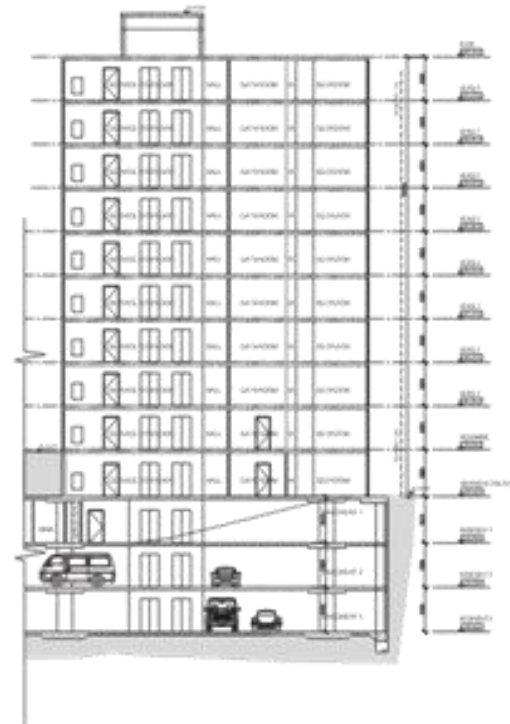


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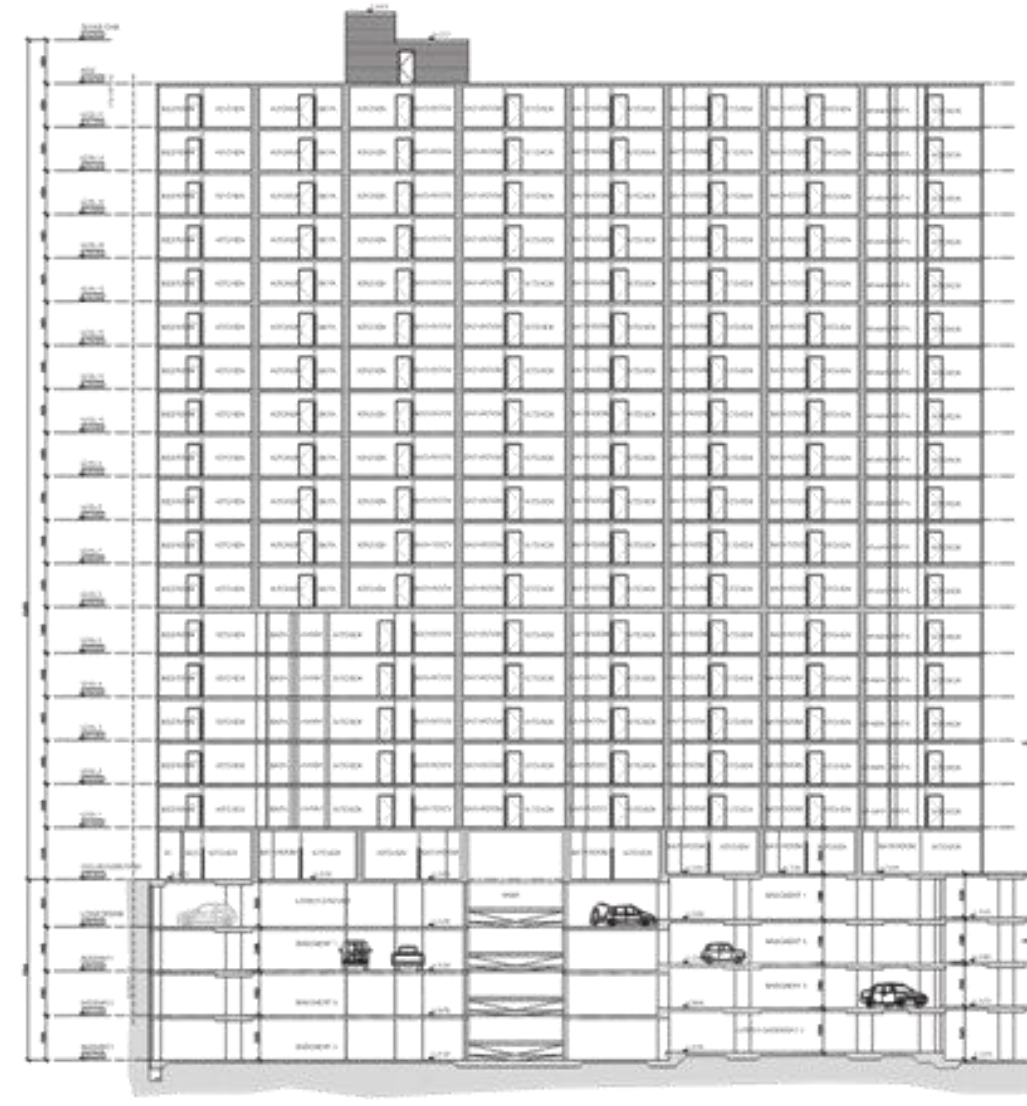


132 ROOF PLAN  
SCALE: 1/8"=1'-0"





SECTION G-G  
SCALE: 1:200 @A1



SECTION H-H  
SCALE: 1:200 @A1

NOTES:  
1. ALL DIMENSIONS ARE IN METRES.  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

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PROJECT NAME  
Homer Street - Section G-G & Section H-H  
DRAWN BY  
CDB  
CHECKED BY  
JC  
DATE  
26/07/2016

PROJECT NO.  
216  
PROJECT  
Homer St & Forthage St  
Museum Road, 2019  
REVISION / REVISION NUMBER  
TP-112/113

SCALE: 1:200  
@A1

Created  
2016-07-26 14:00:00  
2016-07-26 14:00:00  
2016-07-26 14:00:00

CAYDON  
Property Group











**EAST BUILDING ELEVATIONS**  
 Scale: 1:200 (A3)



**EXTERNAL FINISHES LEGEND**

101	GLAZED ALUMINUM TYPE 1	106	CONCRETE FINISH 1
102	GLAZED ALUMINUM TYPE 2	107	CONCRETE FINISH 2
103	GLAZED ALUMINUM TYPE 3	108	CONCRETE FINISH 3
104	METAL CLADDING 1	109	STONE FINISH 1
105	METAL CLADDING 2	110	BRICK FINISH 1
111	TIMBER FINISH 1	112	BRICK FINISH 2
113	TIMBER FINISH 2		

117 WEST BUILDING - EAST ELEVATION  
 SCALE: 1:200 (A3)

ALL DIMENSIONS ARE IN METERS  
 UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO FACE UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER LINE UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER OF GRAVITY UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER OF MASS UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER OF ROTATION UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER OF GRAVITY UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER OF MASS UNLESS OTHERWISE SPECIFIED  
 DIMENSIONS TO CENTER OF ROTATION UNLESS OTHERWISE SPECIFIED

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 1. This drawing is for informational purposes only and should not be used for construction or other purposes without the approval of the architect.  
 2. The architect is not responsible for the accuracy of the information provided in this drawing.  
 3. The architect is not responsible for the accuracy of the information provided in this drawing.

**REVISIONS:**  
 Revision 1: West Building (East Elevation)  
 Revision 2: West Building (East Elevation)  
 Revision 3: West Building (East Elevation)  
 Revision 4: West Building (East Elevation)  
 Revision 5: West Building (East Elevation)  
 Revision 6: West Building (East Elevation)  
 Revision 7: West Building (East Elevation)  
 Revision 8: West Building (East Elevation)  
 Revision 9: West Building (East Elevation)  
 Revision 10: West Building (East Elevation)

**PROJECT NO:** 2016  
**PROJECT:** West Building & Forecourt at  
 Meriton Road, 2016  
**REVISIONS / REVISION NUMBER:** TP-117

**SCALE:** 1:200  
**DATE:** 10/10/2016

**CLIENT:** CAYDON  
**PROJECT:** West Building & Forecourt at  
 Meriton Road, 2016  
**DATE:** 10/10/2016

**CAYDON**  
 Property Group





EXTERNAL FINISHED LEGEND			
(1)	GLAZED VISION TYPE 1	(11)	CONCRETE FINISH 1
(2)	GLAZED VISION TYPE 2	(12)	CONCRETE FINISH 2
(3)	GLAZED VISION TYPE 3	(13)	CONCRETE FINISH 3
(4)	METAL CLADDING 1	(14)	STONE FINISH 1
(5)	METAL CLADDING 2	(15)	BRICK FINISH 1
(6)	TIMBER FINISH 1	(16)	BRICK FINISH 2
(7)	TIMBER FINISH 2		

218 WEST BUILDING - WEST ELEVATION  
 Scale: 1:200 (A3)

NOTES:  
 1. All dimensions are in millimetres unless otherwise stated.  
 2. All dimensions are to the face of the work unless otherwise stated.  
 3. All dimensions are to the centre of the work unless otherwise stated.  
 4. All dimensions are to the centre of the work unless otherwise stated.  
 5. All dimensions are to the centre of the work unless otherwise stated.  
 6. All dimensions are to the centre of the work unless otherwise stated.  
 7. All dimensions are to the centre of the work unless otherwise stated.  
 8. All dimensions are to the centre of the work unless otherwise stated.  
 9. All dimensions are to the centre of the work unless otherwise stated.  
 10. All dimensions are to the centre of the work unless otherwise stated.

DESIGN AND DRAWN BY:  
 ARCHITECT: [Name]  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 DATE: 10/07/2016

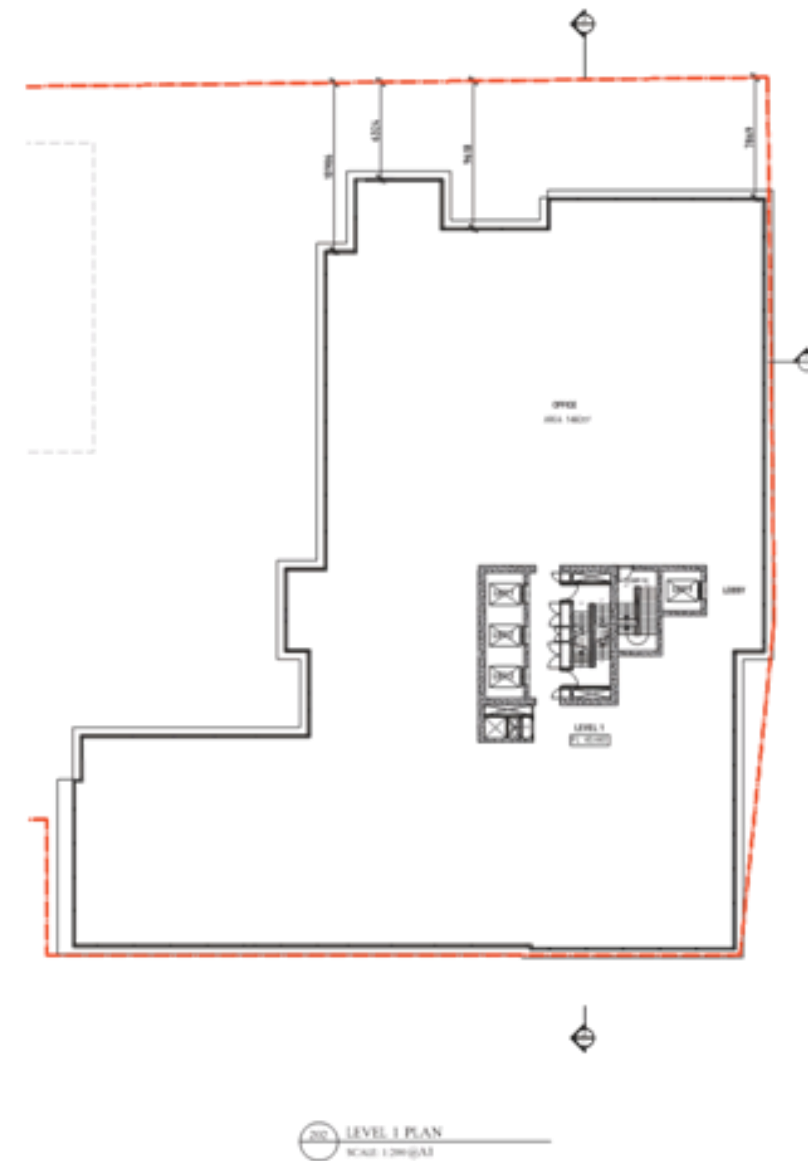
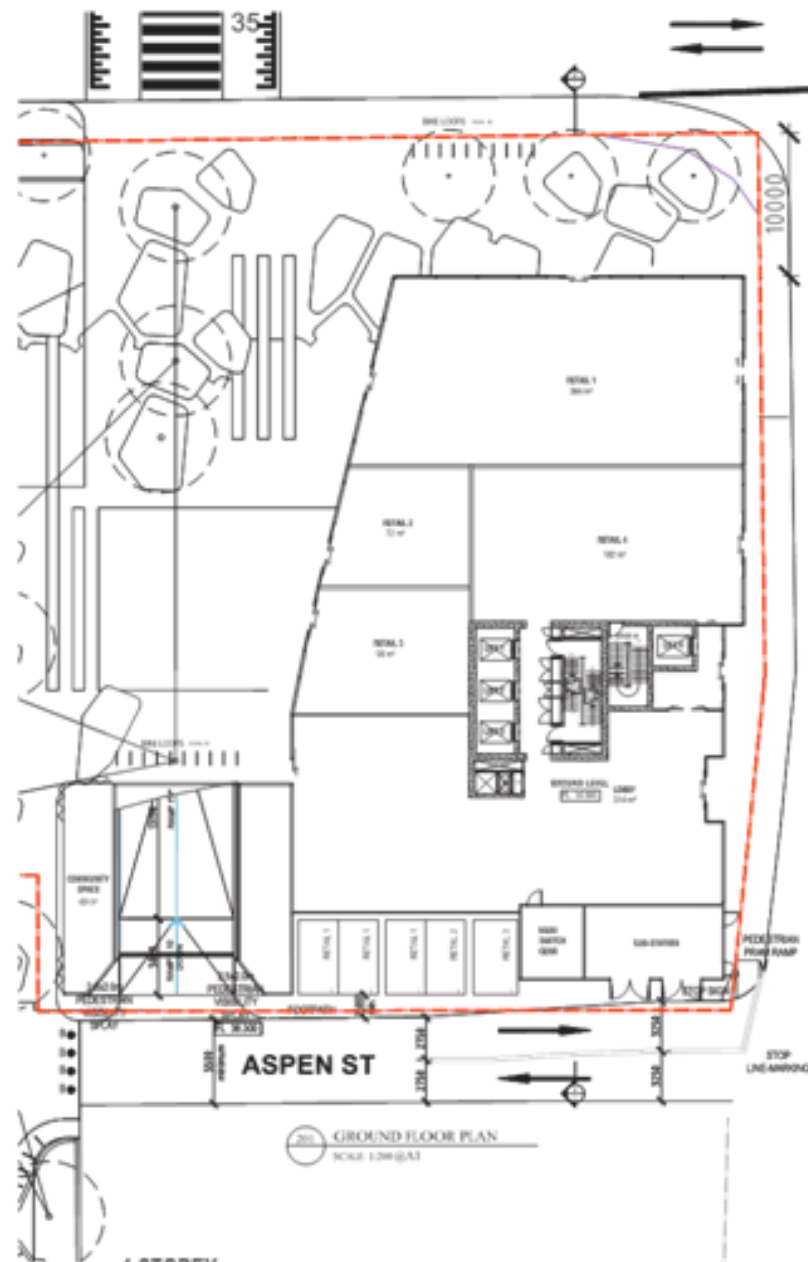
PROJECT NO:  
 218  
 PROJECT NAME:  
 Honner Street - West Building (West Elevation)  
 CLIENT:  
 CDB  
 LOCATION:  
 JC  
 DATE:  
 10/07/2016

REVISIONS / REVISION NUMBER:  
 1. [Description]  
 2. [Description]  
 3. [Description]  
 4. [Description]  
 5. [Description]  
 6. [Description]  
 7. [Description]  
 8. [Description]  
 9. [Description]  
 10. [Description]

SCALE: 1:200  
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 METRES

Client:  
 [Name]  
 Project:  
 [Name]  
 Date:  
 10/07/2016

CAYDON  
 Property Group



NOT TO SCALE  
FOR INFORMATION ONLY  
THIS PLAN IS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION OR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.

DISCLAIMER  
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PROJECT TITLE  
Evergreen Street - Ground Floor & Level 1 Plan  
DRAWN BY  
CDB  
CHECKED BY  
JC  
DATE  
26/07/2016

PROJECT NO.  
204  
PROJECT  
Home St & Evergreen St  
Master Plan, 2016  
TOWN PLANNING  
TP-201/202

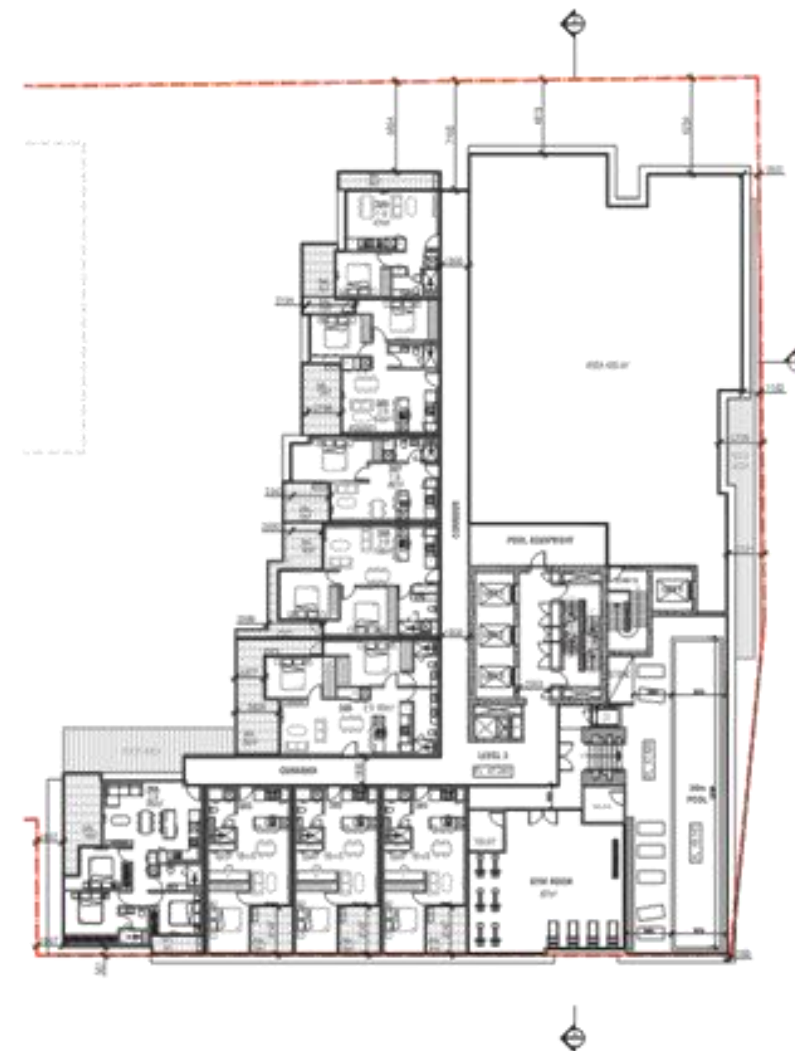
SCALE: 1/200  
@A1

CAYDON  
L. 400 Industrial Street  
Winnipeg, MB  
R2H 1A1  
TEL: 204.633.1000  
WWW.CAYDON.COM

CAYDON  
Property Group



203 LEVEL 2 PLAN  
 SCALE: 1:200 @A1



204 LEVEL 3 PLAN  
 SCALE: 1:200 @A1

REVISIONS  
 NO. DESCRIPTION DATE  
 1. Initial design development 20/07/2016  
 2. Final design development 20/07/2016  
 3. Final design development 20/07/2016  
 4. Final design development 20/07/2016  
 5. Final design development 20/07/2016  
 6. Final design development 20/07/2016  
 7. Final design development 20/07/2016  
 8. Final design development 20/07/2016  
 9. Final design development 20/07/2016  
 10. Final design development 20/07/2016

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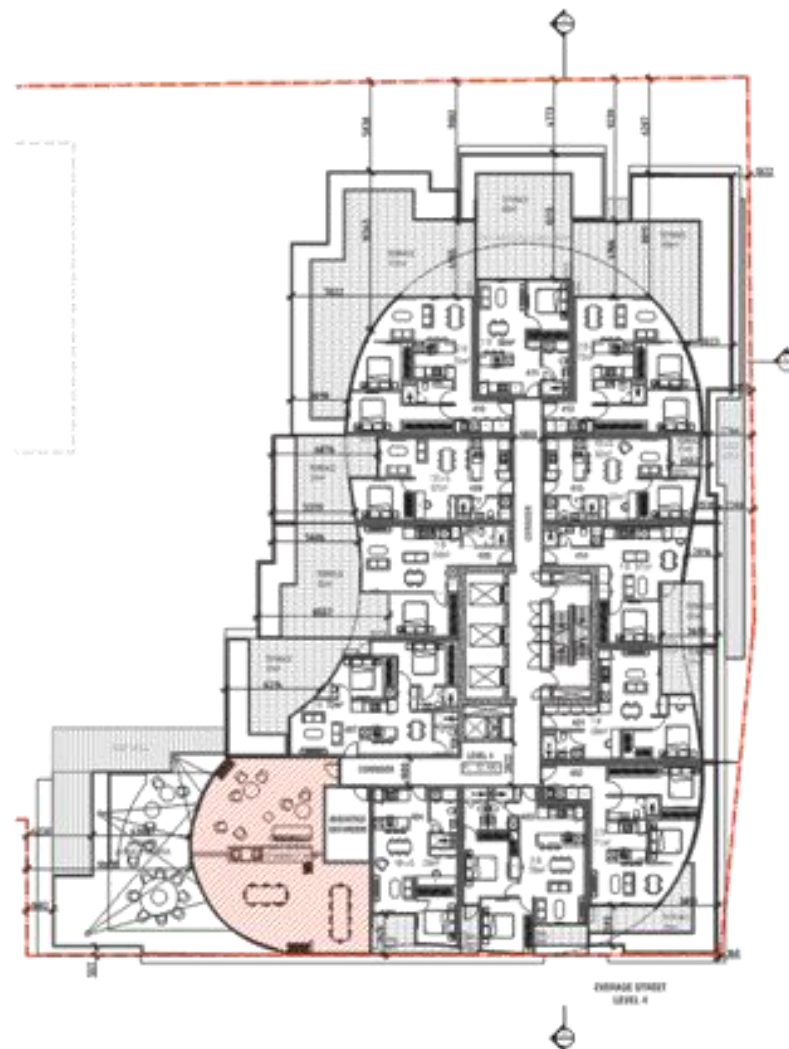
DRAWING TITLE  
 Evergreen Street - Level 2-3 Plan  
 DRAWING NO.  
 203  
 PROJECT NO.  
 203  
 PROJECT NAME  
 Evergreen St & Forthright St  
 PROJECT LOCATION  
 Moore Park, 2019  
 PROJECT OWNER  
 Town Planning  
 PROJECT NUMBER  
 TP-203/204  
 SCALE  
 1:200  
 DATE  
 20/07/2016

PROJECT NO.  
 203  
 PROJECT NAME  
 Evergreen St & Forthright St  
 PROJECT LOCATION  
 Moore Park, 2019  
 PROJECT OWNER  
 Town Planning  
 PROJECT NUMBER  
 TP-203/204

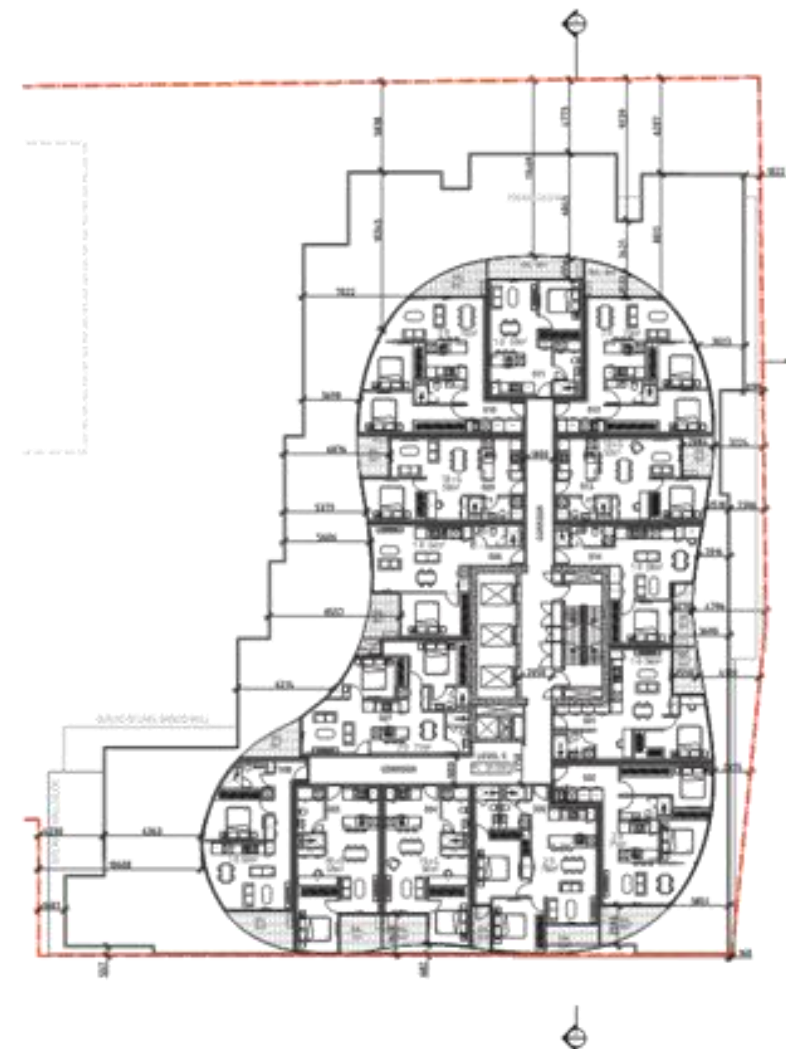


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 40m  
 50m  
 60m  
 70m  
 80m  
 90m  
 100m

CAYDON  
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205 LEVEL 4 PLAN  
 SCALE: 1:200 @A1



206 LEVEL 5-23 PLAN (TYPICAL)  
 SCALE: 1:200 @A1

REVISIONS  
 NO. DESCRIPTION DATE  
 1. Initial design and development of the project. 10/10/2015  
 2. Final design and development of the project. 10/10/2015

DESIGNER'S NOTE:  
 The plan shows the proposed  
 development of the project. It is  
 subject to the approval of the  
 Council and the relevant authorities.  
 The plan is not to be used for any other  
 purpose without the written consent  
 of the Designer.

DRAWING TITLE  
 Evergreen Street - Level 4 Plan & Level 5-23 Plan (typical)  
 CLIENT NAME  
 CDB  
 DESIGNER  
 JC  
 DATE  
 10/10/2015

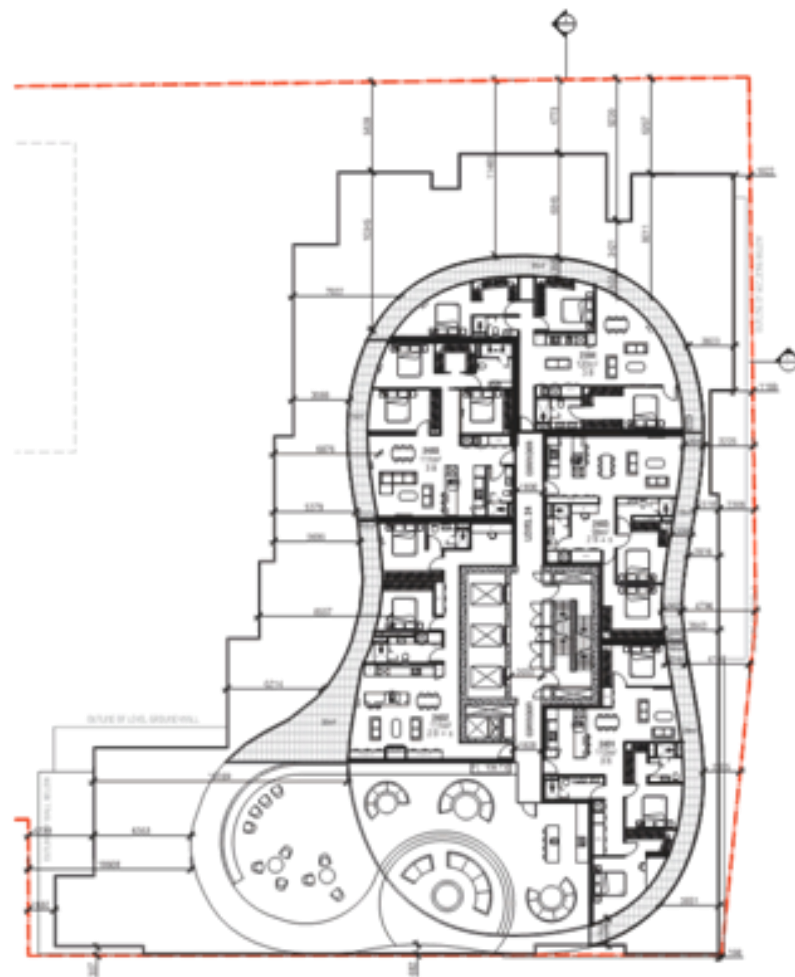
PROJECT NO.  
 205  
 PROJECT  
 Western B & Evergreen St  
 Motorway Ponds, 2015  
 REVIEWER / APPROVALS  
 Town Planning TP-205/206

SCALE: 1:200  
 @A1

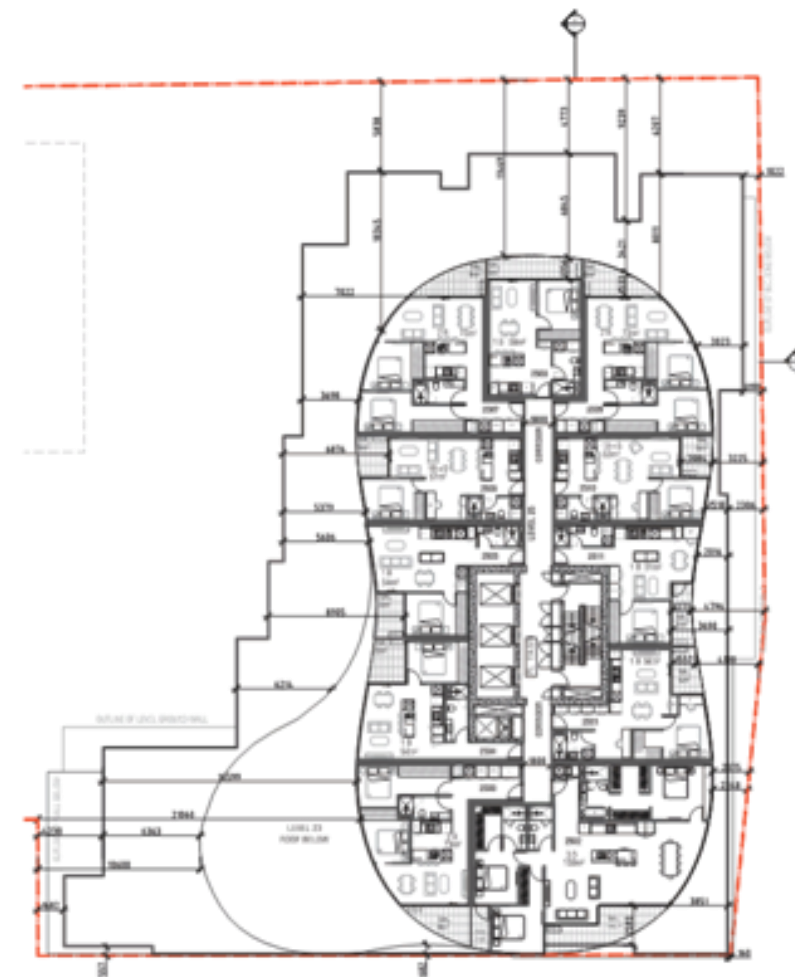
Client  
 Western B & Evergreen St  
 Motorway Ponds, 2015  
 The client is responsible for  
 the accuracy of the information  
 provided in this drawing.

**CAYDON**  
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207 LEVEL 24 PLAN  
 SCALE: 1:200 @A1



208 LEVEL 25-33 PLAN (TYPICAL)  
 SCALE: 1:200 @A1

REVISIONS  
 NO. DESCRIPTION DATE  
 1. Initial design 20/07/2016  
 2. Revise design 20/07/2016  
 3. Revise design 20/07/2016  
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 7. Revise design 20/07/2016  
 8. Revise design 20/07/2016  
 9. Revise design 20/07/2016  
 10. Revise design 20/07/2016

DESIGNER  
 J. C. J. J.  
 DRAWN BY  
 J. C. J. J.  
 CHECKED BY  
 J. C. J. J.  
 DATE  
 20/07/2016

PROJECT NO.  
 207  
 PROJECT  
 Everage Street - Level 24 Plan & Level 25-33 Plan (typical)

PROJECT NO.  
 208  
 PROJECT  
 Everage Street - Level 25-33 Plan (typical)  
 PROJECT NO.  
 209  
 PROJECT  
 Everage Street - Level 24 Plan & Level 25-33 Plan (typical)

SCALE: 1:200  
 @A1



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**CAYDON**  
 Property Group



200 ROOF PLAN  
 SCALE: 1:200 (A1)

REVISIONS  
 NO. DESCRIPTION DATE  
 1. Initial design and construction of the roof structure and waterproofing.  
 2. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.  
 3. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.  
 4. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.  
 5. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.

DESIGN AND DRAWING  
 DESIGNER: [Name]  
 CHECKED: [Name]  
 DATE: 26/07/2016

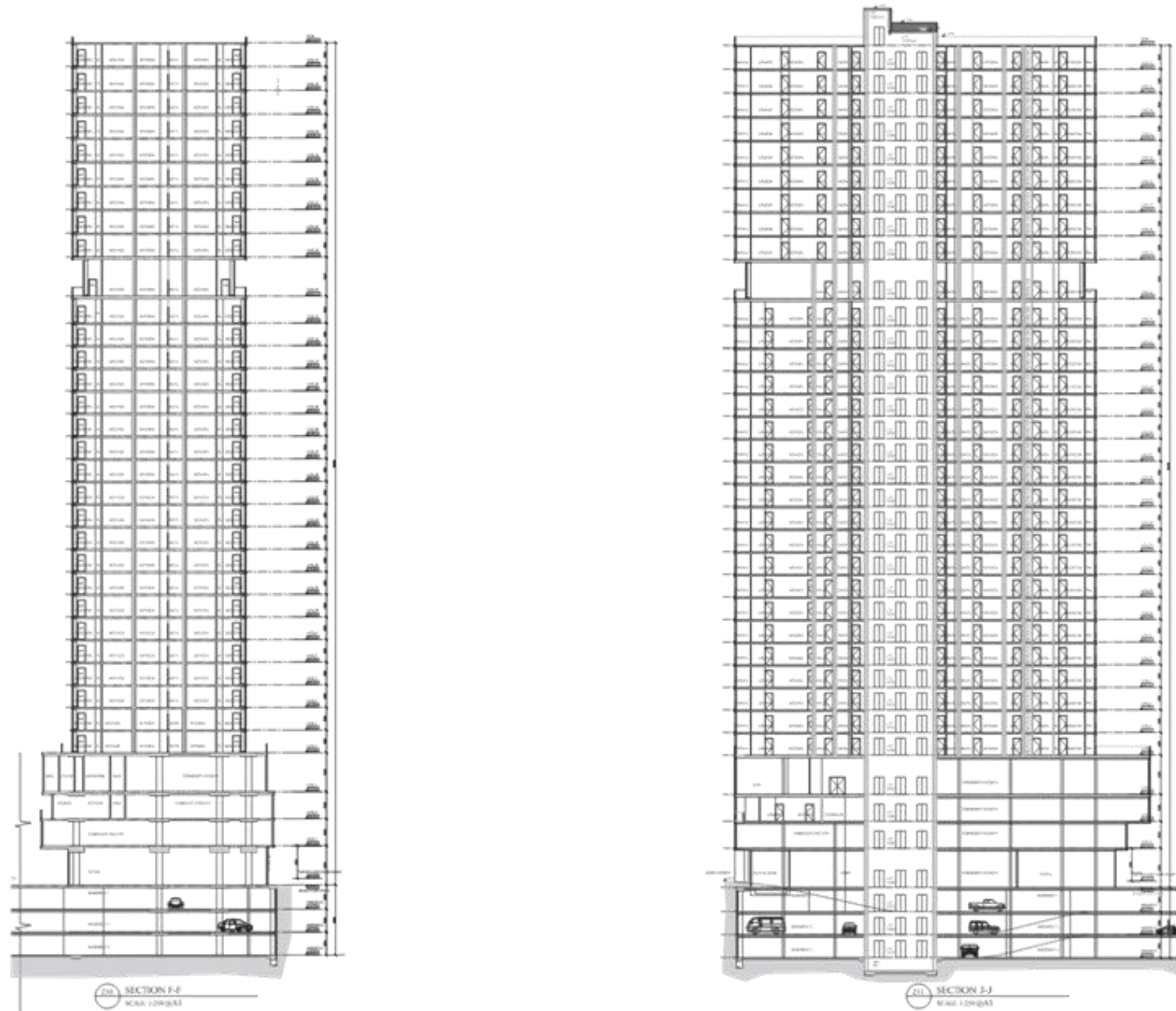
PROJECT NO.  
 200  
 PROJECT NAME  
 Water & Foulage in  
 Mowbray Ponds, 2016

REVISIONS / REVISIONS  
 1. Initial design and construction of the roof structure and waterproofing.  
 2. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.  
 3. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.  
 4. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.  
 5. Revision to the roof structure and waterproofing to include the new roof ramp and lift area.

SCALE: 1:200  
 (A1)

Client: [Name]  
 Project: [Name]  
 Date: 26/07/2016

**CAYDON**  
 Property Group



REVISIONS  
 NO. DESCRIPTION DATE  
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SECTION F-F  
 SCALE: 1:200 (G/A)

SECTION J-J  
 SCALE: 1:200 (G/A)

PROJECT NO.  
 210  
 TOWN PLANNING

SCALE: 1:200  
 (G/A)

PROJECT  
 210  
 TOWN PLANNING

CAYDON  
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HOMER STREET & EVERAGE STREET MOONEE PONDS  
TOWN PLANNING SUBMISSION      DRAWINGS

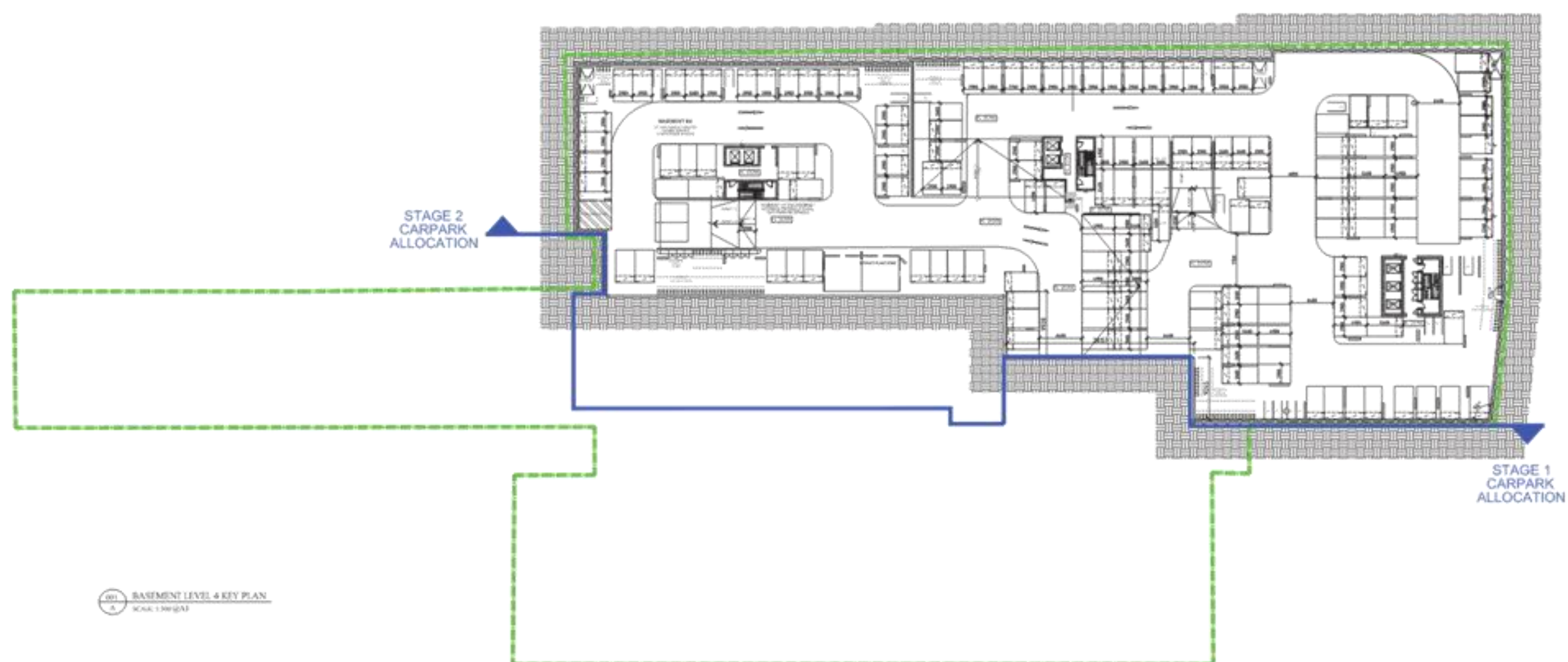
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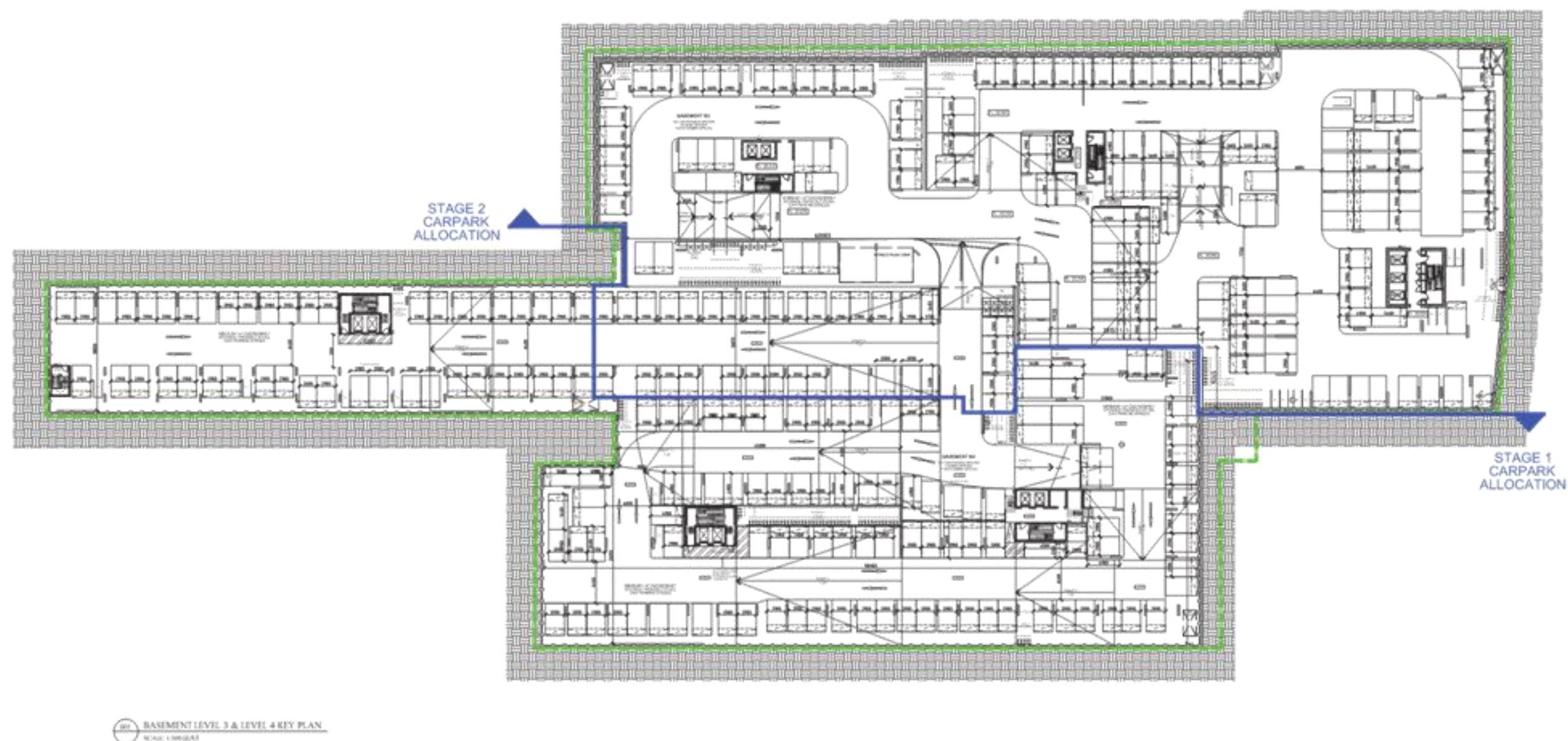
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Basement Level 3/Basement Level 4 Key Plan	TP-001	Level 1 Plan	TP-202
Basement Level 2/Basement Level 3 Key Plan	TP-002	Level 2 Plan	TP-203
Basement Level 1/Basement Level 2 Key Plan	TP-003A	Level 3 Plan	TP-204
Basement Lower Ground/B1 Key Plan	TP-003	Level 4 Plan	TP-205
Ground Floor Key Plan	TP-008	Level 5-11 Plan (Typical)	TP-206A
		Level 12-23 Plan (Typical)	TP-206
		Level 24	TP-207
<b><u>HOMER STREET</u></b>		Level 25-33 Plan (Typical)	TP-208
Ground Floor Plan	TP-101	Roof Plan	TP-209
Mezzanine Floor Plan	TP-102	Section F-F	TP-210
Level 1 Plan	TP-103	Section J-J	TP-211
Level 2-3 Plan (Typical)	TP-104	North Elevation	TP-212
Level 4 Plan	TP-105	South Elevation	TP-213
Level 5 Plan	TP-106	East Elevation	TP-214
Level 6 Plan	TP-107	West Elevation	TP-215
Level 7-8 Plan (Typical)	TP-108		
Homer West Level 9-17 (Typical) + Homer East Roof Plan	TP-109A		
Homer West Level 18-19 Plan (Typical)	TP-109		
Roof Plan	TP-110		
Section F-F	TP-111		
Section G-G	TP-112		
Section H-H	TP-113		
North Elevation	TP-114		
South Elevation	TP-115		
East Building - East Elevation	TP-116A		
East Building - West Elevation	TP-116		
West Building - East Elevation	TP-117		
West Building - West Elevation	TP-118		





ALLOCATION - CARS			ALLOCATION - BICYCLES			ALLOCATION - MOTORBIKES		
	Stage 1	Stage 2		Stage 1	Stage 2		Stage 1	Stage 2
B4	151	187	B4	105	143	B4	10	20
B3	147	179	B3	120	142	B3	10	20
B2	149	176	B2	120	134	B2	10	20
B1	137	157	B1	6	80	B1	11	19
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CRITICAL CITY	INVESTMENT CITY	2014-2015 BUDGET
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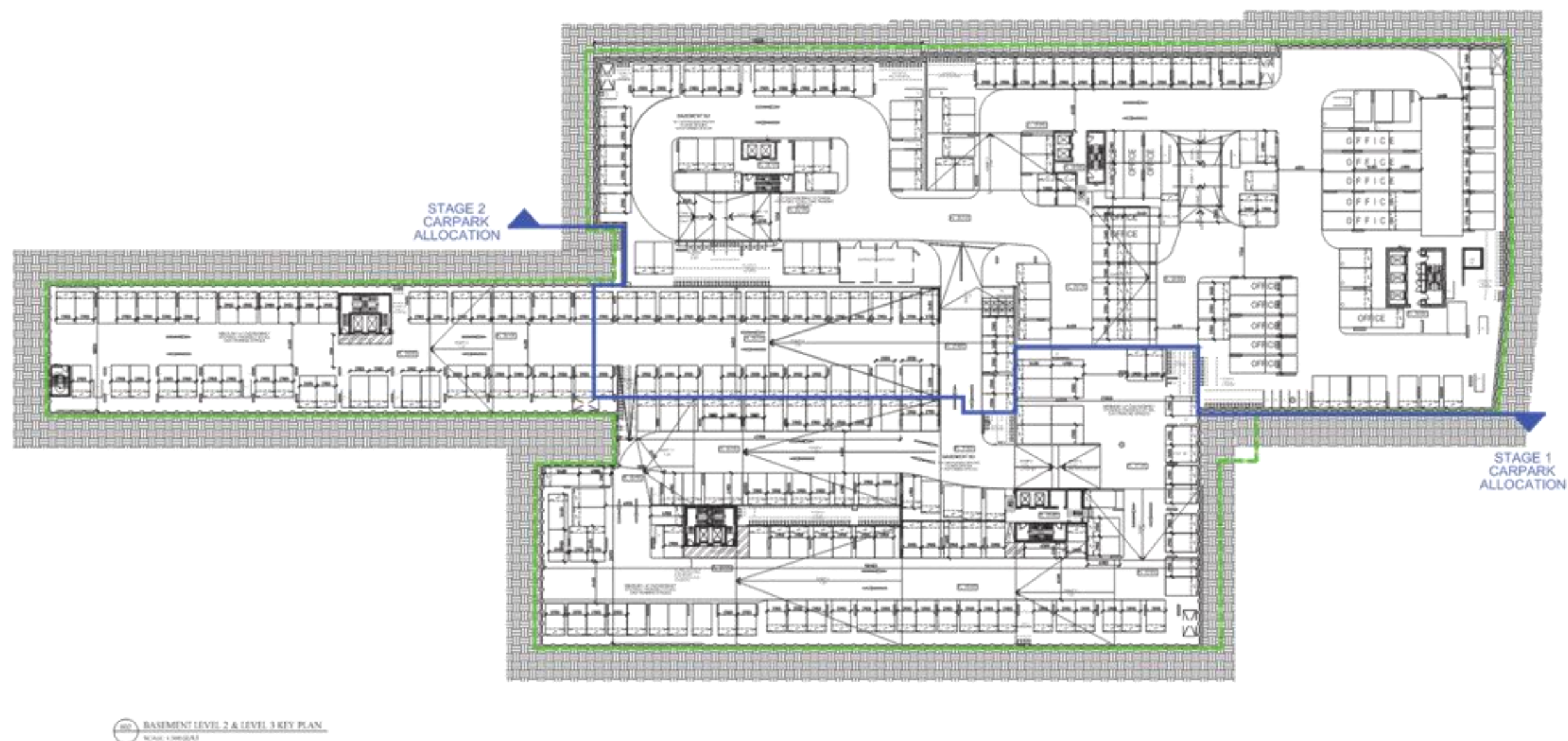
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REVISED: 11/2004  
TOWN PLANNING TP-001



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Journal of Internal Medicine 253: 105–112

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項目	活動期間	備考
1. 研究費	1997年度～2000年度	1997年度：100万円、1998年度：100万円、1999年度：100万円、2000年度：100万円
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10. 研究費	1997年度～2000年度	1997年度：100万円、1998年度：100万円、1999年度：100万円、2000年度：100万円

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CHS	IC	10/04/2015
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 STREET & EVERAGE ST  
 MISSOURI, 65019

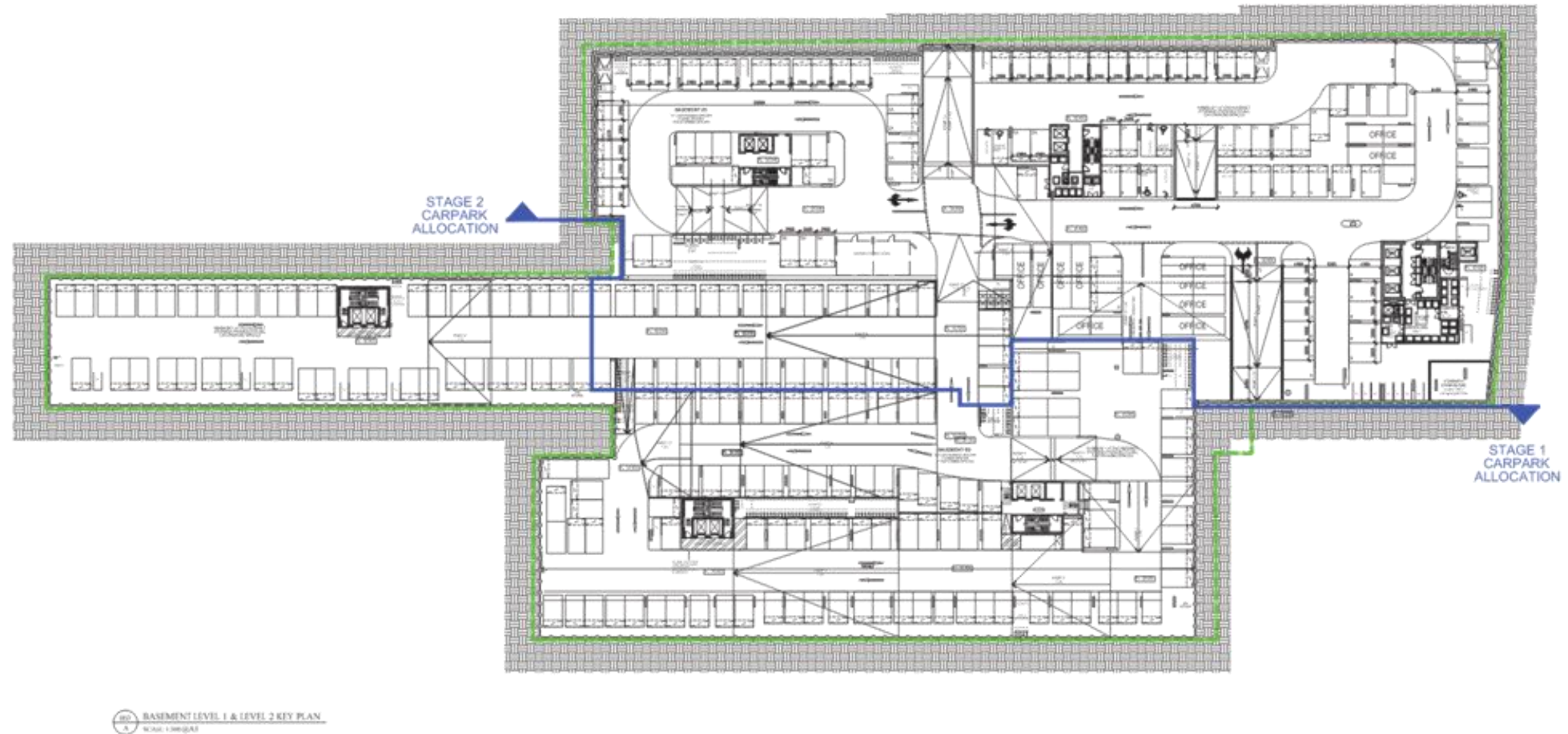
REVISION / SUPPLEMENT NUMBER

Town Planning TP-002



Ph. +44 (0)204 614 1494  
info@cliveston.co.uk  
www.cliveston.co.uk

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REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDER	10/04/2016
2	REVISED TO REFLECT COMMENTS FROM THE CLIENT	10/04/2016
3	REVISED TO REFLECT COMMENTS FROM THE CLIENT	10/04/2016
4	REVISED TO REFLECT COMMENTS FROM THE CLIENT	10/04/2016
5	REVISED TO REFLECT COMMENTS FROM THE CLIENT	10/04/2016
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9	REVISED TO REFLECT COMMENTS FROM THE CLIENT	10/04/2016
10	REVISED TO REFLECT COMMENTS FROM THE CLIENT	10/04/2016

DESIGNER'S NOTES

1. All work shall be completed by 10/04/2016.
2. All work shall be completed by 10/04/2016.
3. All work shall be completed by 10/04/2016.
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9. All work shall be completed by 10/04/2016.
10. All work shall be completed by 10/04/2016.

PROJECT NO. 200  
 PROJECT NAME: St. James & Forensic St. Medical Centre, 2009

DESIGNER: CAYDON  
 CLIENT: IC  
 DATE: 10/04/2016

PROJECT NO. 200  
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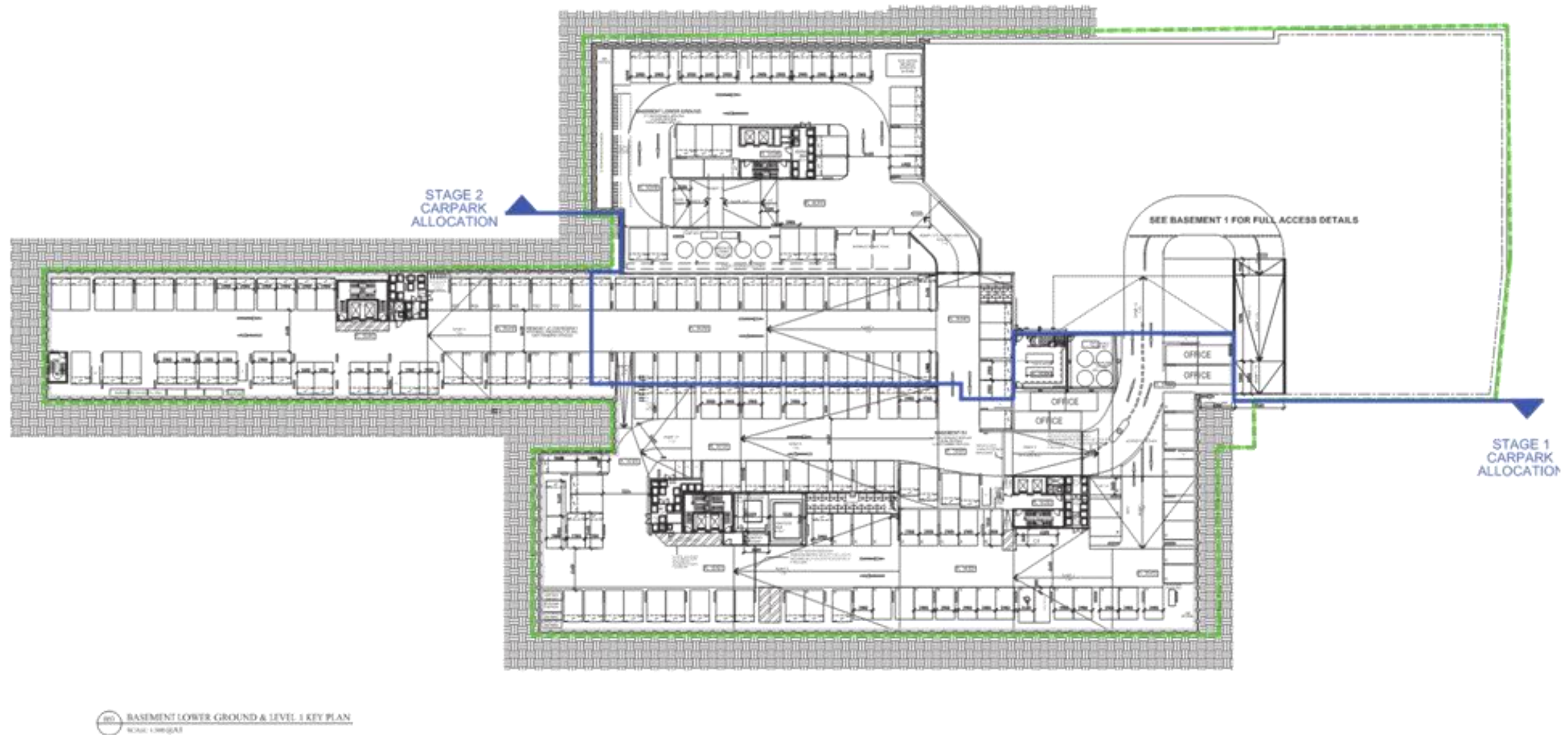
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 CLIENT: IC  
 DATE: 10/04/2016

SCALE: 1:300  
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Client: St. James & Forensic St. Medical Centre, 2009  
 Project: St. James & Forensic St. Medical Centre, 2009  
 Design: St. James & Forensic St. Medical Centre, 2009

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REV	DESCRIPTION	DATE
01	ISSUED FOR TENDERS	20/04/2016
02	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016
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09	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016
10	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016

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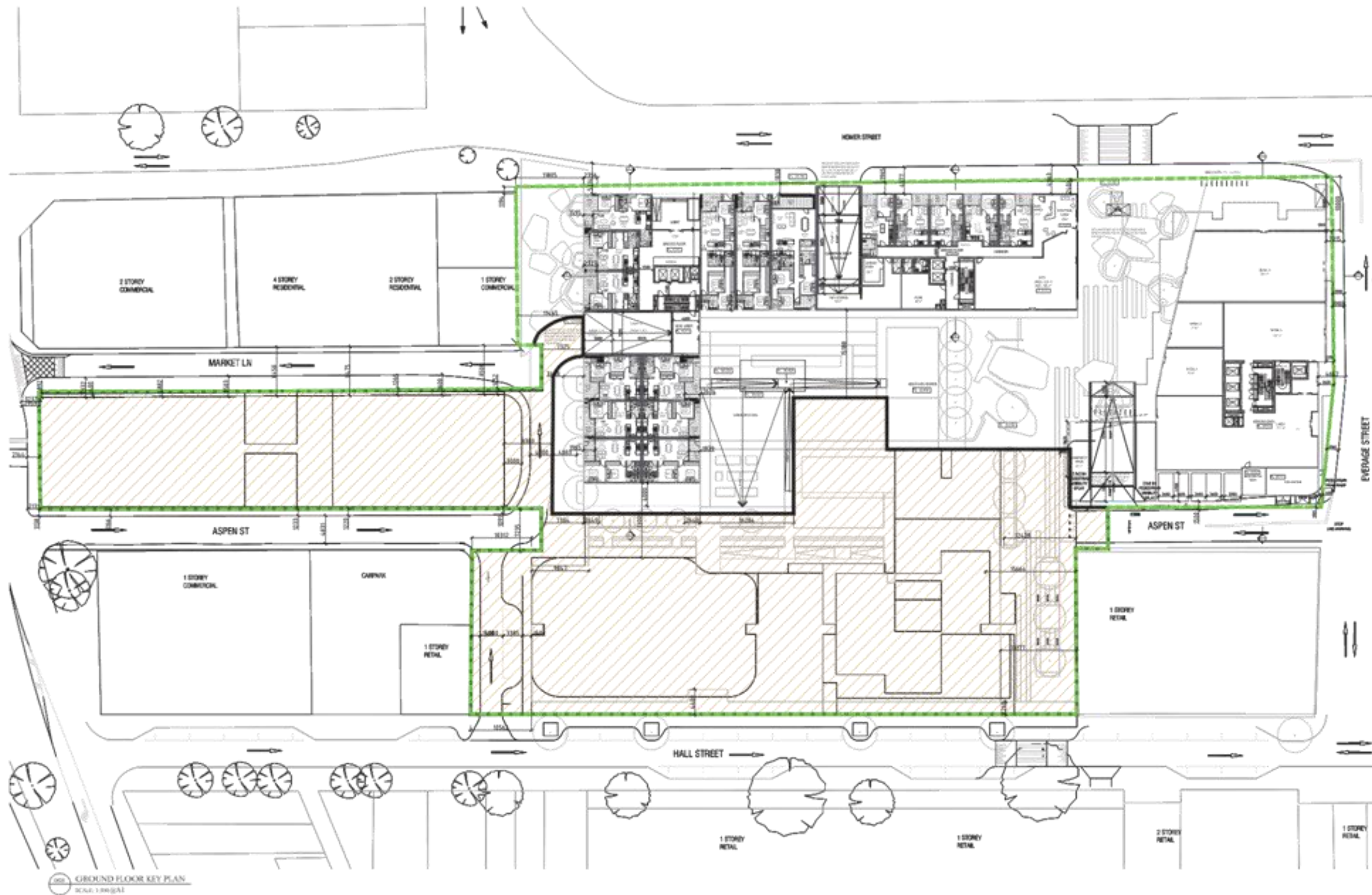
DRAWING TITLE		
Basement Lower Ground & Level 1 Key Plan		
DRAWN BY	CHECKED BY	DATE
QDB	IC	20/04/2016

PROJECT NO.	PROJECT NAME
200	Stoner St & Forthage St Melbourne, VIC 3000
REVISION / DRAWING NUMBER	REVISION / DRAWING NUMBER
Town Planning	TP-003



Client: Stoner St & Forthage St  
 Project: Stoner St & Forthage St  
 Date: 20/04/2016





GROUND FLOOR KEY PLAN  
SCALE: 1:500 @A1

REV	DESCRIPTION	DATE
001	ISSUED FOR TENDERS	20/04/2016
002	REVISION TO REFLECT CHANGES TO THE DEVELOPMENT	20/04/2016
003	REVISION TO REFLECT CHANGES TO THE DEVELOPMENT	20/04/2016
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007	REVISION TO REFLECT CHANGES TO THE DEVELOPMENT	20/04/2016
008	REVISION TO REFLECT CHANGES TO THE DEVELOPMENT	20/04/2016
009	REVISION TO REFLECT CHANGES TO THE DEVELOPMENT	20/04/2016
010	REVISION TO REFLECT CHANGES TO THE DEVELOPMENT	20/04/2016

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Ground Floor Key Plan		
CHANGED BY	APPROVED BY	DATE
CEB	IC	20/04/2016

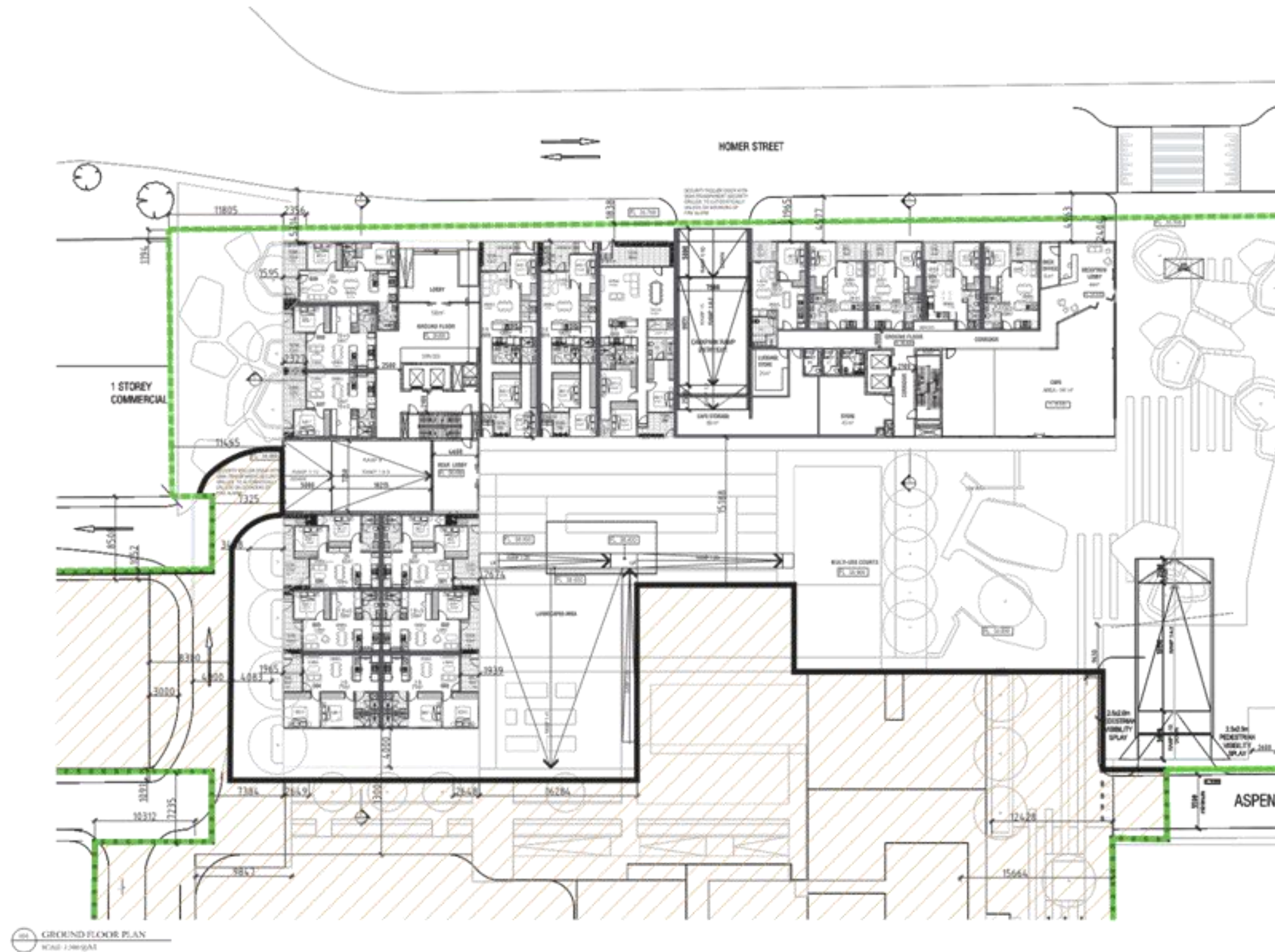
PROJECT NO	200
PROJECT NAME	Westerly & Everidge St Mixed-Use Development, 2016
DESIGNER / CONSULTANT	Town Planning TP-008

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Version: 1.0  
Date: 20/04/2016  
By: [Signature]  
For: [Signature]







REV	DESCRIPTION	DATE
001	ISSUED FOR TENDERS	15/04/2016
002	REVISED TO INCLUDE COMMENTS FROM THE TOWN PLANNING COMMITTEE	15/04/2016
003	REVISED TO INCLUDE COMMENTS FROM THE TOWN PLANNING COMMITTEE	15/04/2016
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009	REVISED TO INCLUDE COMMENTS FROM THE TOWN PLANNING COMMITTEE	15/04/2016
010	REVISED TO INCLUDE COMMENTS FROM THE TOWN PLANNING COMMITTEE	15/04/2016

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 This plan is a preliminary design and should not be used for construction purposes without the approval of the relevant authorities. The plan is subject to change without notice.

**PROJECT NAME:**  
 Homer Street - Ground Floor Plan

**CLIENT:**  
 CDB

**DESIGNER:**  
 JC

**DATE:**  
 15/04/2016

**PROJECT NO:**  
 200

**PROJECT NAME:**  
 Homer St & Forthage St  
 Minor Road, 2019

**STREET NAME:**  
 Town Planning

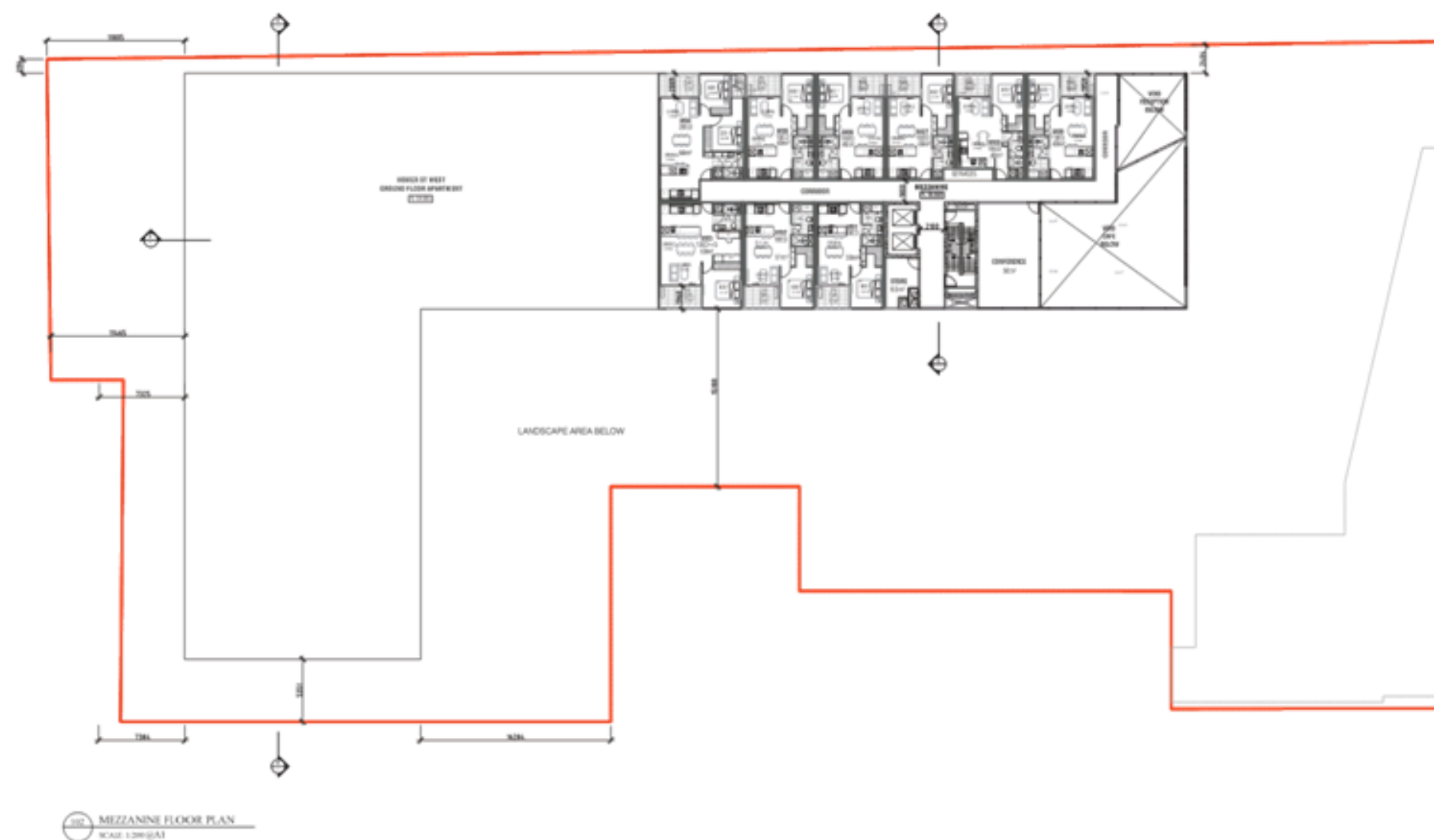
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 TP-101



**SCALE:**  
 1:1000

**DATE:**  
 15/04/2016

**CAYDON**  
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項目	資料提供機関	項目
1. 調査の目的	1. 調査の目的	1. 調査の目的
2. 調査の概要	2. 調査の概要	2. 調査の概要
3. 調査の方法	3. 調査の方法	3. 調査の方法
4. 調査の結果	4. 調査の結果	4. 調査の結果
5. 調査の結論	5. 調査の結論	5. 調査の結論
6. 調査の補足	6. 調査の補足	6. 調査の補足
7. 調査の参考文献	7. 調査の参考文献	7. 調査の参考文献
8. 調査の謝辞	8. 調査の謝辞	8. 調査の謝辞
9. 調査の問い合わせ先	9. 調査の問い合わせ先	9. 調査の問い合わせ先
10. 調査の最終更新日	10. 調査の最終更新日	10. 調査の最終更新日

[illegible]

### Horner Street - Mezzanine Floor Plan

CASE NO.	DOCTOR	DEPT. NO.
1234	DR.	1234

PROJECT NO.	PROJECT
2106	Monterey St. & Overgaard St. San Francisco, California, 94104

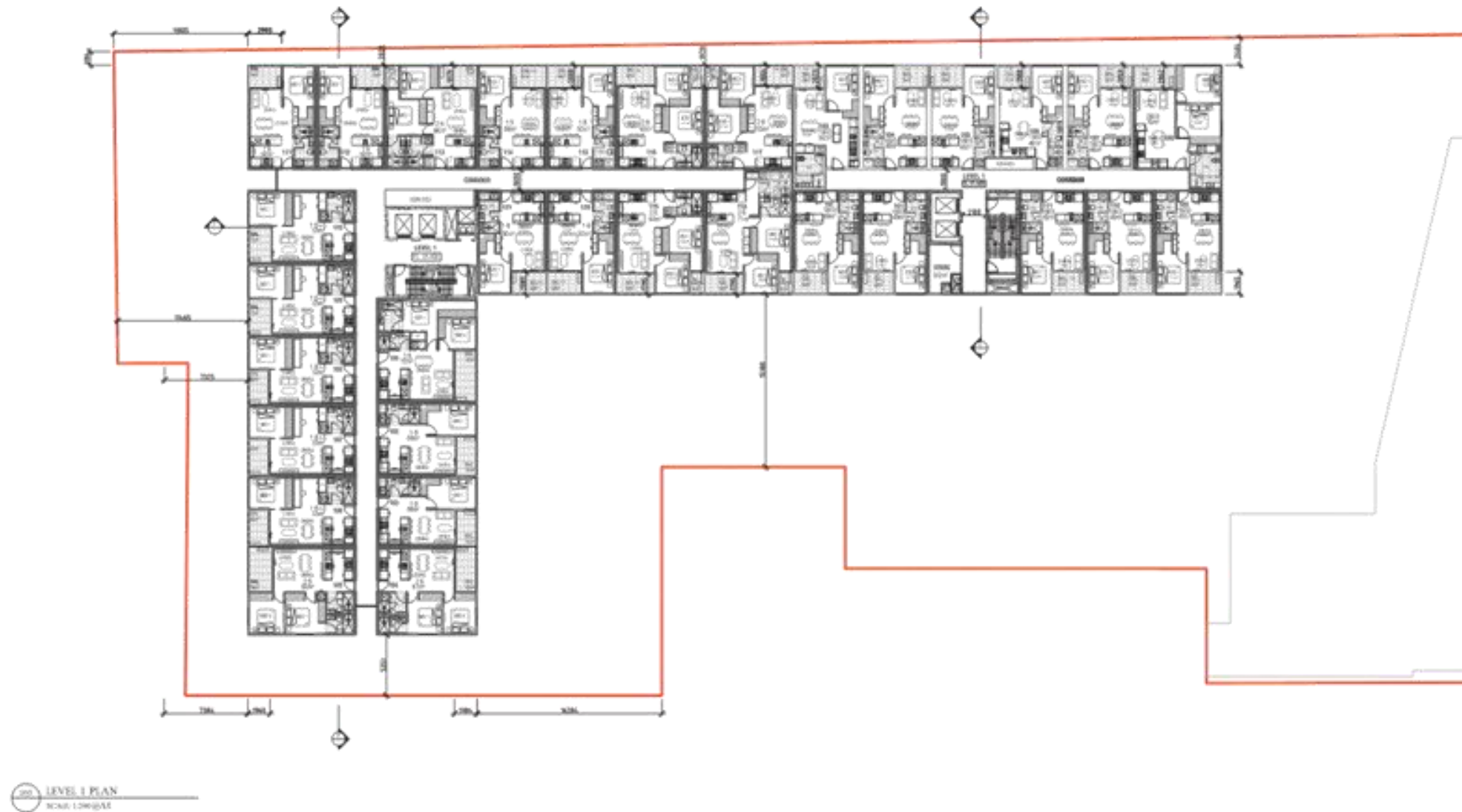
Town Planning TP-102

RECEIVED: 4-2009  
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REV	DESCRIPTION	DATE
01	ISSUED FOR TENDERS	15/04/2016
02	REVISED TO REFLECT COMMENTS FROM THE TOWN PLANNING COMMITTEE	20/04/2016
03	REVISED TO REFLECT COMMENTS FROM THE TOWN PLANNING COMMITTEE	20/04/2016
04	REVISED TO REFLECT COMMENTS FROM THE TOWN PLANNING COMMITTEE	20/04/2016
05	REVISED TO REFLECT COMMENTS FROM THE TOWN PLANNING COMMITTEE	20/04/2016
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19	REVISED TO REFLECT COMMENTS FROM THE TOWN PLANNING COMMITTEE	20/04/2016
20	REVISED TO REFLECT COMMENTS FROM THE TOWN PLANNING COMMITTEE	20/04/2016

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**DRAWING TITLE:**  
 Honner Street - Level 1 Plan

**CLIENT:** Q26  
**ARCHITECT:** JC  
**DATE:** 20/04/2016

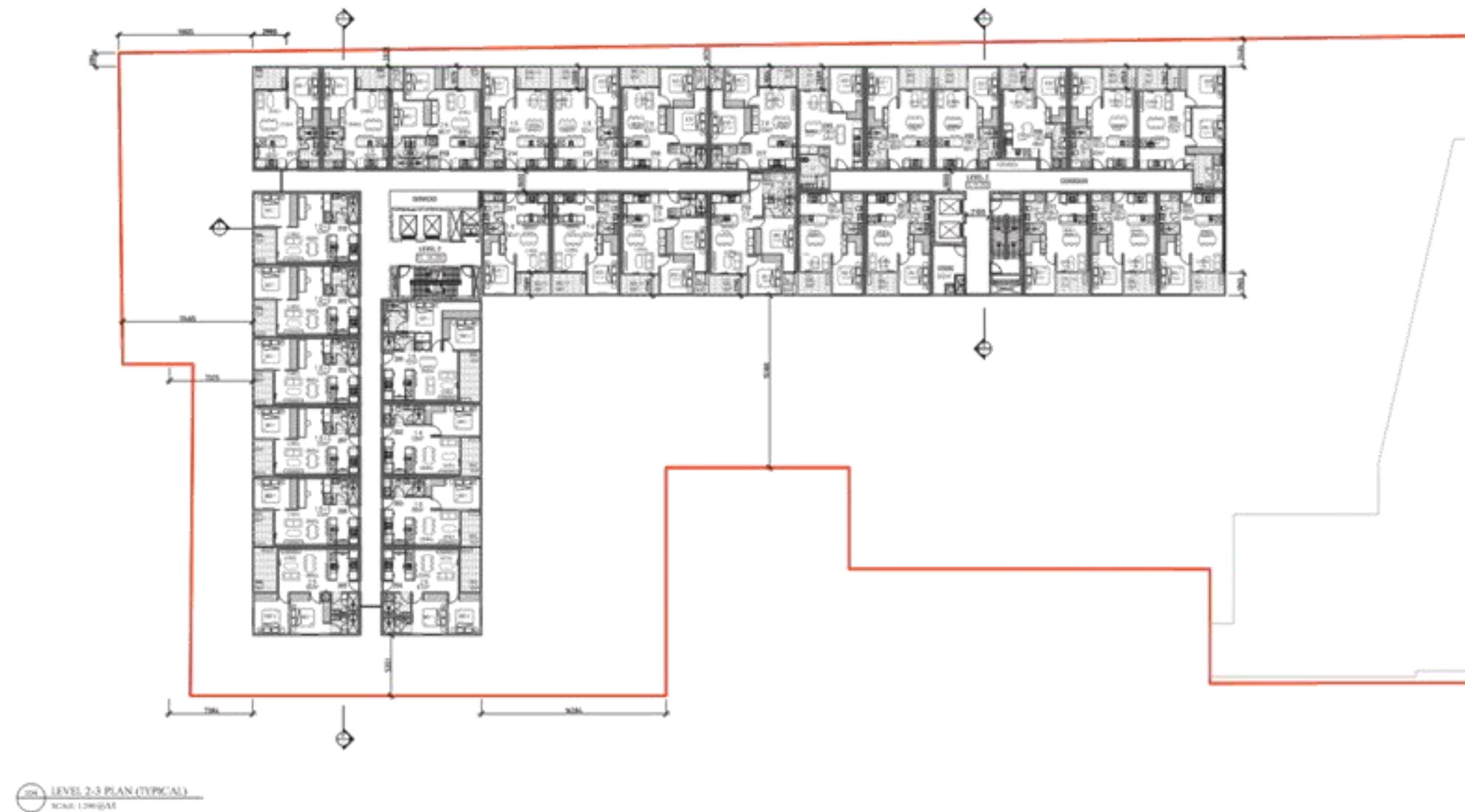
**PROJECT NO:** 204  
**PROJECT:** Honner St & Forthage St  
 Motenore Ponds, 2019

**STATION / PLANNING NUMBER:** TP-103

**SCALE:** 1:200  
**DATE:** 20/04/2016

**CLIENT:** Q26  
**ARCHITECT:** JC  
**DATE:** 20/04/2016

**CAYDON**  
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項目	2019年度	2018年度
1. 営業活動によるキャッシュ・フローの増減	1,000,000,000	1,000,000,000
2. 投資活動によるキャッシュ・フローの増減	1,000,000,000	1,000,000,000
3. 財務活動によるキャッシュ・フローの増減	1,000,000,000	1,000,000,000
4. 現金及び現金同等物の増減	1,000,000,000	1,000,000,000
5. 現金及び現金同等物の期首残高	1,000,000,000	1,000,000,000
6. 現金及び現金同等物の期末残高	1,000,000,000	1,000,000,000

**DISCUSSION AND CONCLUSION**

Research made from laboratory and field studies in the area of the natural vegetation of the Serra do Jari, and the use of indicators of water temperature, as part of the study on the hydrobiological characteristics of the water bodies of the Serra do Jari, is presented.

Hotter Street - Level 2-3 Pans (Typical)

Chemical CDs	Material IC	Date 20/04/2020
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Product No.	Model
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REVISED / SUPPLY NUMBER	
Town Planning	TP-104

SCHEIDT, L. 1988

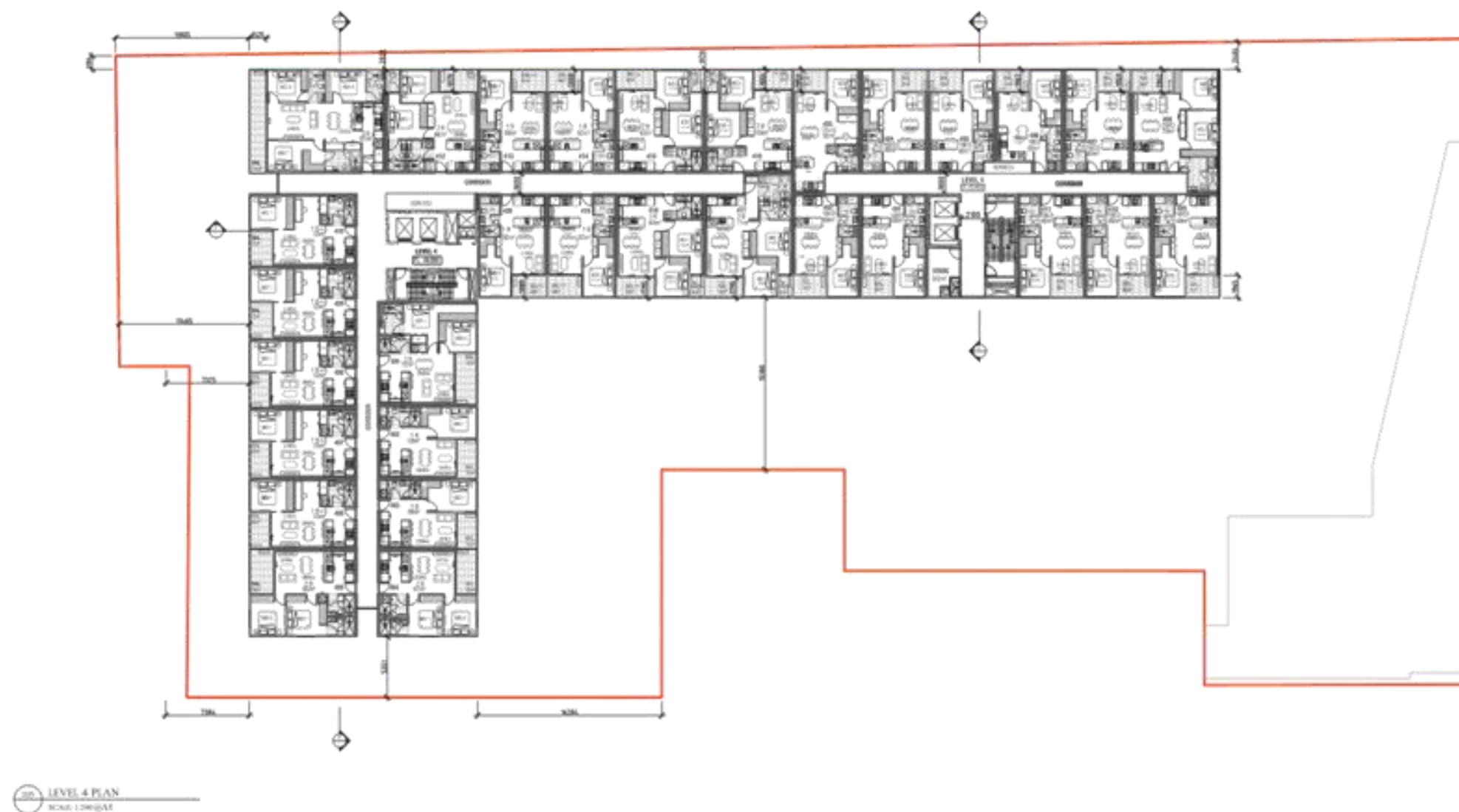
GALE



**Editorial**  
Journal of the International Society  
of Professional Taxpayers

Dr. J. J. (Jack) Hays  
Editor  
jhay@taxpayers.org

**CAYDON**  
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項目	活動期間	備考
1. 研究費	1997年度～2000年度	1997年度：100万円、1998年度：100万円、1999年度：100万円、2000年度：100万円
2. 研究費	1997年度～2000年度	1997年度：100万円、1998年度：100万円、1999年度：100万円、2000年度：100万円
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**CONTACT AND VISIT:**  
 de la Cruz, 1000, San Francisco,  
 California 94118, USA; e-mail:  
 cde la Cruz@SFSU.EDU  
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<http://www.sagepub.com/journalsPermissions.nav>

Homer Street - Level 4 Plan

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Manuscript No.	Manuscript
200	Shyns et al. & Everaert de Meyere, 2000

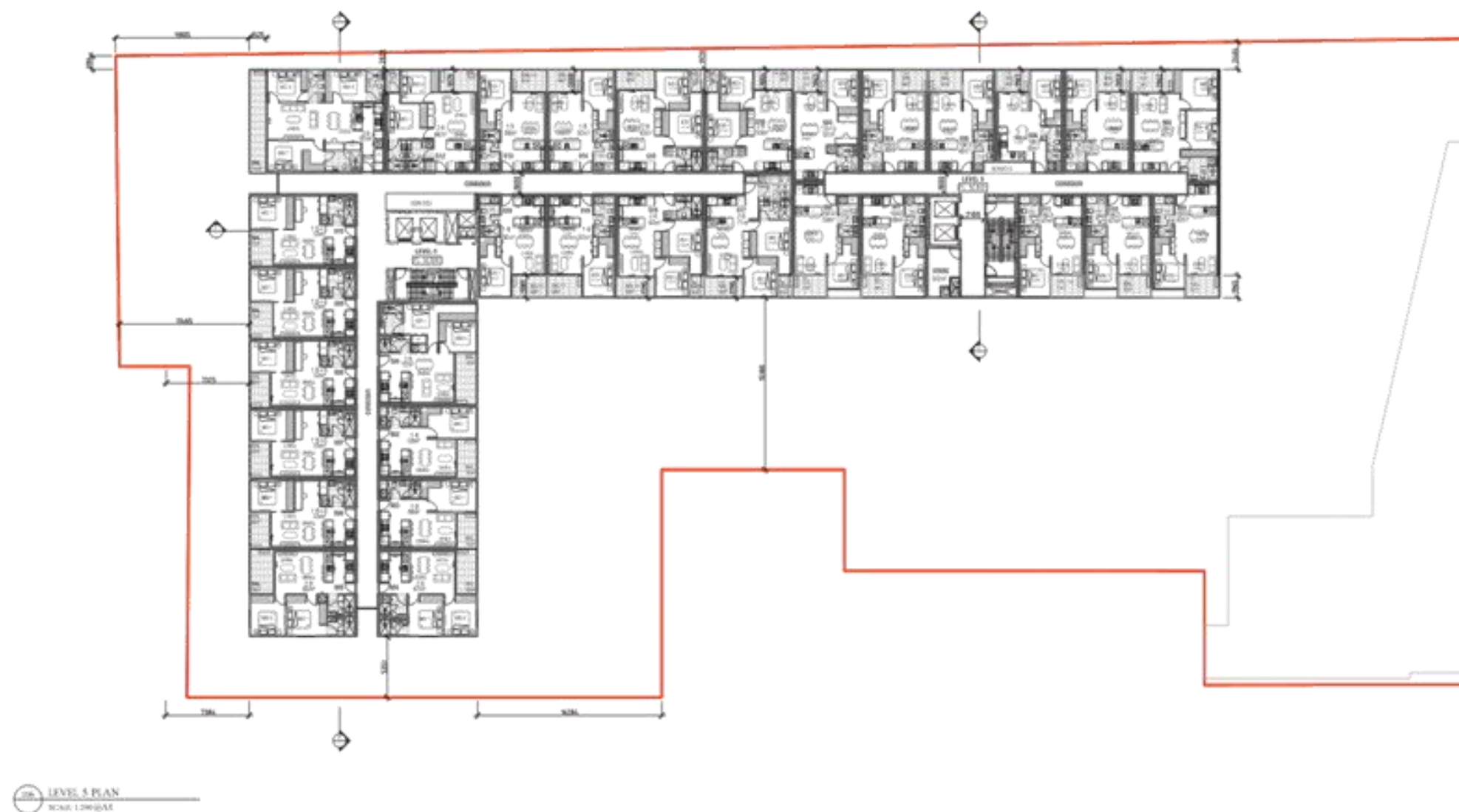
TOWNS Planning TP-104

ACAP 4.088  
G.A.F.

**Editorial**  
Volume 1, 4th Edition: Wiley  
Interscience, 1997

Ph. - 40 (1997, 1998)  
with a complete index  
and a complete list of  
authors and subjects.

**CAYDON**  
Property Group

[illegible][illegible]

Homer Street - Level 5 Plan

Case no.	Month	Year
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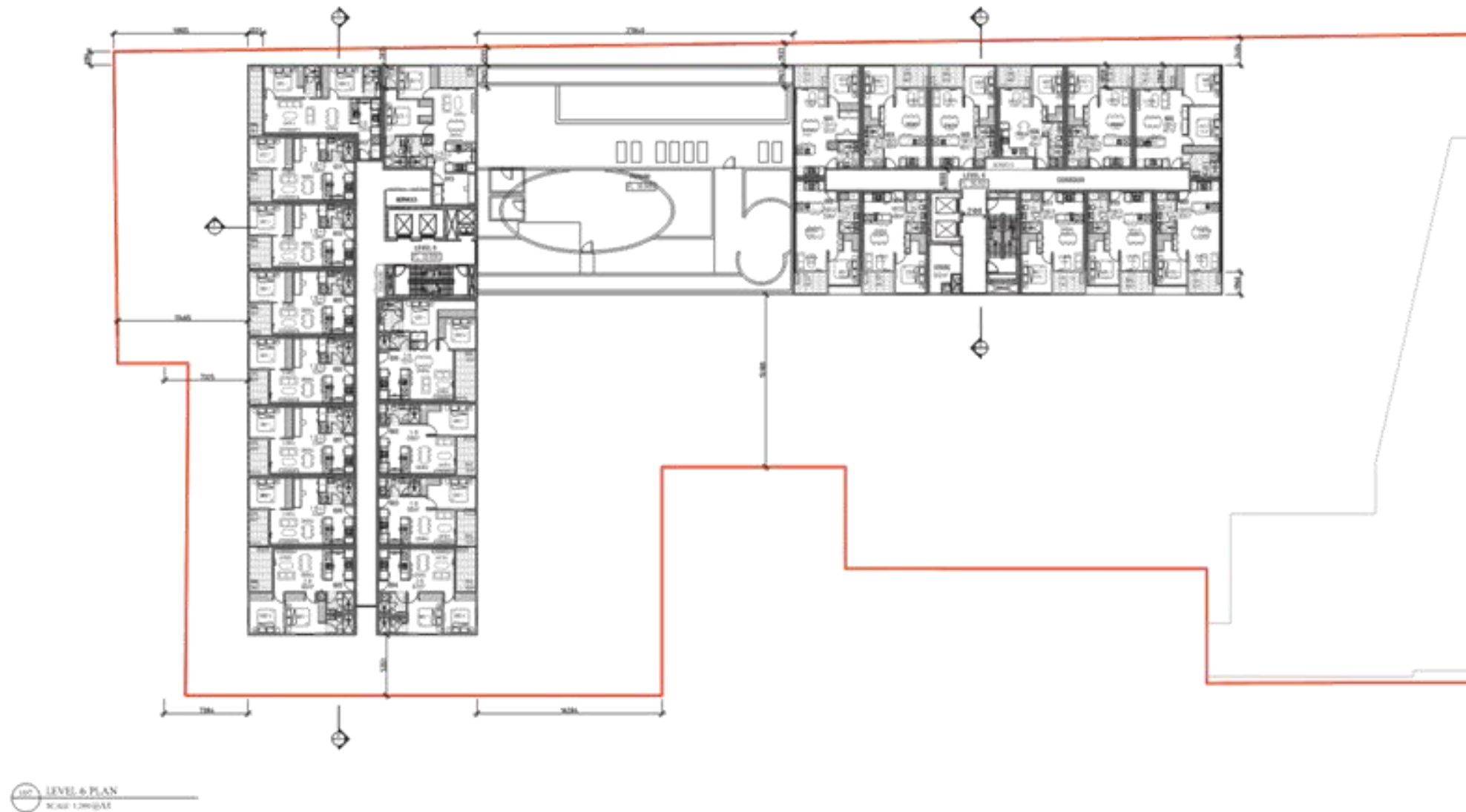
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Journal of Internal Medicine 253: 105–112

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REV	DESCRIPTION	DATE
01	ISSUED FOR TENDERS	15/04/2016
02	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
03	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
04	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
05	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
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19	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
20	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016

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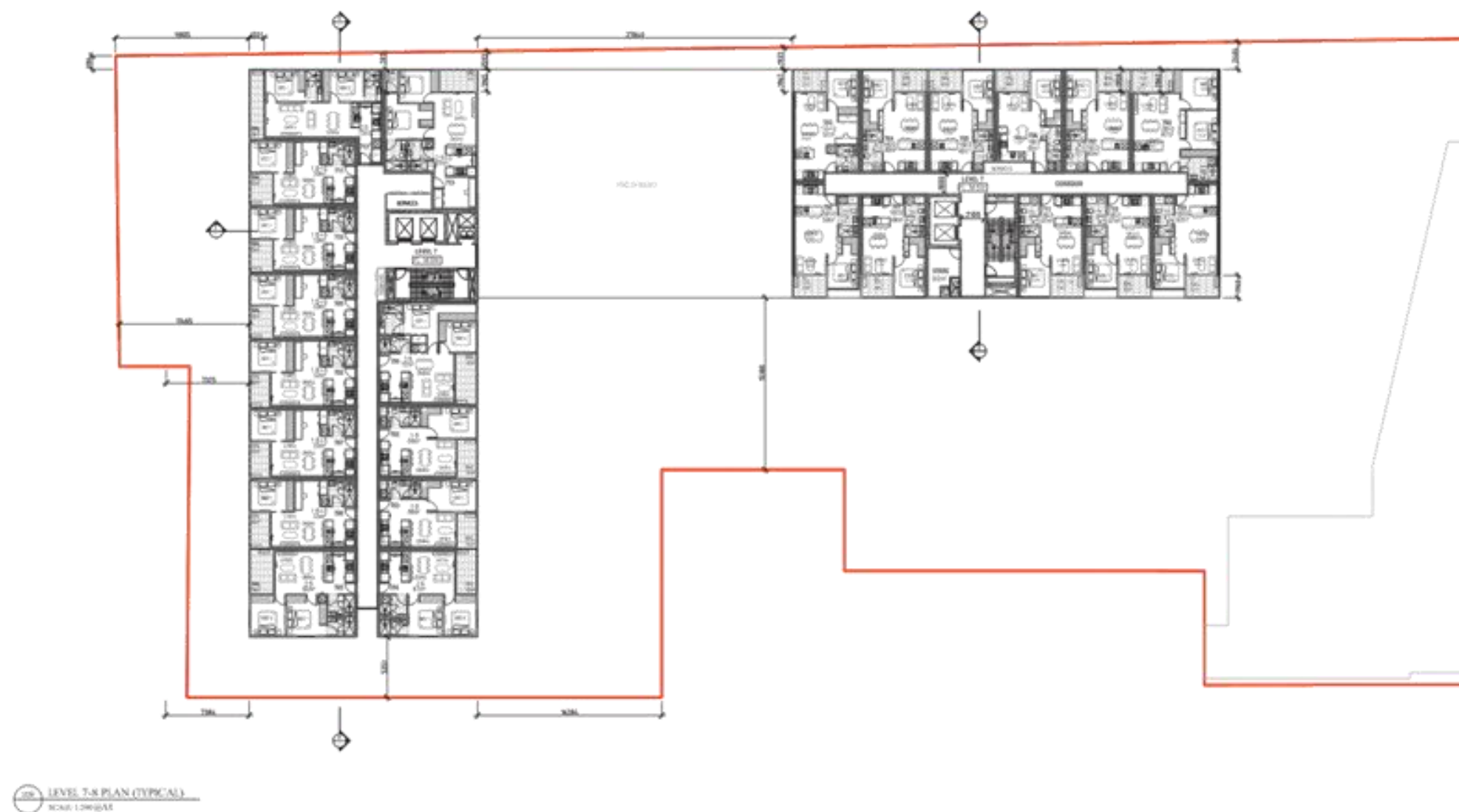
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Honner Street - Level 6 Plan		
CLIENT NAME	PROJECT NAME	DATE
Q26	IC	15/04/2016

PROJECT NO.	PROJECT
206	Honner St & Forthage St
REVISED / REVISED TO	REVISED TO
Town Planning	TP-107



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 Date: [Date]  
 Scale: 1:200 @A1



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Honor Street - Level 7-8 Plan (Typical)

Company No.	Invoice No.	Order Date
C076	IC	10/04/2006

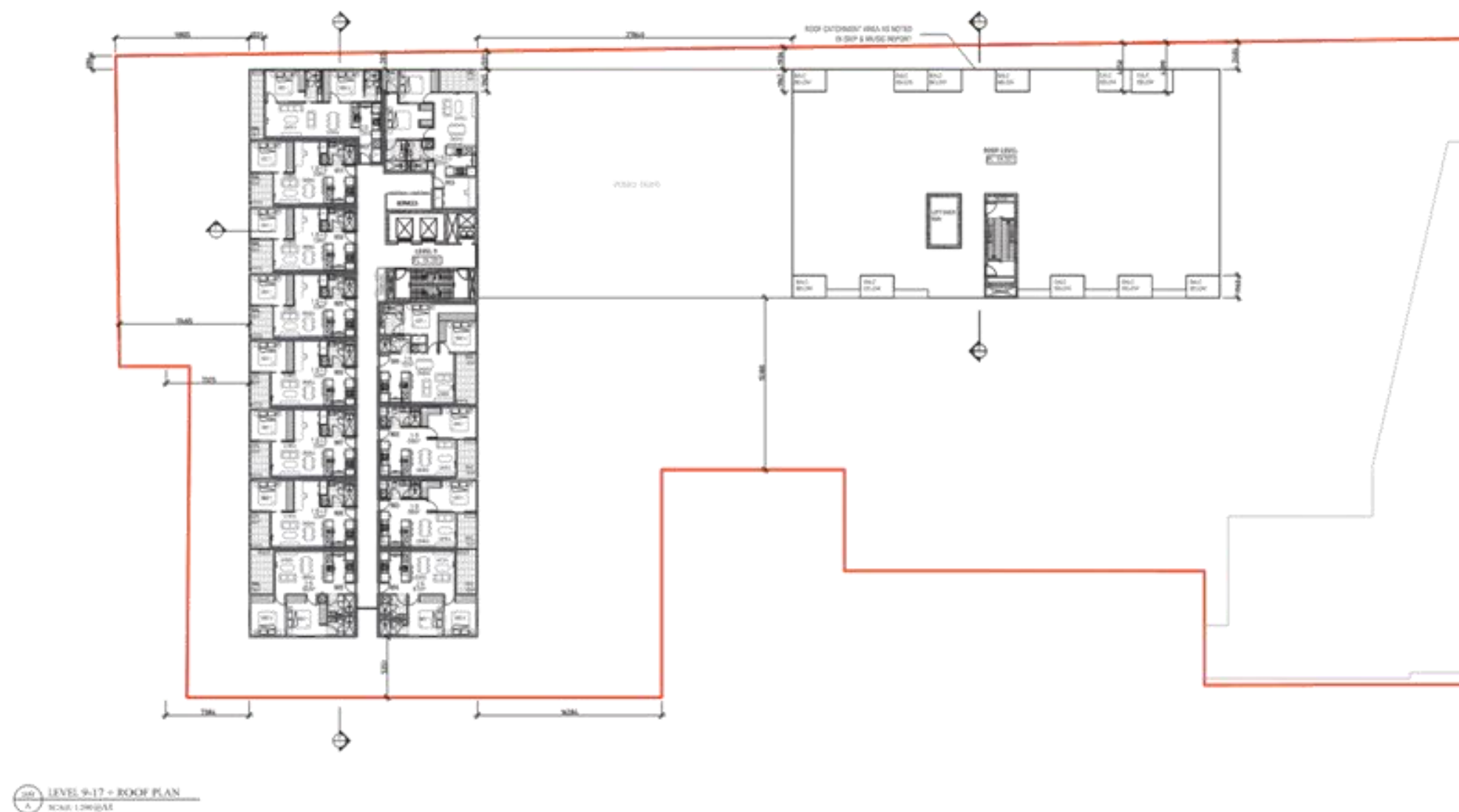
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REVISION / SUPPLEMENT NUMBER	
Town Planning	TP-108

ACADEMIC YEAR  
DATE



**Catalogue**  
Journal L'Art Informatique illustre  
régulièrement l'art.  
**Prix : voir catalogue 1997**  
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[www.lartinformatique.com](http://www.lartinformatique.com)

**CAYDON**  
Property Group



項目	活動期間	備考
研究費	1997年度～1999年度	1997年度：100万円、1998年度：100万円、1999年度：100万円
研究費	2000年度～2002年度	2000年度：100万円、2001年度：100万円、2002年度：100万円
研究費	2003年度～2005年度	2003年度：100万円、2004年度：100万円、2005年度：100万円
研究費	2006年度～2008年度	2006年度：100万円、2007年度：100万円、2008年度：100万円
研究費	2009年度～2011年度	2009年度：100万円、2010年度：100万円、2011年度：100万円
研究費	2012年度～2014年度	2012年度：100万円、2013年度：100万円、2014年度：100万円
研究費	2015年度～2017年度	2015年度：100万円、2016年度：100万円、2017年度：100万円
研究費	2018年度～2020年度	2018年度：100万円、2019年度：100万円、2020年度：100万円
研究費	2021年度～2023年度	2021年度：100万円、2022年度：100万円、2023年度：100万円
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研究費	2165年度～2167年度	2165年度：100万円、2166年度：100万円、2167年度：100万円
研究費	2168年度～2170年度	2168年度：100万円、2169年度：100万円、2170年度：100万円

**Abstract** *Background:* The purpose of this study was to determine the prevalence of self-reported mental health problems in a community sample of young adults. *Methods:* A cross-sectional survey of 1,000 young adults was conducted. The survey included a validated self-report measure of mental health problems. *Results:* The prevalence of self-reported mental health problems was 12.5%. The most common self-reported mental health problems were depression (8.5%), anxiety (7.5%), and stress (6.5%). *Conclusions:* The prevalence of self-reported mental health problems in this community sample of young adults is higher than the prevalence of self-reported mental health problems in the general population. *Keywords:* mental health, young adults, prevalence, self-report.

Hotter Street - Level 9-17 Plan + Hotter East Roof Plan

Category	Month	Date
100	10	10/10/2000

Manuscript No.	Article ID
2018	Shawarh et al. <i>Advances in Difference Equations</i> (2018) 2018:10

Town Planning TP-109A

GOAL

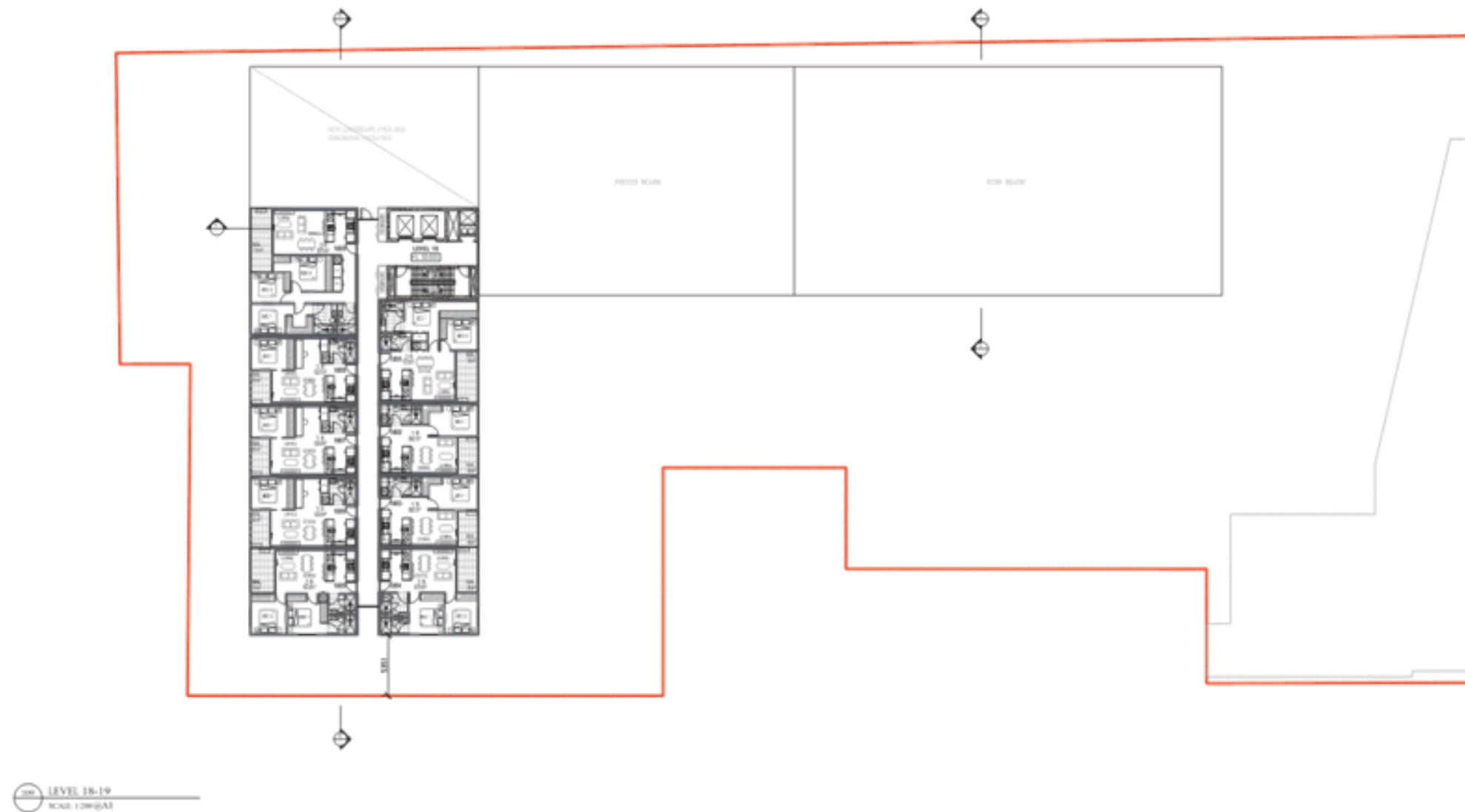


**Catalogue**  
 1997-1, 4th Edition (New)  
 approximately 1000

**Ph. 42 (2000) 1000**  
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**CAYDON**  
Property Group





REV.	DESCRIPTION	DATE
01	ISSUED FOR TENDERS	20/04/2016
02	REVISED TO REFLECT COMMENTS FROM ARCHITECT	26/04/2016
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04	REVISED TO REFLECT COMMENTS FROM ARCHITECT	26/04/2016
05	REVISED TO REFLECT COMMENTS FROM ARCHITECT	26/04/2016
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20	REVISED TO REFLECT COMMENTS FROM ARCHITECT	26/04/2016

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**PROJECT TITLE**  
 Homer Street - Level 18-19 Plan

**CLIENT**  
 CDB

**DESIGNER**  
 JC

**DATE**  
 26/04/2016

**PROJECT NO.**  
 204

**PROJECT**  
 Homer St & Overage St  
 Moonee Ponds, 3019

**SECTION / RELATING NUMBER**  
 Town Planning TP-109

**SCALE**  
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**DATE**  
 26/04/2016

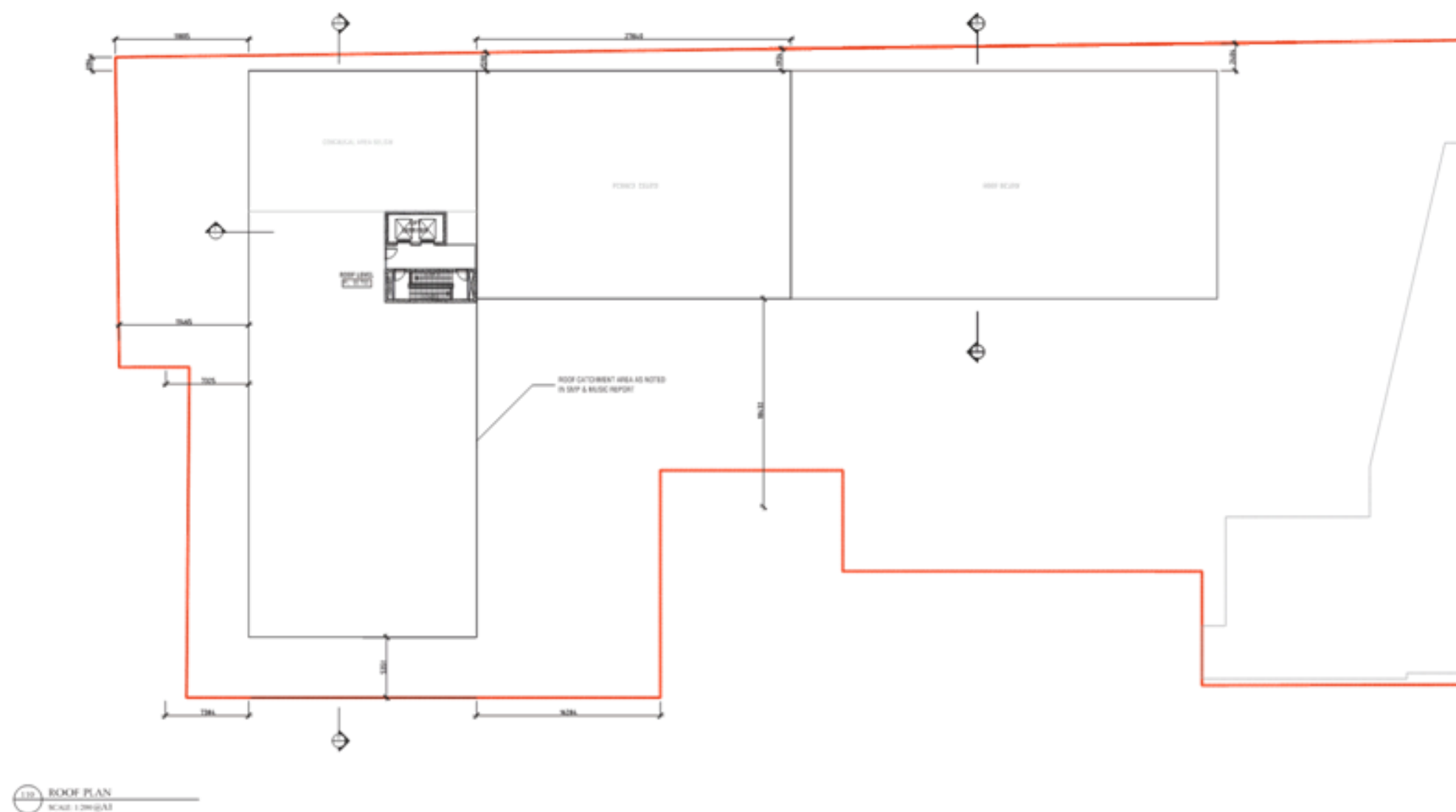
**Author**  
 James L. Lee

**Check**  
 James L. Lee

**Drawn**  
 James L. Lee

**Scale**  
 1:200

**CAYDON**  
 Property Group



項目	資料提供機関	項目
1. 調査の目的	1. 調査の目的	1. 調査の目的
2. 調査の範囲	2. 調査の範囲	2. 調査の範囲
3. 調査の方法	3. 調査の方法	3. 調査の方法
4. 調査の結果	4. 調査の結果	4. 調査の結果
5. 調査の結論	5. 調査の結論	5. 調査の結論
6. 調査の補足	6. 調査の補足	6. 調査の補足
7. 調査の参考	7. 調査の参考	7. 調査の参考
8. 調査の備考	8. 調査の備考	8. 調査の備考
9. 調査の別添	9. 調査の別添	9. 調査の別添
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11. 調査の提出	11. 調査の提出	11. 調査の提出
12. 調査の受領	12. 調査の受領	12. 調査の受領
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**Homestead - Roof Plan**

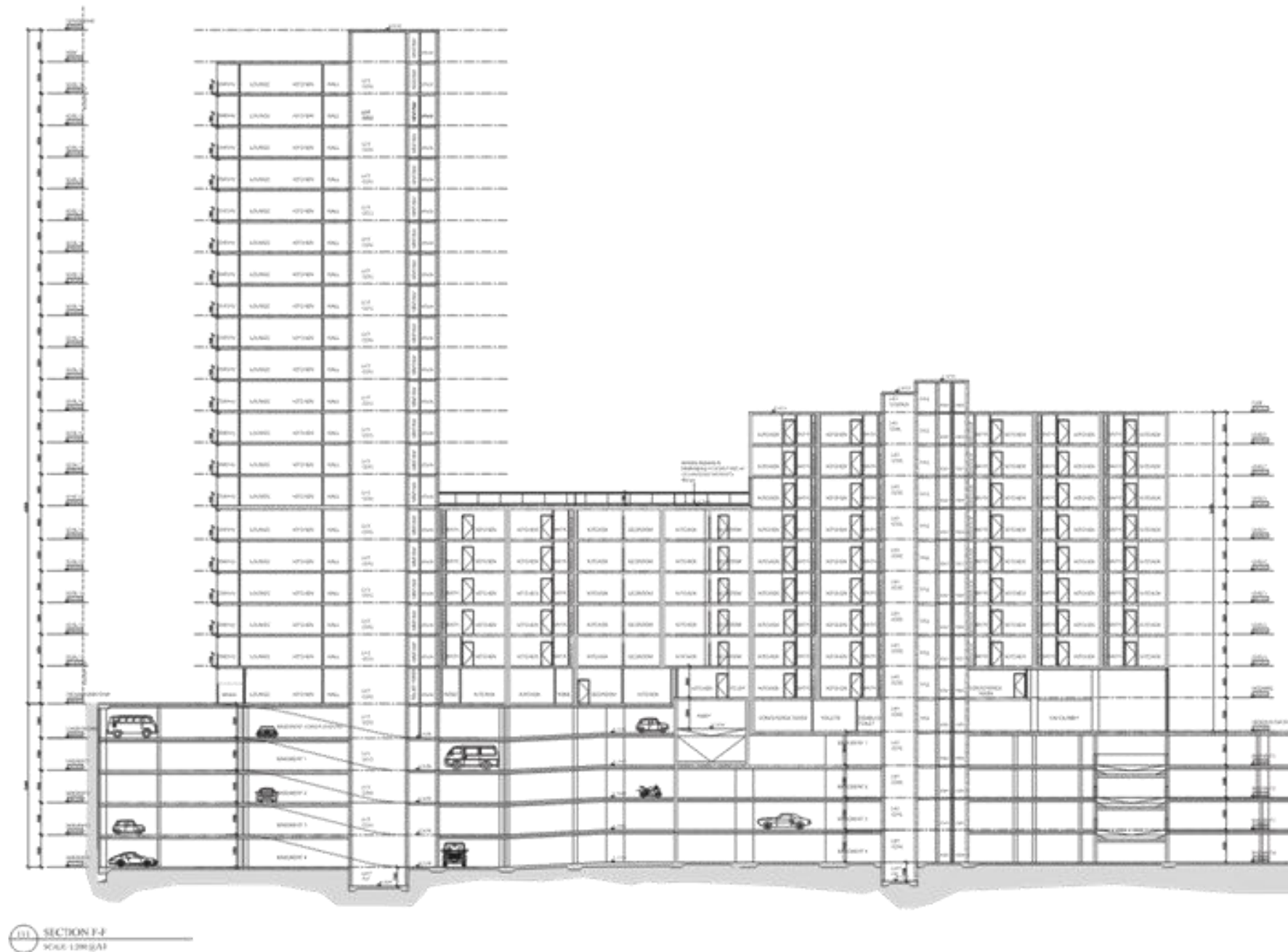
CASE NO.	DRUGS	DOI DATE
C26	IC	26/04/2016

PROJECT NO. 2006-10-001  
 DATE: 10/20/06  
 PROJECT TITLE: 2006-10-001  
 PROJECT NO. 2006-10-001  
 DATE: 10/20/06  
 PROJECT TITLE: 2006-10-001

Scale: 1,200  
@A1

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[http://www.industryboard.org/boards/300/]  
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**CAYDON**  
Property Group



REV	DESCRIPTION	DATE
01	ISSUED FOR TENDERS	15/04/2016
02	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016
03	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016
04	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016
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10	REVISED TO REFLECT COMMENTS FROM THE CLIENT	20/04/2016

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**DRAWING TITLE:**  
 Honner Street - Section F-F

**DATE:**  
 20/04/2016

**PROJECT NO:**  
 200

**PROJECT NAME:**  
 Honner St & Forthage St  
 Moten Road, 2019

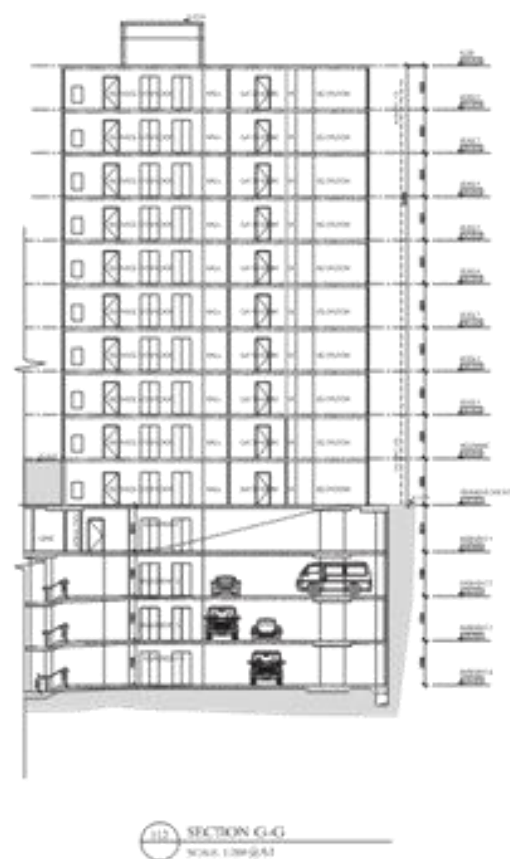
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**DATE:**  
 20/04/2016

**CLIENT:**  
 Honner St & Forthage St  
 Moten Road, 2019

**CAYDON**  
 Property Group







REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	10/04/2016
2	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
3	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
4	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
5	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
6	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
7	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
8	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
9	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016
10	REVISED TO REFLECT CHANGES TO THE DESIGN	10/04/2016

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**PROJECT NAME**  
 Honner Street - North Elevation

**CLIENT**  
 CDB

**ARCHITECT**  
 JC

**DATE**  
 10/04/2016

**PROJECT NO.**  
 214

**PROJECT**  
 Honner St & Forthage St  
 Mowbray, 2016

**SCALE**  
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**SCALE**  
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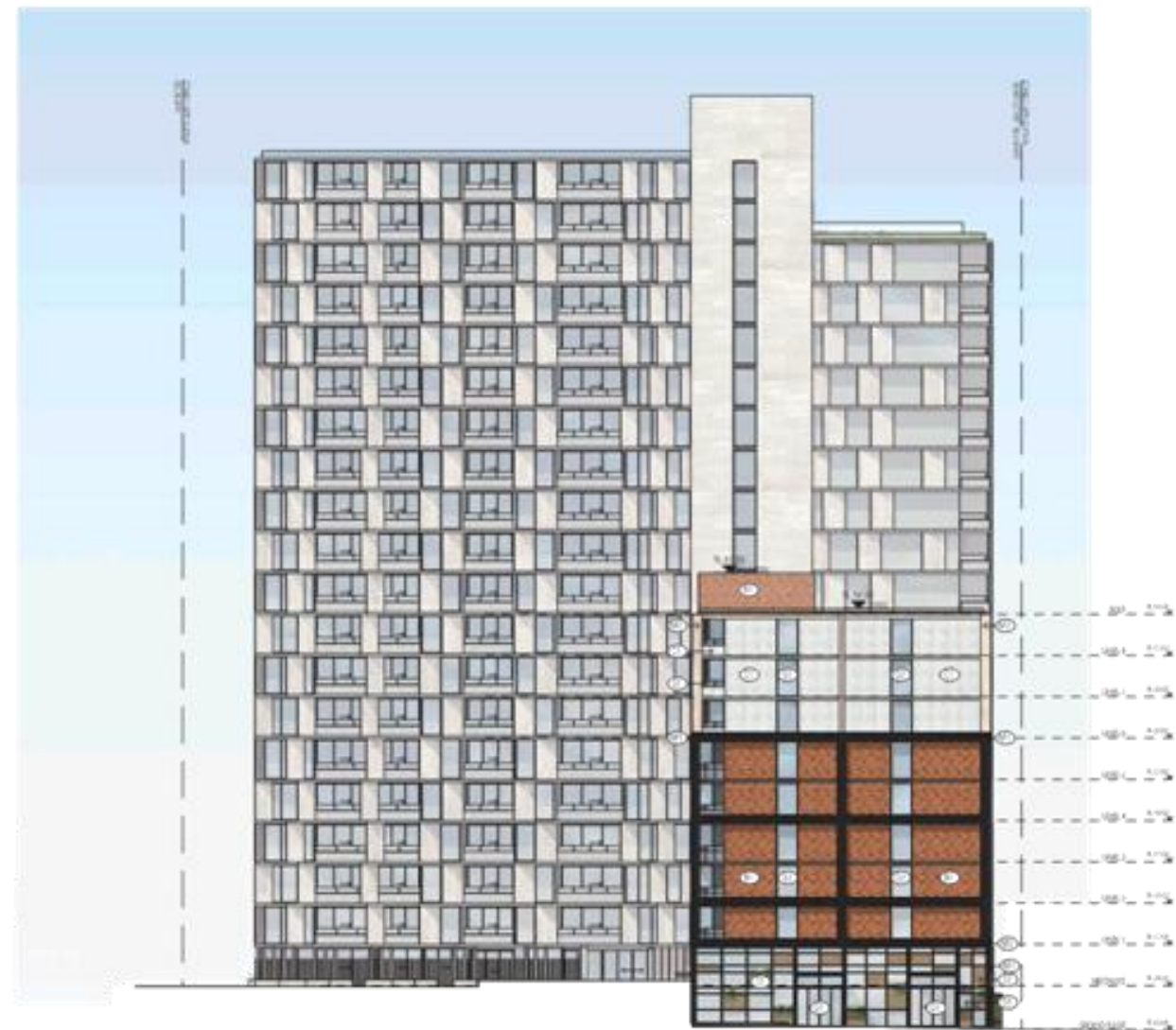
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 1:200

**SCALE**  
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**SCALE**  
 1:200







110 EAST BUILDING - EAST ELEVATION  
SCALE: 1/8"=1'-0"



120 EAST BUILDING - WEST ELEVATION  
SCALE: 1/200 @ 1/8"

項目	2019年度	2020年度
① 営業活動によるキャッシュ・フローの増減	1,000,000,000	1,000,000,000
② 投資活動によるキャッシュ・フローの増減	1,000,000,000	1,000,000,000
③ 財務活動によるキャッシュ・フローの増減	1,000,000,000	1,000,000,000
④ 現金及び現金同等物の増減	1,000,000,000	1,000,000,000
⑤ 現金及び現金同等物の期首の残高	1,000,000,000	1,000,000,000
⑥ 現金及び現金同等物の期末の残高	1,000,000,000	1,000,000,000

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Hotter Street - East Building Elevations

Compound	Structure	Ref.
1		10
2		10
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72		

PROJECT NO. 2008  
 REVIEW & REVISION NUMBER  
 TOWN PLANNING TP-116/116A

ACADEMIC



**Editorial**  
Journal of the International Society  
for Environmental Ethics

Dr. Jay C. Crabb, Editor  
jcrabb@uconn.edu  
www.uconn.edu/ethics

**CAYDON**  
Property Group



117 WEST BUILDING - EAST ELEVATION  
 SCALE: 1:200 @A1

**EXTERNAL FINISHED LEGEND**

101 GLAZED VISION TYPE 1	102 CONCRETE FINISH 1
103 GLAZED VISION TYPE 2	104 CONCRETE FINISH 2
105 GLAZED VISION TYPE 3	106 CONCRETE FINISH 3
107 METAL CLADDING 1	108 STONE FINISH 1
109 METAL CLADDING 2	110 BRICK FINISH 1
111 TIMBER FINISH 1	112 BRICK FINISH 2
113 TIMBER FINISH 2	

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	10/04/2016
2	REVISED TO REFLECT COMMENTS FROM ARCHITECT	10/04/2016
3	REVISED TO REFLECT COMMENTS FROM ARCHITECT	10/04/2016
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9	REVISED TO REFLECT COMMENTS FROM ARCHITECT	10/04/2016
10	REVISED TO REFLECT COMMENTS FROM ARCHITECT	10/04/2016

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**DRAWING TITLE**  
 Honner Street - West Building (East Elevation)

**CLIENT**  
 CDB

**ARCHITECT**  
 JC

**DATE**  
 10/04/2016

**PROJECT NO.**  
 204

**PROJECT**  
 Honner St & Forthage St  
 Moten Road, 2019

**REVISION / REVISION NUMBER**  
 Town Planning TP-117

**SCALE: 1:200**

@A1

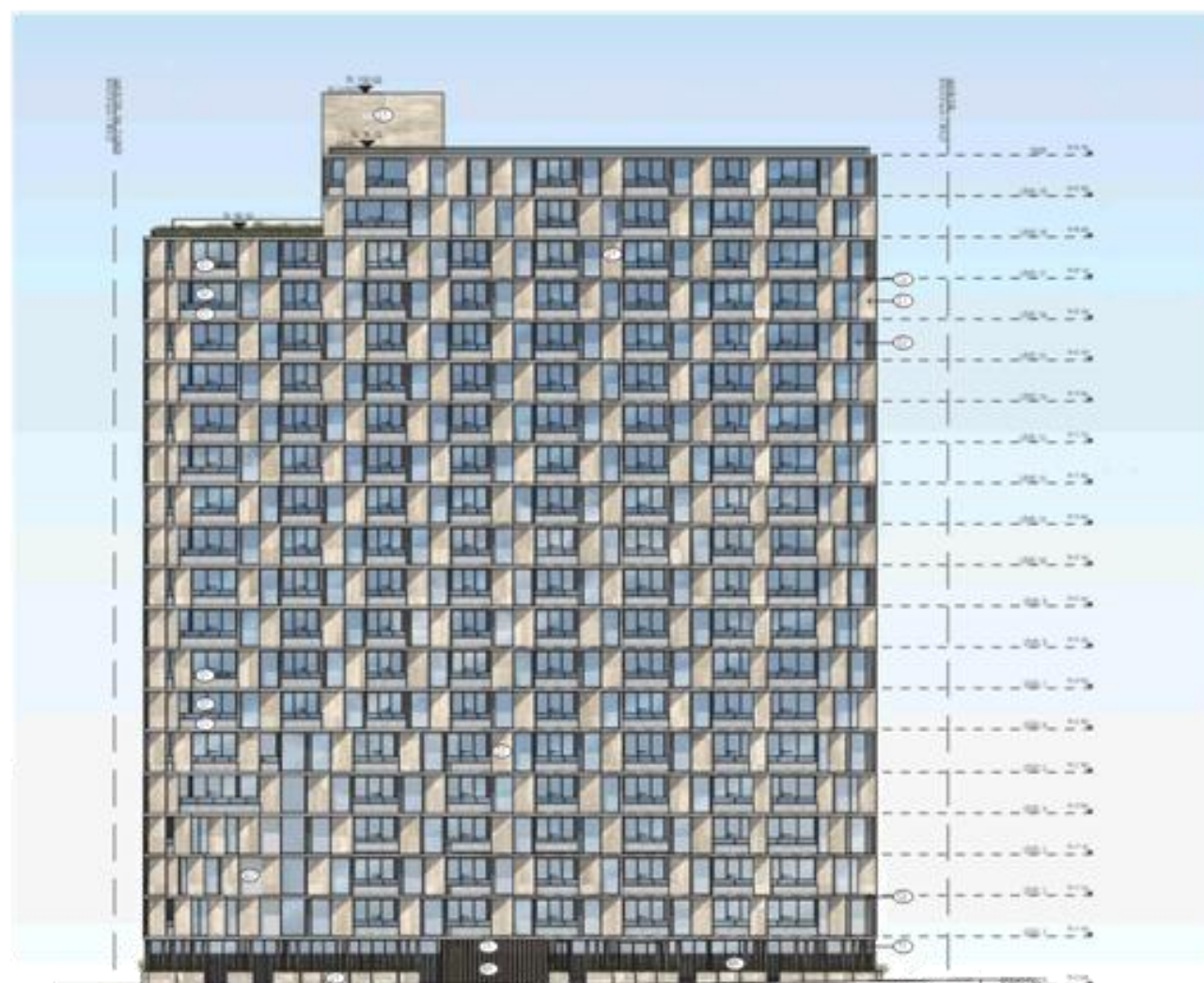
**Notes**

1. See also Section 10.1 of the Development Plan.

2. See also Section 10.1 of the Development Plan.

**CAYDON**  
 Property Group





EXTERNAL FINANCING LIMITS

	SLAG VISION TYPE 1		CONCRETE FRAG 1
	SLAG VISION TYPE 2		CONCRETE FRAG 2
	SLAG VISION TYPE 3		CONCRETE FRAG 3
	WTRAL CELLUL 1		ZIRCON FRAG 1
	WTRAL CELLUL 2		BRICK FRAG 1
	TIMBER FRAG 1		BRICK FRAG 2
	TIMBER FRAG 2		

WEST BUILDING - WEST ELEVATION  
SCALE: 1/8"=1'-0"

項目	活動開始時期	備考
1. 研究費の支出	1970年度から1971年度にかけて、研究費の支出は、前年度に比べて、約1.5倍に増加した。	
2. 研究費の収入	1970年度から1971年度にかけて、研究費の収入は、前年度に比べて、約1.5倍に増加した。	
3. 研究費の収支差	1970年度から1971年度にかけて、研究費の収支差は、前年度に比べて、約1.5倍に増加した。	
4. 研究費の収支差の割合	1970年度から1971年度にかけて、研究費の収支差の割合は、前年度に比べて、約1.5倍に増加した。	
5. 研究費の収支差の割合の推移	1970年度から1971年度にかけて、研究費の収支差の割合の推移は、前年度に比べて、約1.5倍に増加した。	
6. 研究費の収支差の割合の推移の要因	1970年度から1971年度にかけて、研究費の収支差の割合の推移の要因は、前年度に比べて、約1.5倍に増加した。	
7. 研究費の収支差の割合の推移の要因の分析	1970年度から1971年度にかけて、研究費の収支差の割合の推移の要因の分析は、前年度に比べて、約1.5倍に増加した。	
8. 研究費の収支差の割合の推移の要因の分析の結果	1970年度から1971年度にかけて、研究費の収支差の割合の推移の要因の分析の結果は、前年度に比べて、約1.5倍に増加した。	
9. 研究費の収支差の割合の推移の要因の分析の結果の考察	1970年度から1971年度にかけて、研究費の収支差の割合の推移の要因の分析の結果の考察は、前年度に比べて、約1.5倍に増加した。	
10. 研究費の収支差の割合の推移の要因の分析の結果の考察の結論	1970年度から1971年度にかけて、研究費の収支差の割合の推移の要因の分析の結果の考察の結論は、前年度に比べて、約1.5倍に増加した。	

**QUESTION: What is the difference between a "strong" and a "weak" password?**

**ANSWER:** A strong password is one that is long, complex, and unique. It should contain a mix of uppercase and lowercase letters, numbers, and special characters. A weak password is one that is short, simple, and easy to guess. It should be avoided.

CRS ID#	CRS	CRS ID#	CRS	CRS ID#	CRS
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PROJECT NO.	208	ANNUAL /	Street & Coverage St. Measurements, 2004
SYSTEMS / SOLUTIONS NUMBER			
Town Planning			TP-118

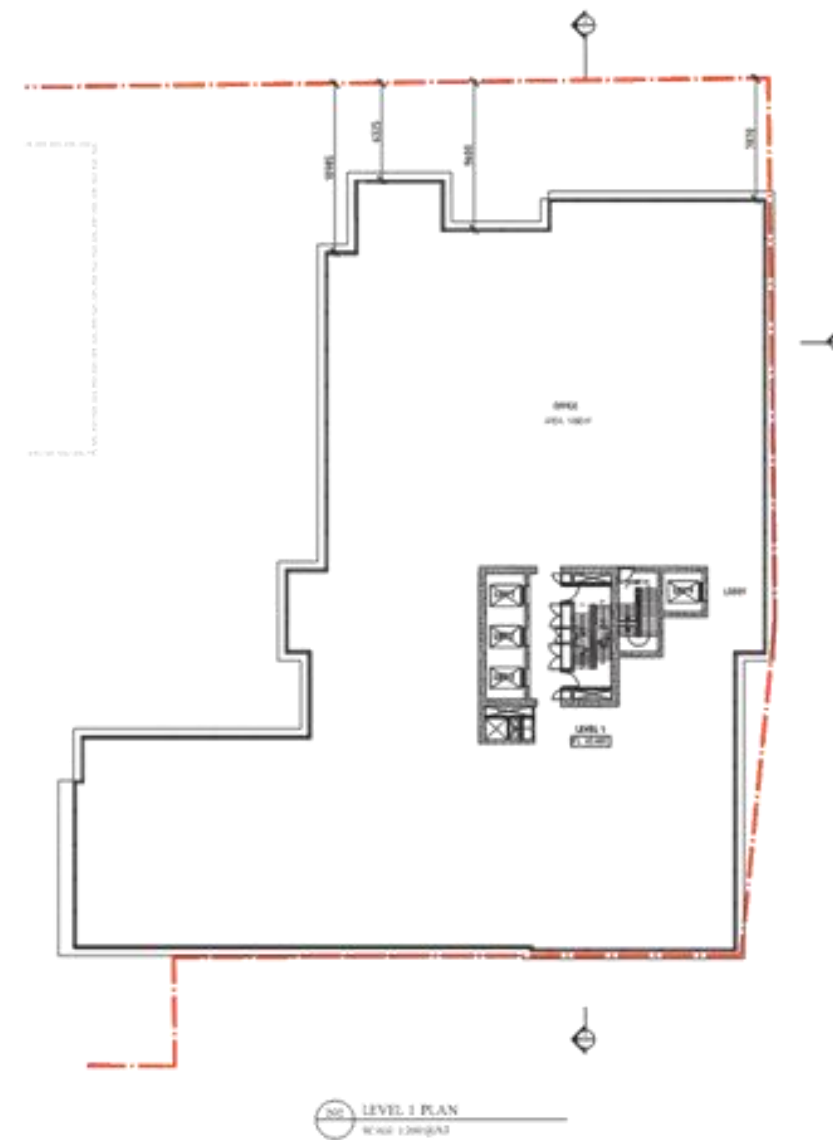
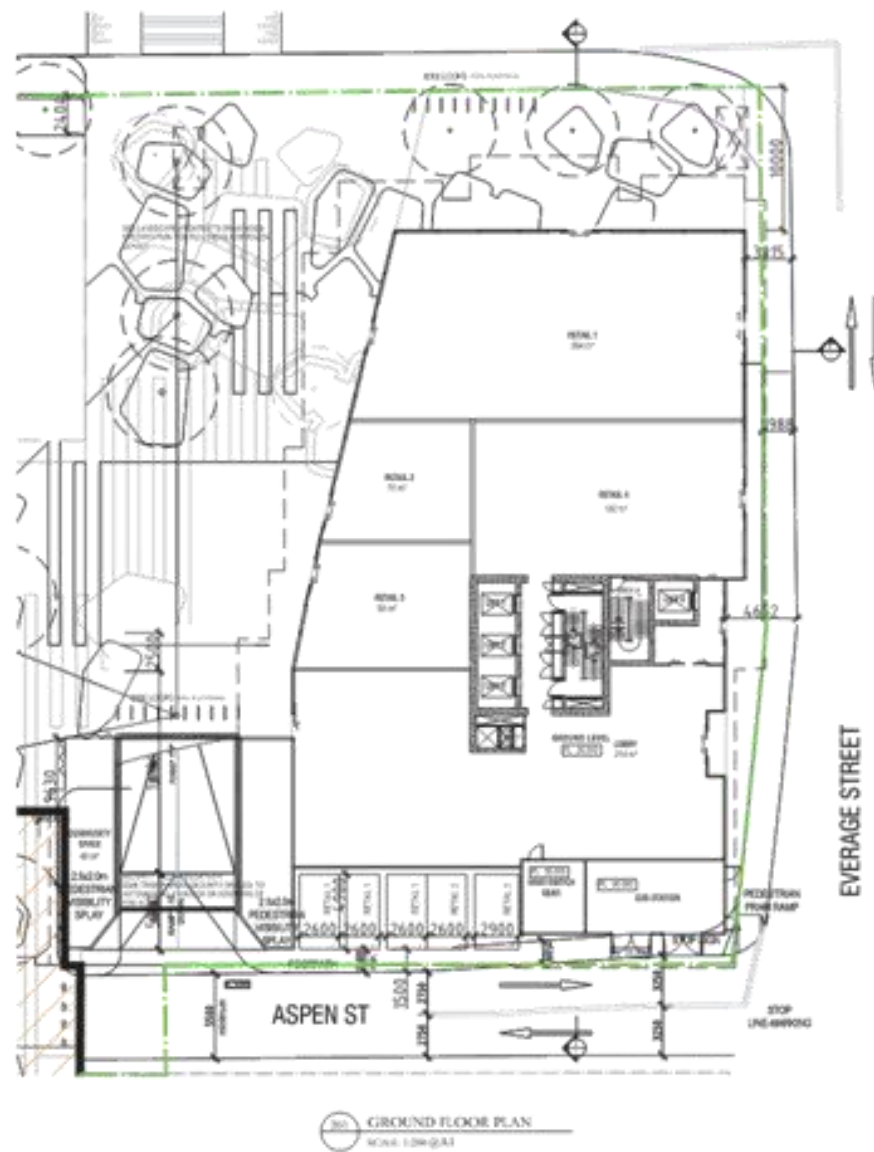
SCALE



**Editorial**  
 Journal of the American Statistical Association  
 Vol. 101, No. 470, December 2006  
 ISSN: 0162-1459

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REV.	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	15/04/2016
2	ISSUED FOR TENDERS	15/04/2016
3	ISSUED FOR TENDERS	15/04/2016
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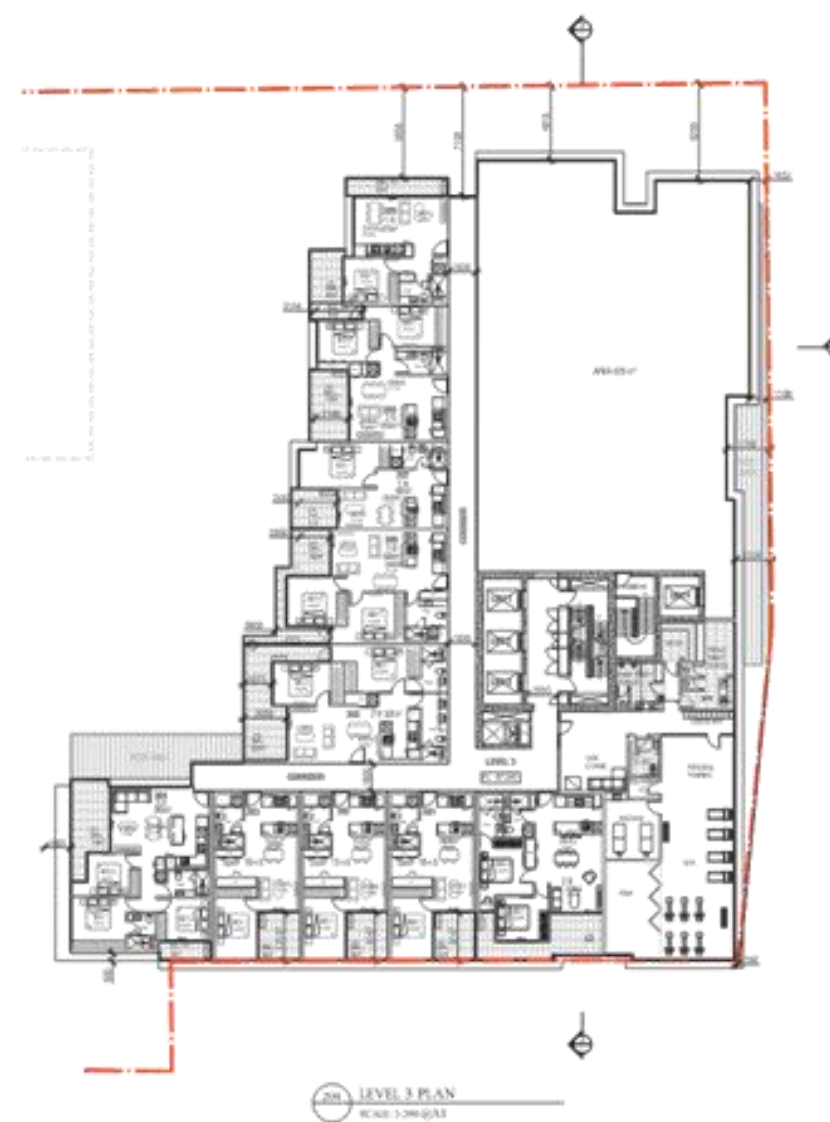
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PROJECT NO: 200  
 PROJECT: Western B & Forage Rd  
 Western B & Forage Rd, 2009  
 TOWN PLANNING: TP-201/202



Scale: 1:200  
 G.A.

CAYDON  
 Property Group



項目	活動時間(分)	項目
1. 準備運動	5	1. 準備運動
2. 基本動作	10	2. 基本動作
3. 技術動作	15	3. 技術動作
4. 體能訓練	10	4. 體能訓練
5. 整理運動	5	5. 整理運動
6. 總結	5	6. 總結
7. 其他	5	7. 其他
8. 合計	60	8. 合計

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Journal of Internal Medicine 255: 105–112  
doi: 10.1111/j.1365-2796.2003.01901.x  
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Immunology, Abstracts in Infectious Diseases,  
Abstracts in Endocrinology, Abstracts in Metabolism  
and Abstracts in Nutrition.

Drawn by CJM	Checked by JC	Date 10/04/2005
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**PROJECT NO.** 203  
**ANALYST** Sherry A. & Everage de Montrose Potts, PC  
**REVENUE / SAVING REVENUE**

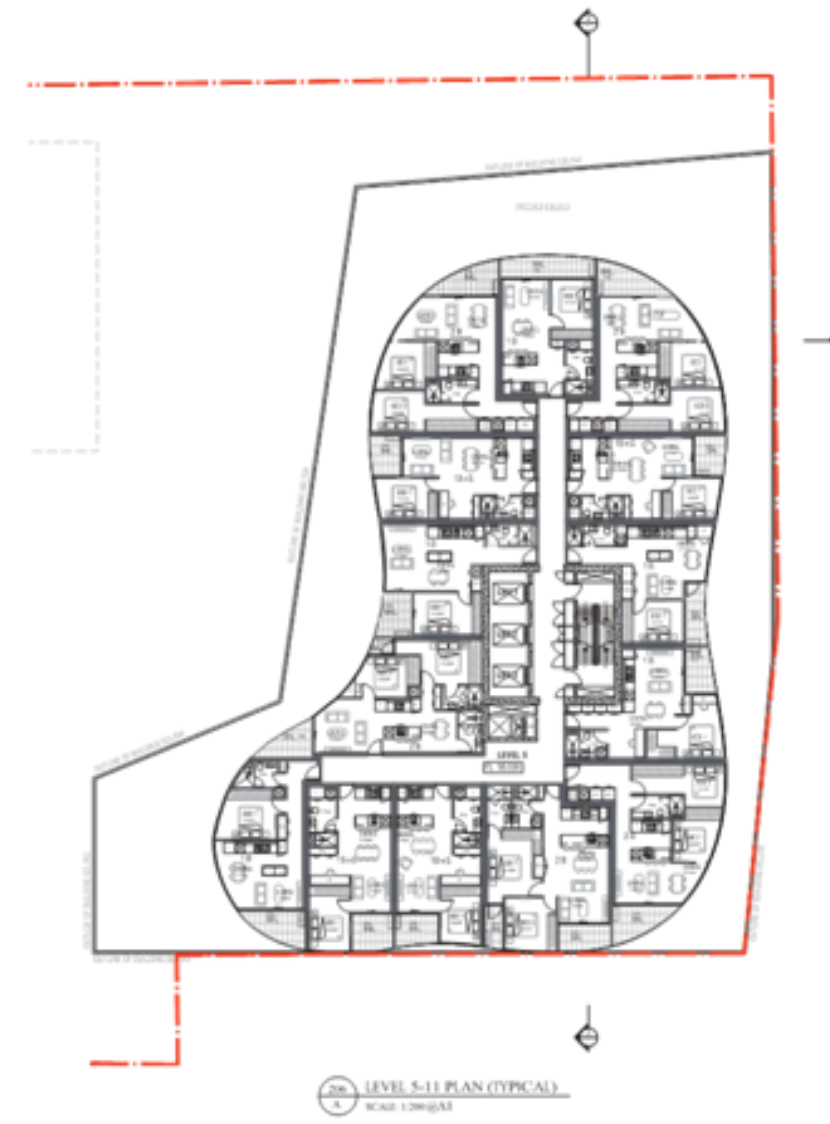
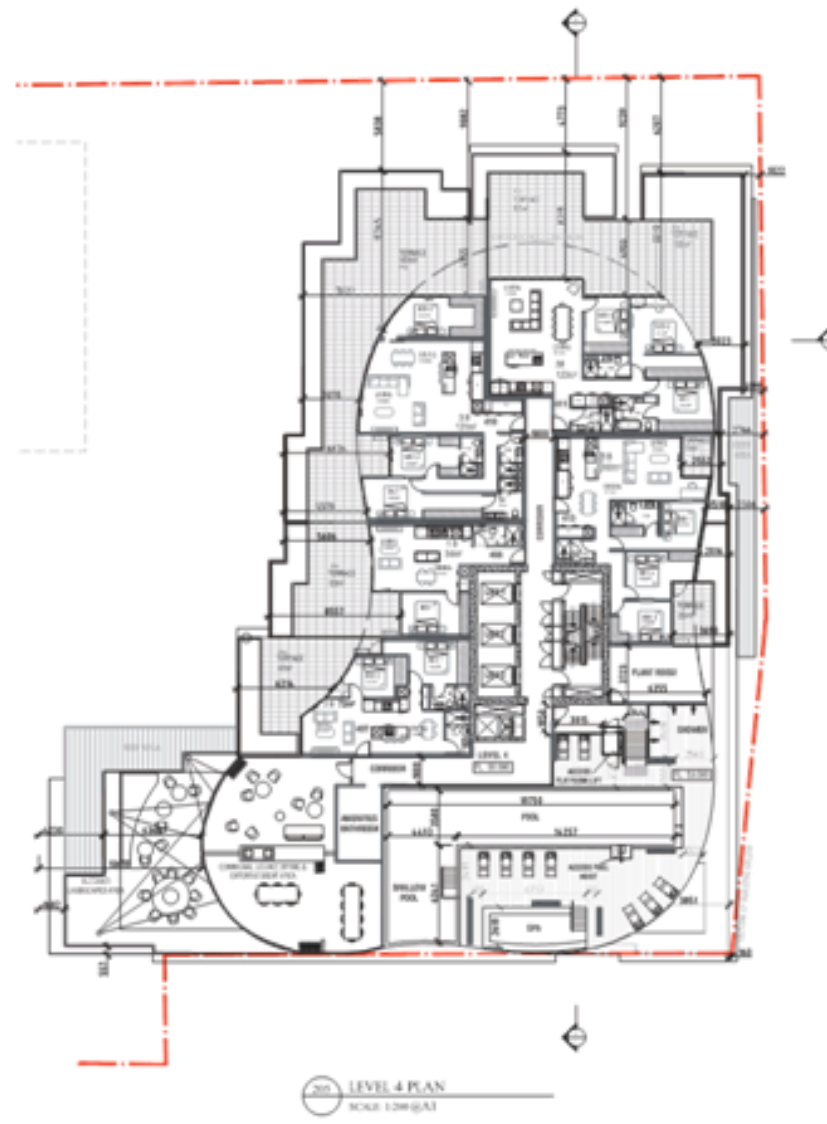
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Town Planning TP-203/204

SCALE: 1000  
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**CAYDON**  
Property Group



REV.	DESCRIPTION	DATE
01	ISSUED FOR TENDERS	20/04/2016
02	REVISION TO DRAWING	20/04/2016
03	REVISION TO DRAWING	20/04/2016
04	REVISION TO DRAWING	20/04/2016
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10	REVISION TO DRAWING	20/04/2016

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**DRAWING TITLE:**  
 Evergreen Street - Level 4 Plan & Level 5-11 Plan (typical)

**CLIENT:** CDB  
**DESIGNER:** JC  
**DATE:** 20/04/2016

**PROJECT NO:** 204  
**PROJECT:** Home & Evergreen St  
**Location:** Ponds, 2019

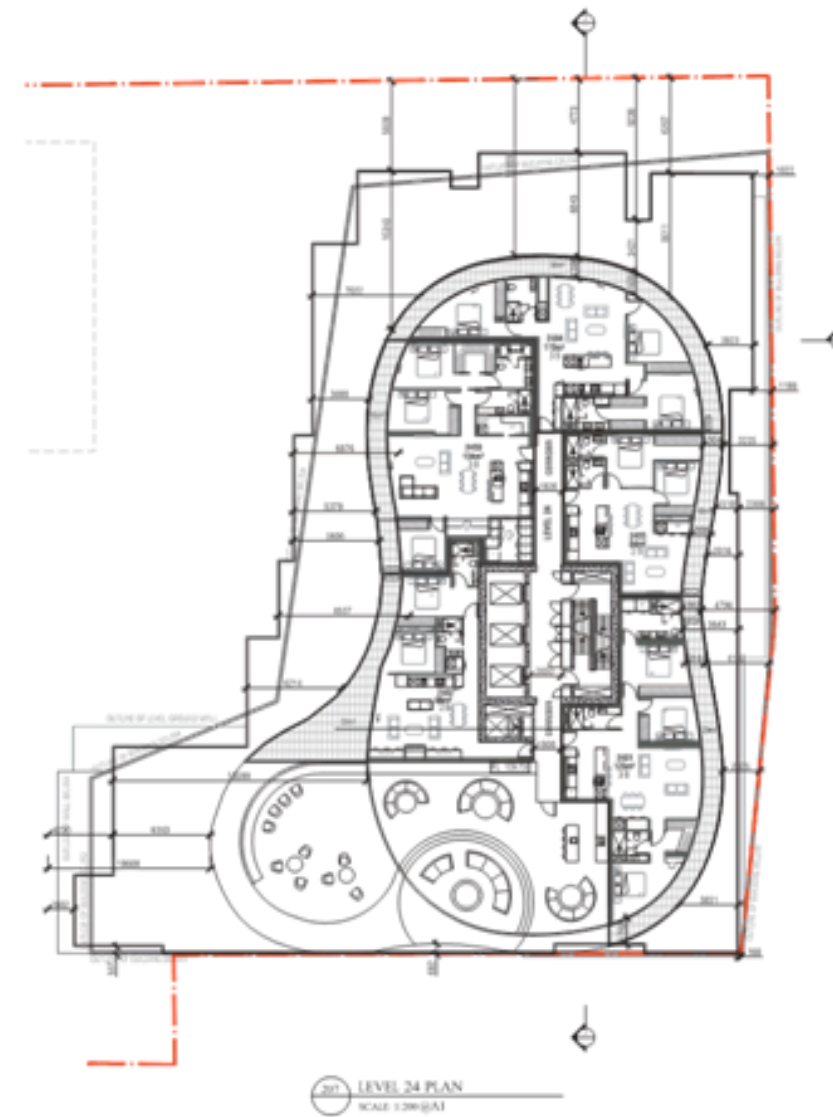
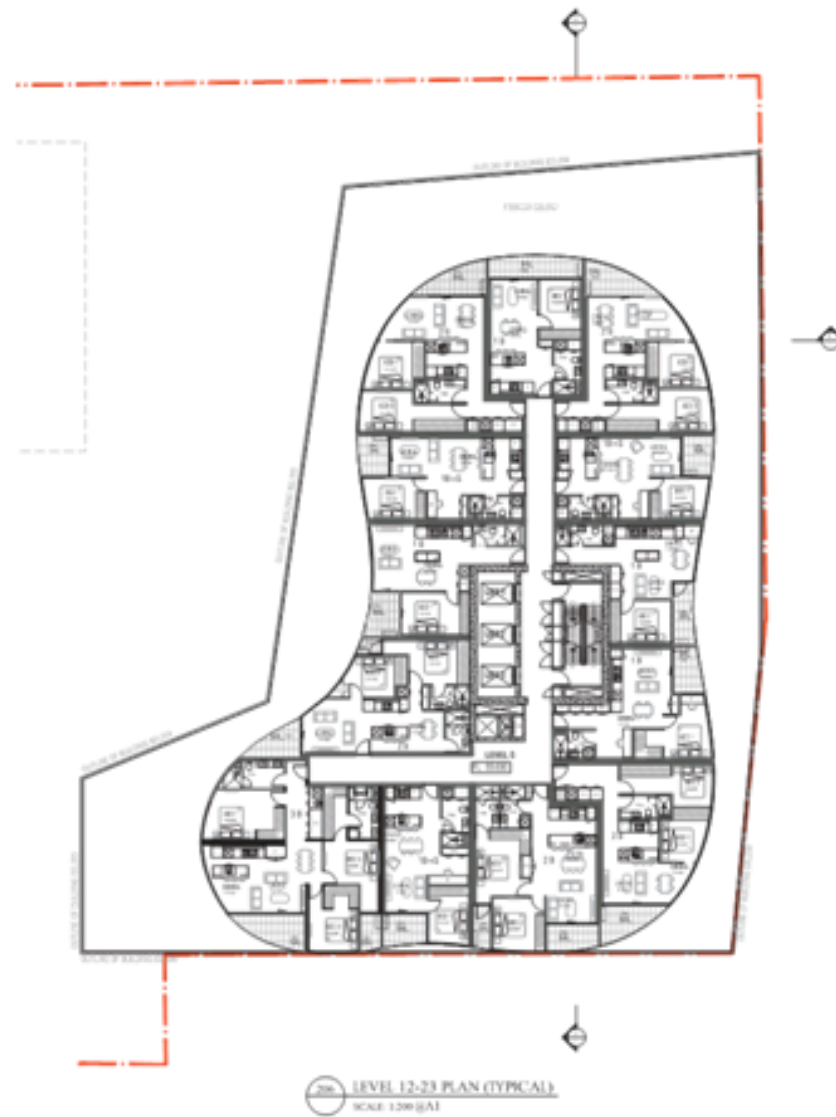
**SECTION / RELATING NUMBER:** TP-205/206A

**SCALE:** 1:200  
**@A1**

**Notes:**  
 1. See also drawing TP-205/206A  
 2. See also drawing TP-205/206A  
 3. See also drawing TP-205/206A







REV.	DESCRIPTION	DATE
001	ISSUED FOR TENDERS	20/04/2016
002	REVISION TO DRAWING	20/04/2016
003	REVISION TO DRAWING	20/04/2016
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018	REVISION TO DRAWING	20/04/2016
019	REVISION TO DRAWING	20/04/2016
020	REVISION TO DRAWING	20/04/2016

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**DRAWING TITLE:**  
 Everage Street - Level 12-23 Plan (typical) & Level 24 Plan

<b>CLIENT:</b> CDB	<b>DESIGNER:</b> IC	<b>DATE:</b> 20/04/2016
-----------------------	------------------------	----------------------------

**PROJECT NO:**  
206

**PROJECT:**  
Romer St & Everage St  
Master Plan, 2019

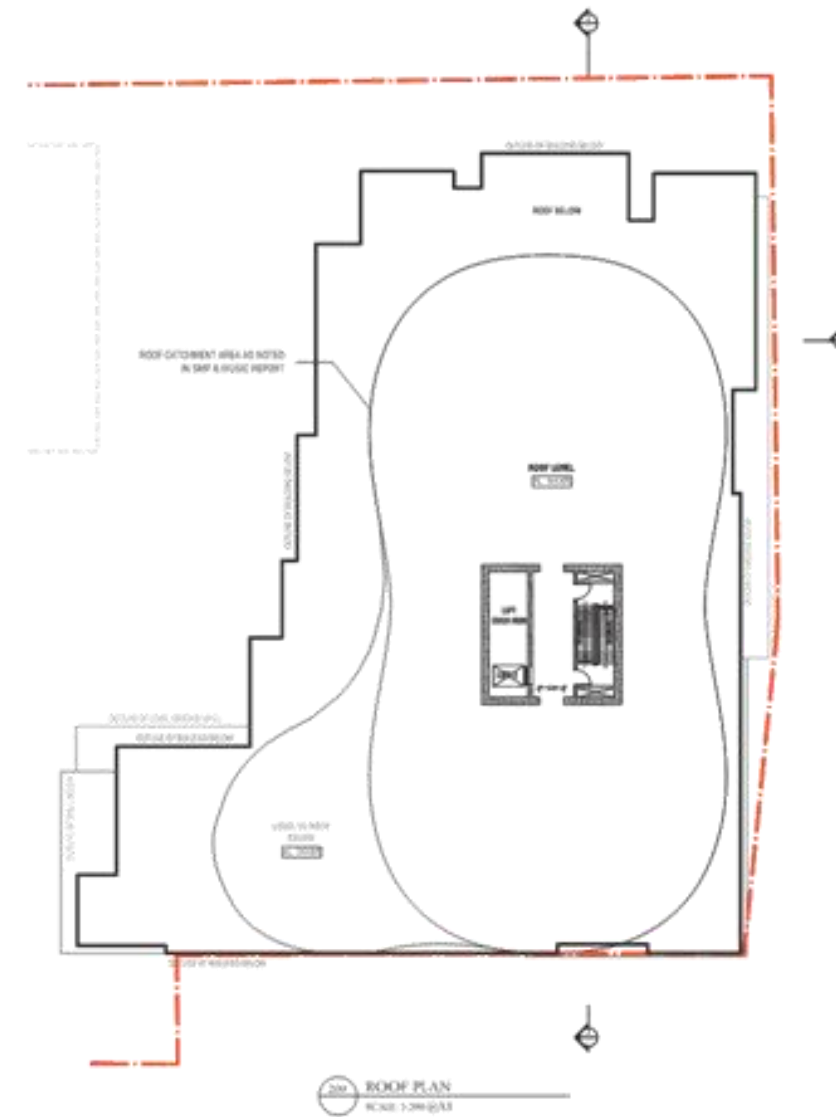
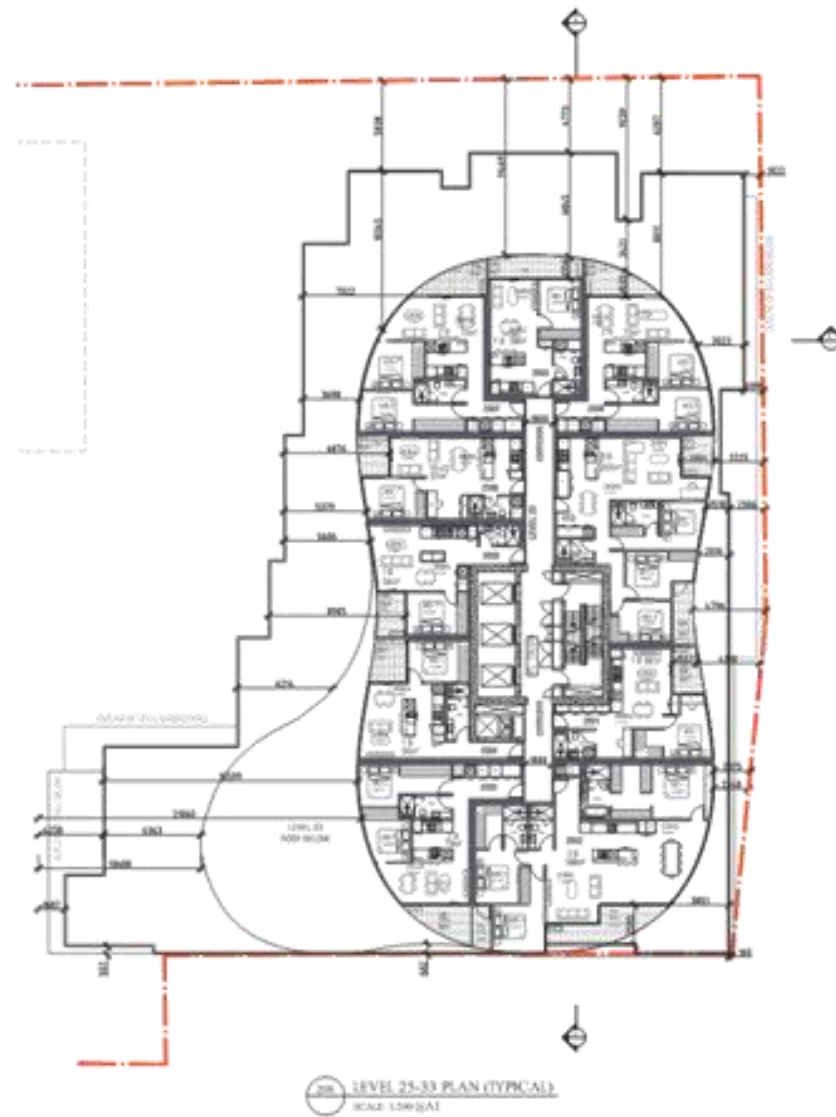
**SECTION / DRAWING NUMBER:**  
Town Planning TP-206/207

**SCALE:**  
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Caydon  
 Level 1, 400 Adelaide Street  
 Adelaide, SA 5000

By: [Signature]  
 For: [Signature]  
 Date: 20/04/2016

**CAYDON**  
 Property Group



REV	DESCRIPTION	DATE
1	ISSUED FOR TENDERS	15/04/2016
2	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
3	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
4	REVISED TO REFLECT COMMENTS FROM ARCHITECT	15/04/2016
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**PROJECT TITLE:**  
 Evergreen Street - Level 25-33 Plan (Typical) & Roof Plan

**CLIENT:**  
 CDB

**DESIGNER:**  
 IC

**DATE:**  
 15/04/2016

**PROJECT NO:**  
 208

**PROJECT NAME:**  
 Western Dr & Evergreen St  
 Moonee Ponds, 3019

**REVISIONS:**  
 Town Planning TP-208/209

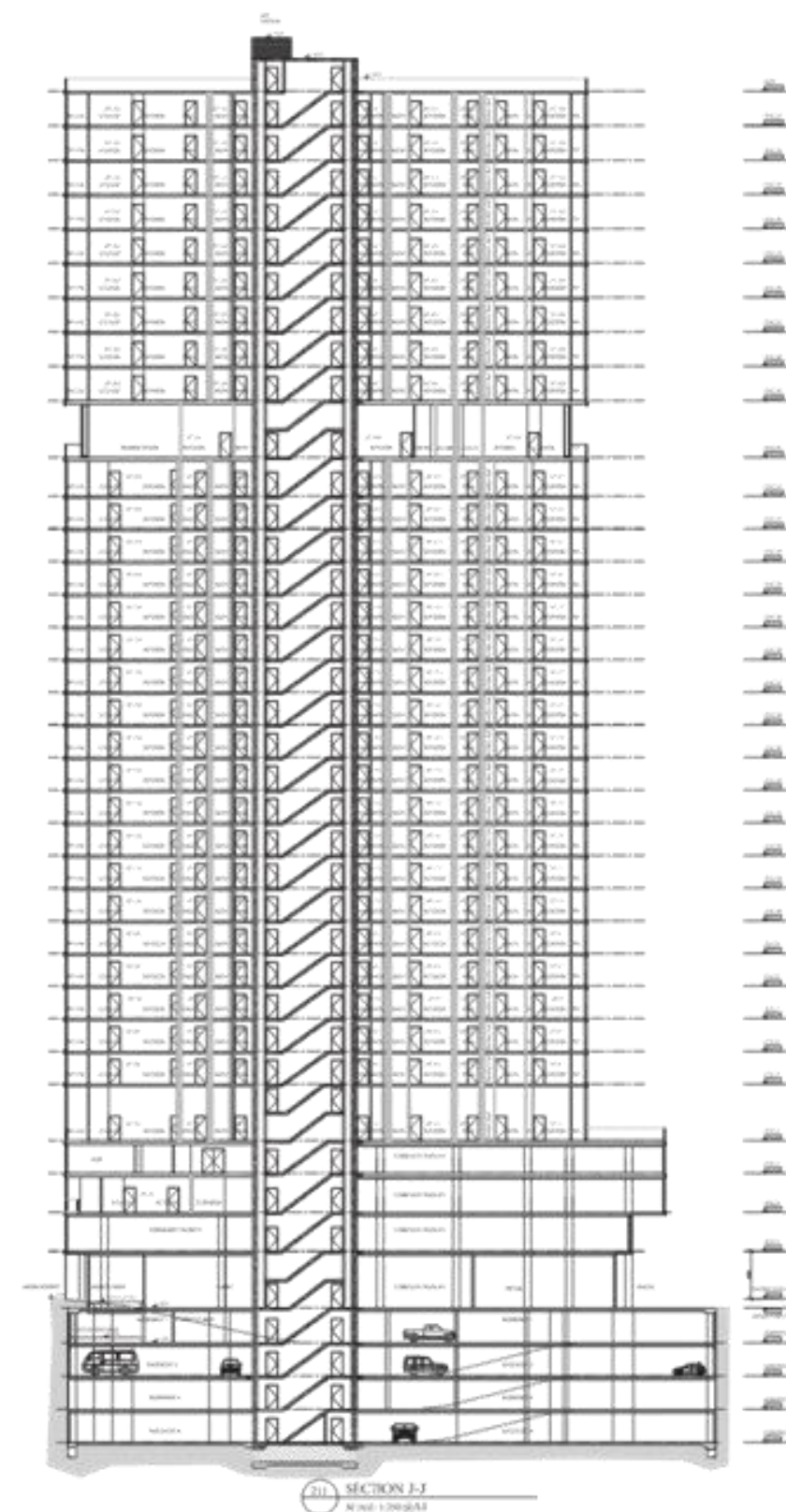
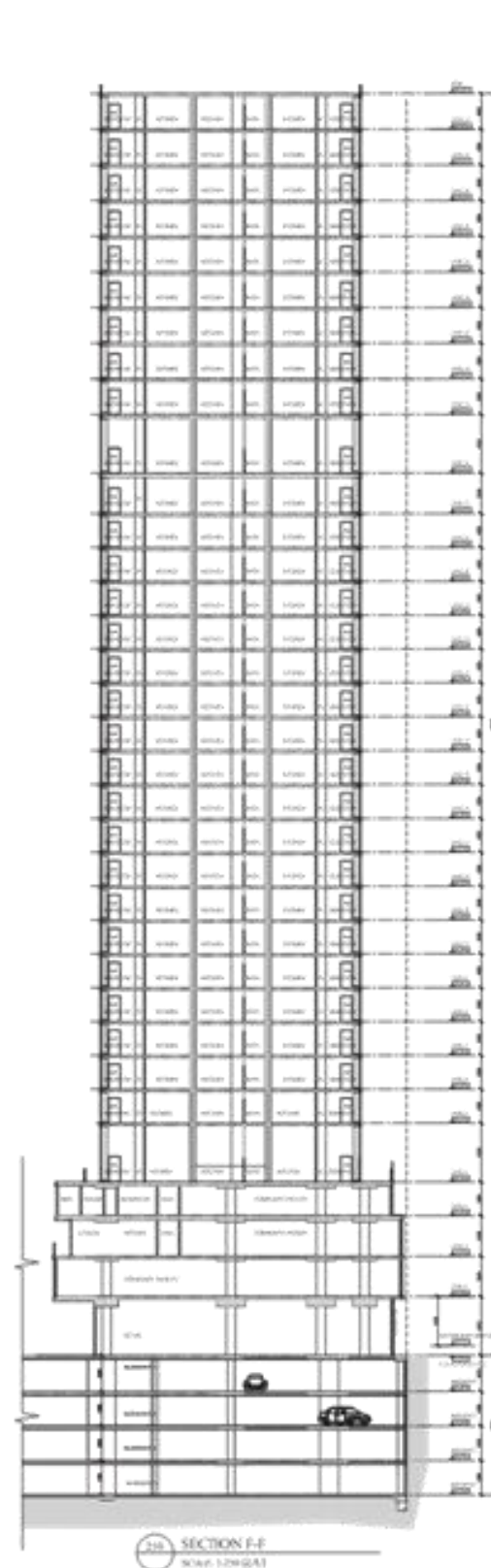
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**CLIENT:**  
 CDB

**DESIGNER:**  
 IC

**DATE:**  
 15/04/2016

**CAYDON**  
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CHANGED BY CJM	APPROVED BY JC	DATE 10/04/2009
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PRODUCT NO. 210  
 TOWN PLANNING  
 78-210/211

SCALE: 1200  
GAL

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Journal of Internal Medicine 255: 105–112

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Everidge Street - South Elevation

Chemical	Source	Unit
CH <sub>4</sub>	CH <sub>4</sub>	CH <sub>4</sub>

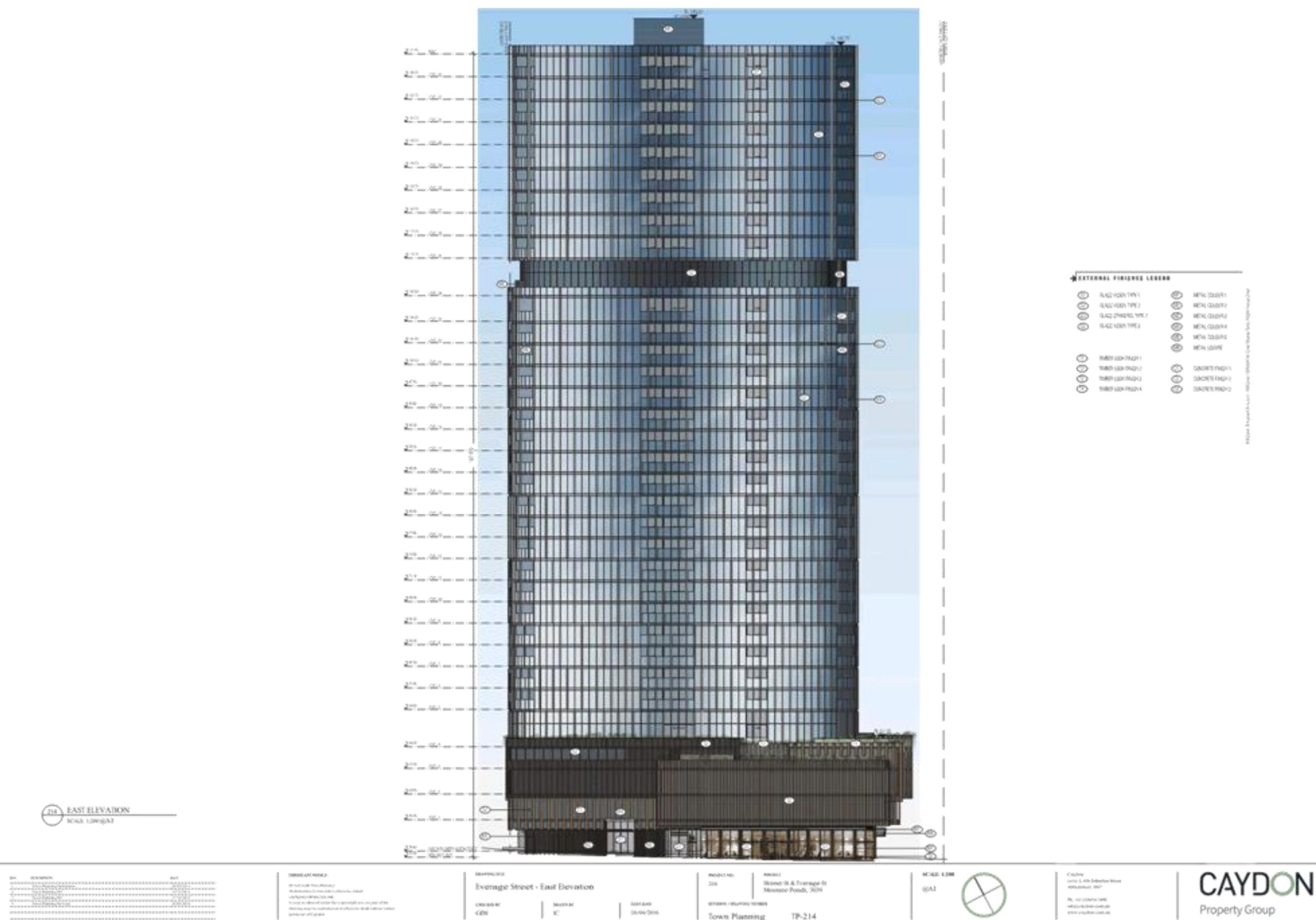
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 REPORT TITLE: *Stochastic & Coverage in  
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 AUTHOR: *Thomas P. Hens*  
 DATE: *TP-213*

SCALE: 1000  
GAL

**Cellulose**  
 (series L with Induction/Medium  
 approximately 100%)

**Fig. 4a** (continued from  
 previous figure) (continued)  
 series L with Induction/Medium

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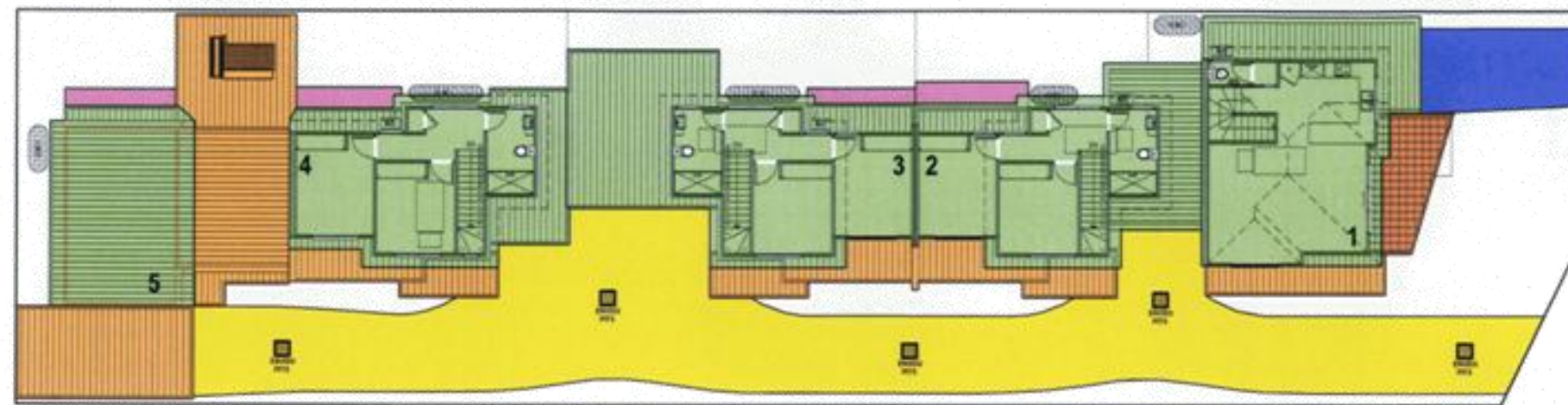










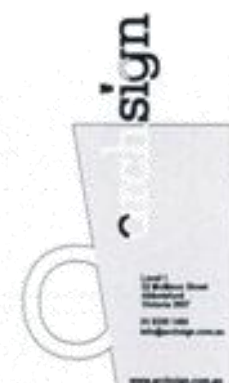


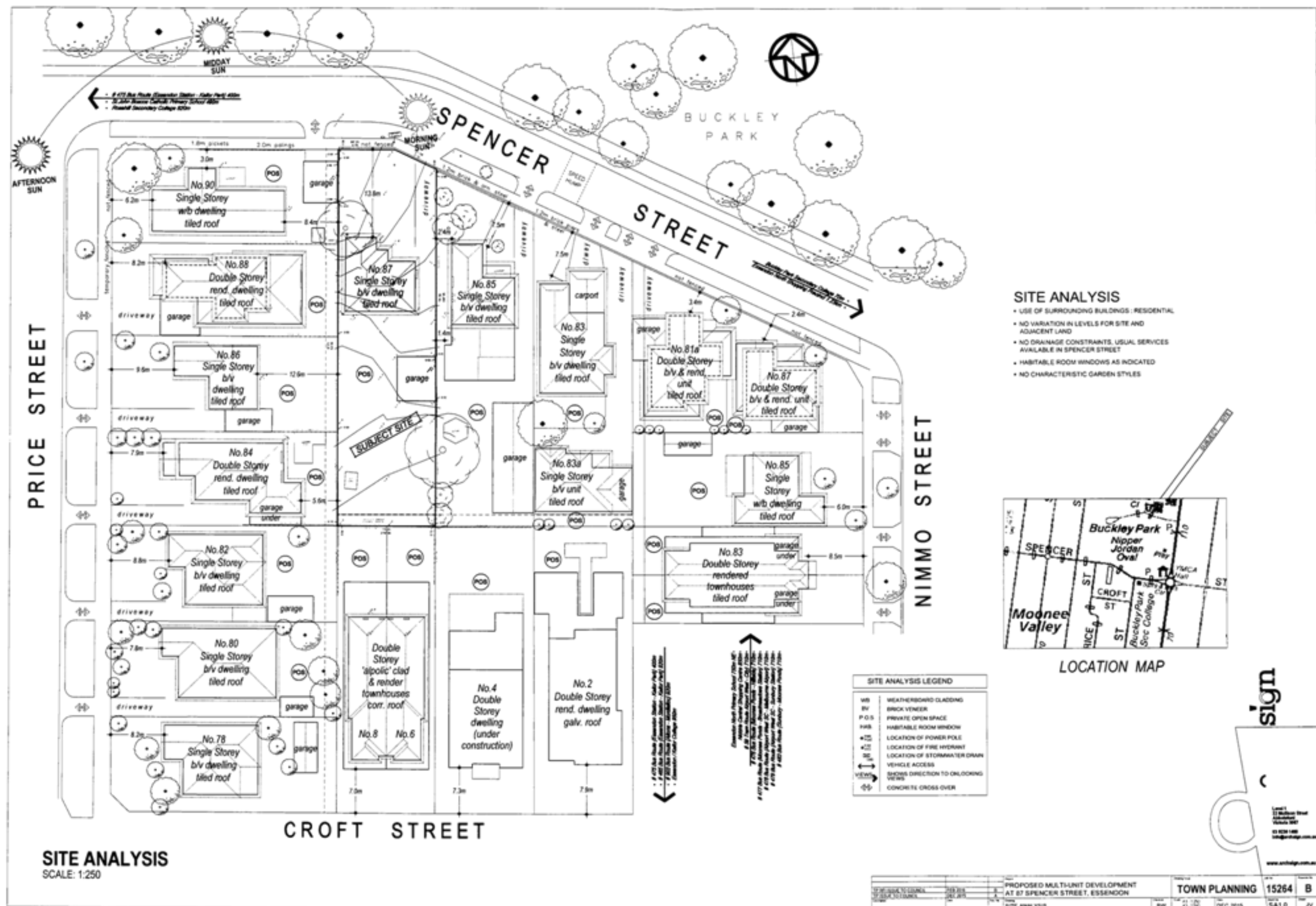
WSUD SITE PLAN  
SCALE 1:100

WSUD LEGEND	
[Green Box]	ROOF SURFACE AREA COLLECTING RAINWATER CONNECTED TO UNITS 1, 2, 3, 4, 5
[Orange Box]	PAVED SURFACE AREA COLLECTING RAINWATER CONNECTED TO UNITS 1, 2, 3, 4, 5
[Yellow Box]	PERMEABLE PAVING AREA COLLECTING RAINWATER CONNECTED TO UNITS 1, 2, 3, 4, 5
[Blue Box]	WATER BODIES (POND, LAKE, RIVER, ETC.)
[Pink Box]	LANDSCAPING AREA COLLECTING RAINWATER CONNECTED TO UNITS 1, 2, 3, 4, 5
[White Box]	PERMEABLE SURFACE AREA

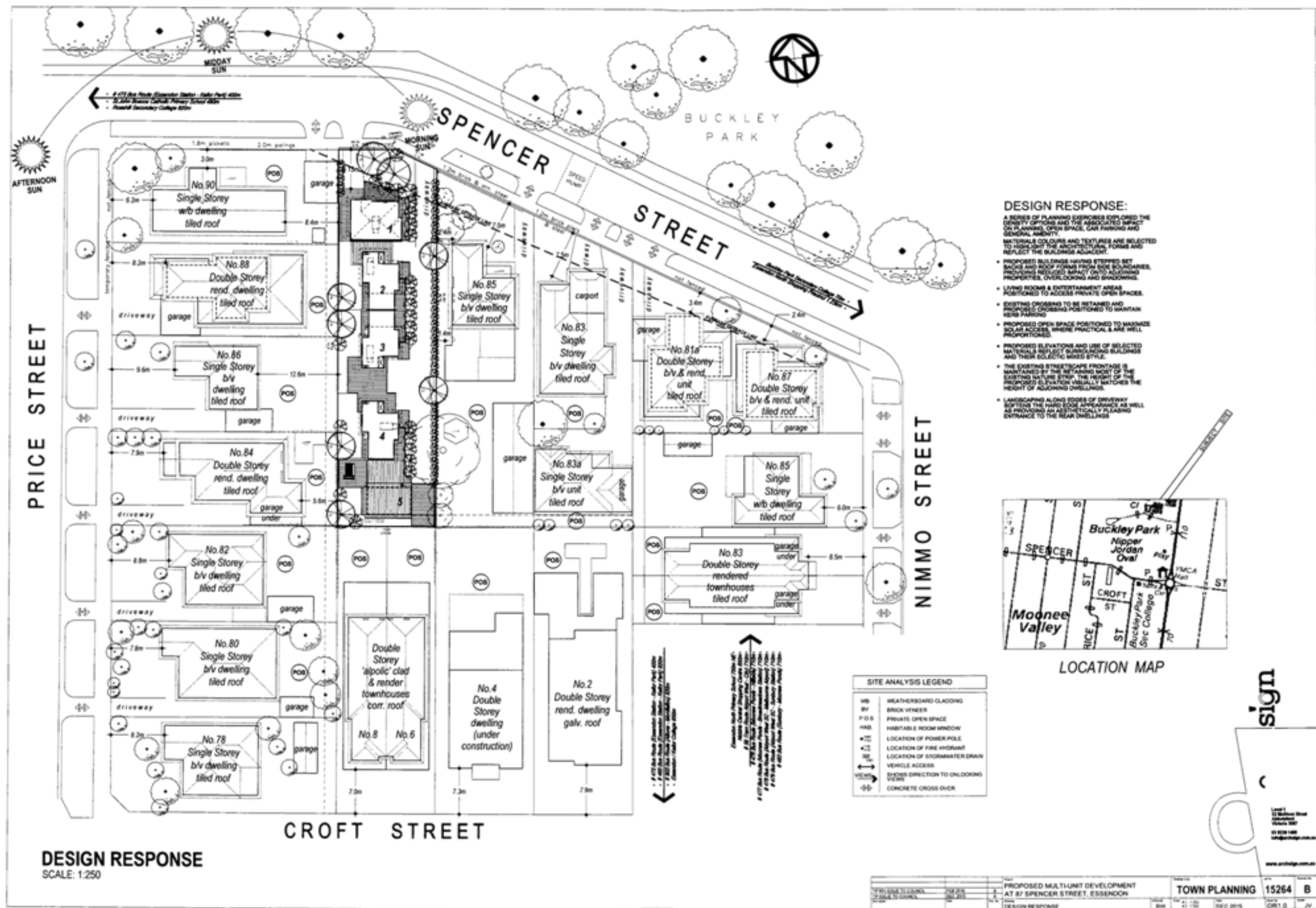
  

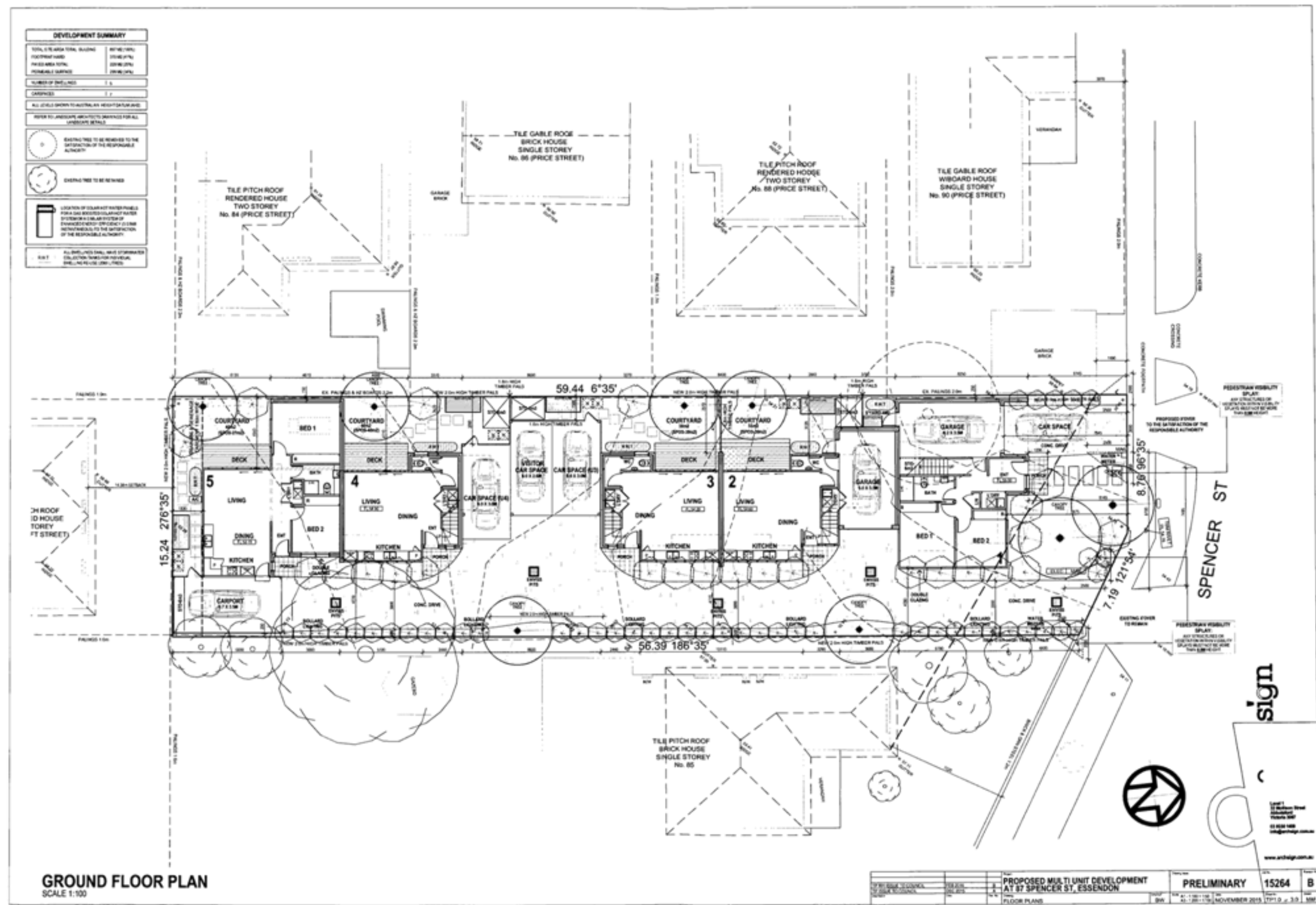
WSUD NOTES	
DWELLING AREAS	
UNIT	TOTAL
UNIT 1	1,100
UNIT 2	1,100
UNIT 3	1,100
UNIT 4	1,100
UNIT 5	1,100
TOTAL ROOF CATCHMENT AREA CONNECTED TO RAINWATER TANKS	
UNIT 1	1,100
UNIT 2	1,100
UNIT 3	1,100
UNIT 4	1,100
UNIT 5	1,100
TOTAL HARD SURFACE AREA CONNECTED TO ENVISS PITS	
UNIT 1	1,100
UNIT 2	1,100
UNIT 3	1,100
UNIT 4	1,100
UNIT 5	1,100
TOTAL NUMBER OF TOILETS CONNECTED BACK TO RAINWATER TANKS	
UNIT 1	1,100
UNIT 2	1,100
UNIT 3	1,100
UNIT 4	1,100
UNIT 5	1,100

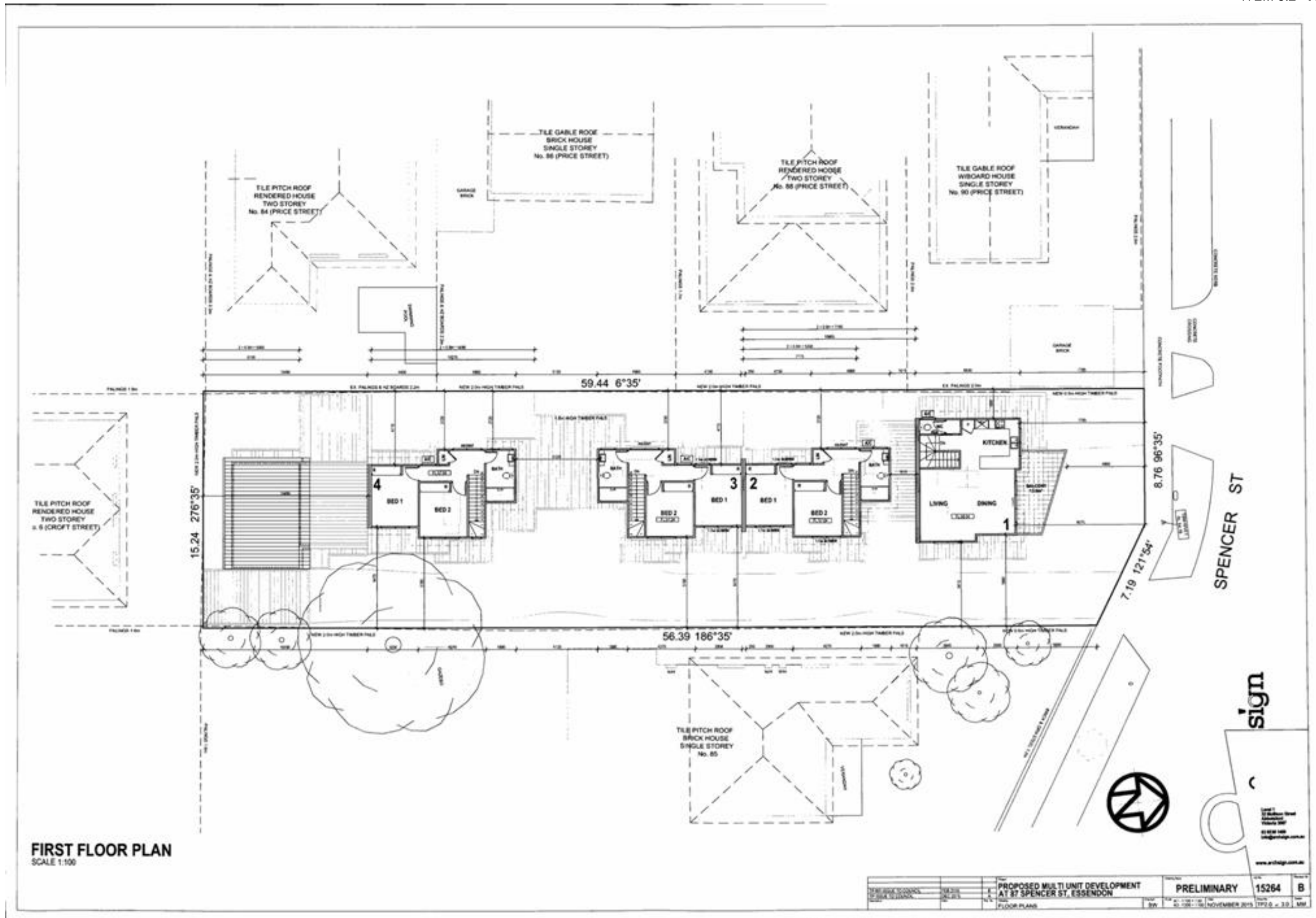




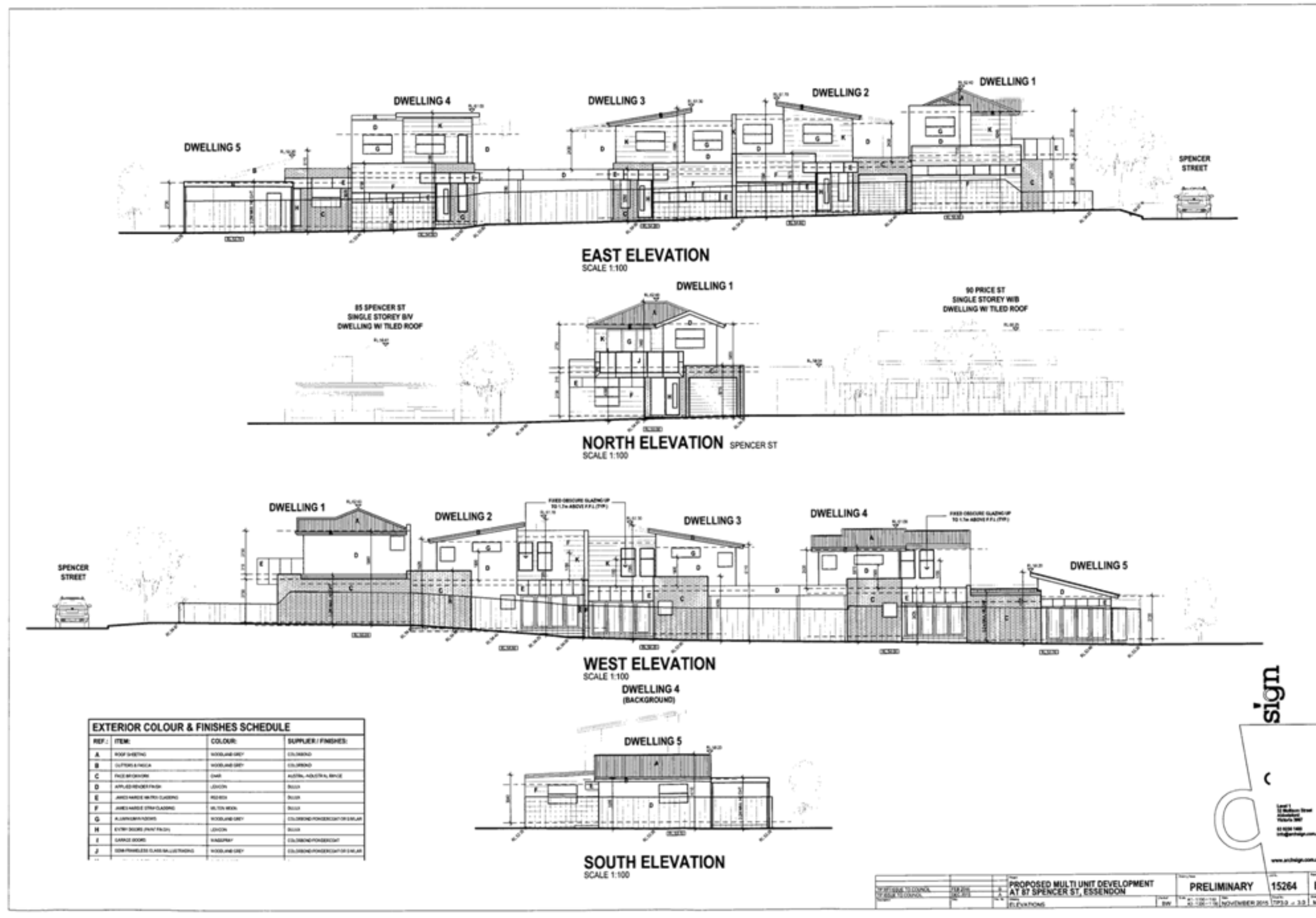


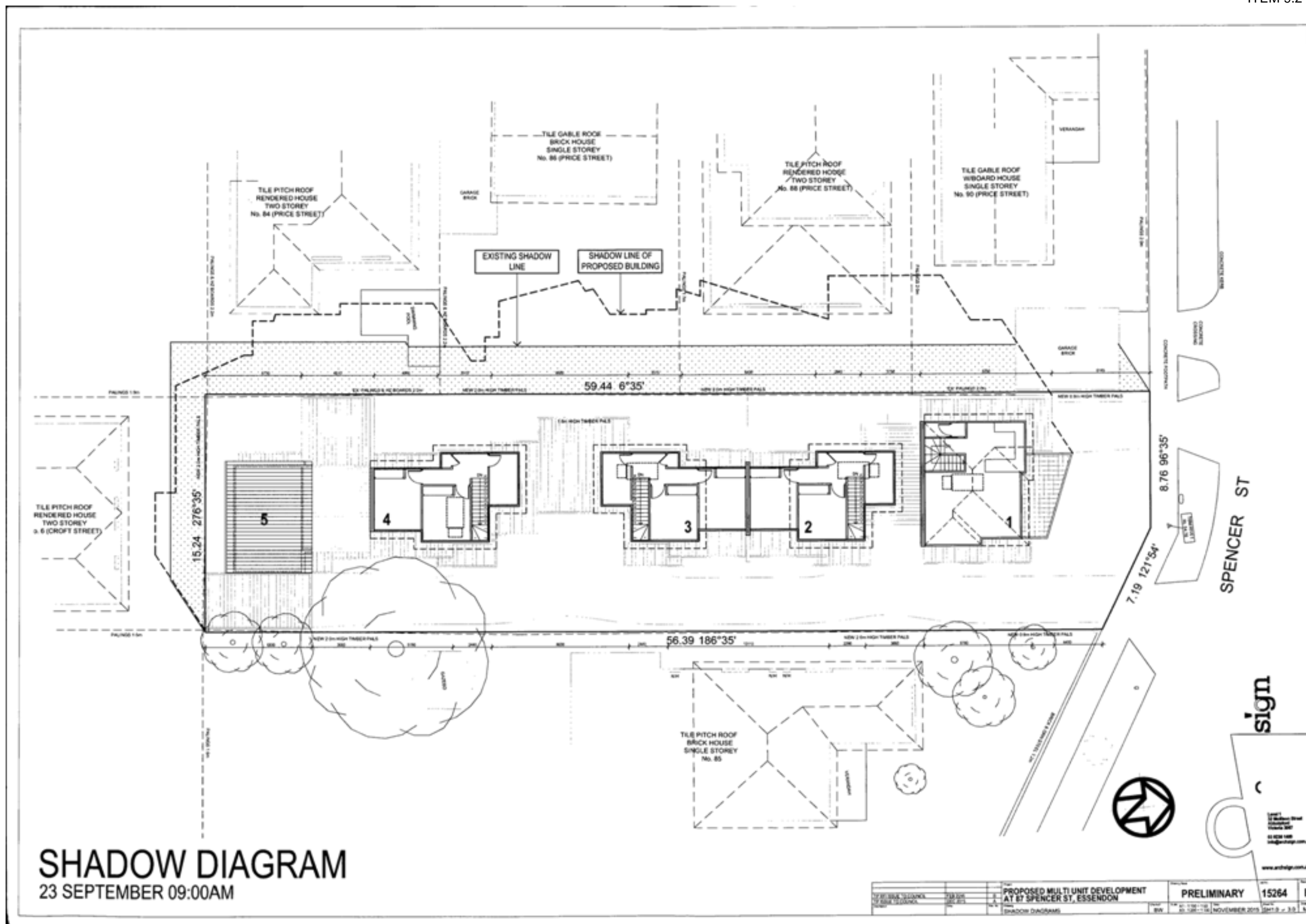


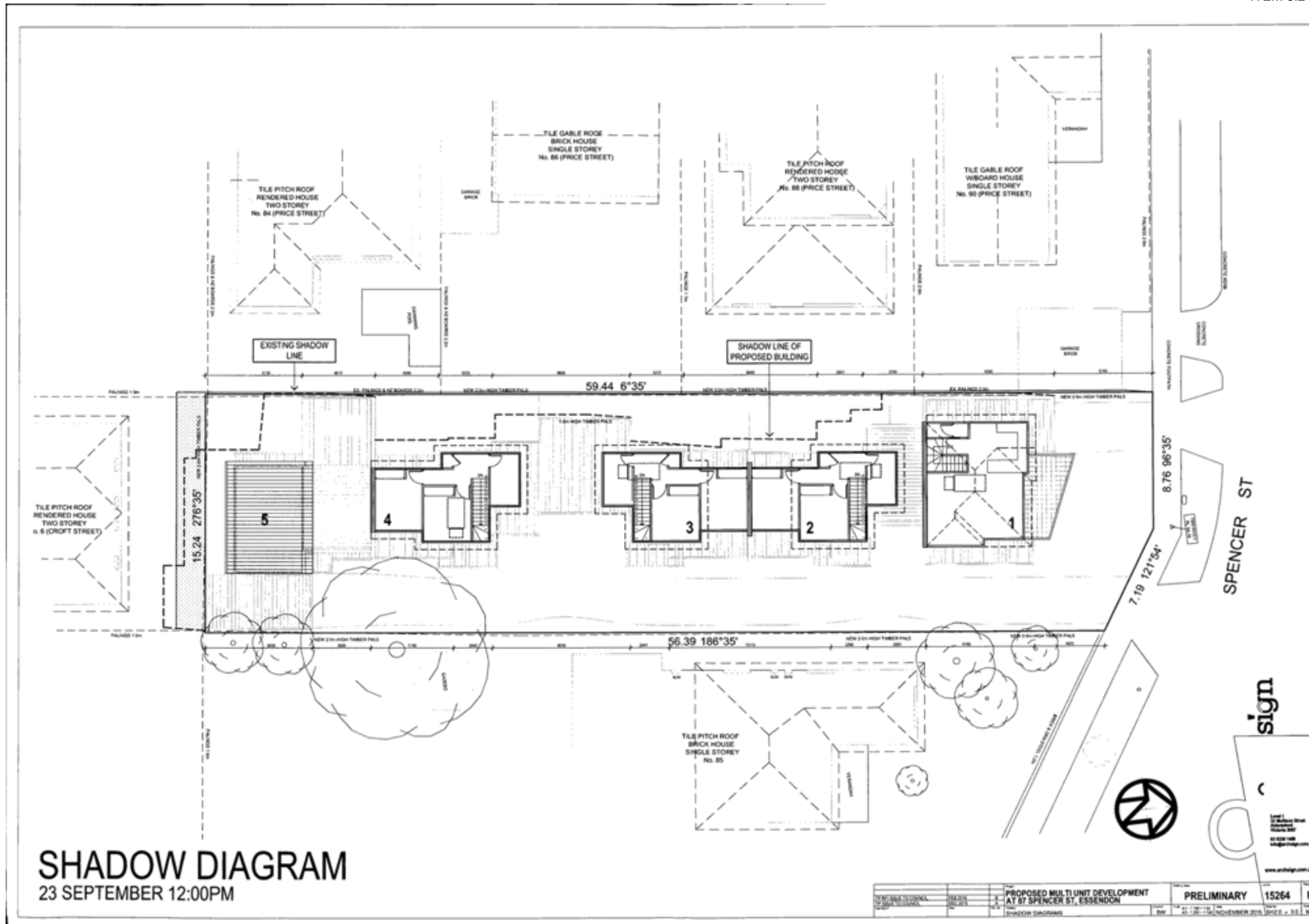




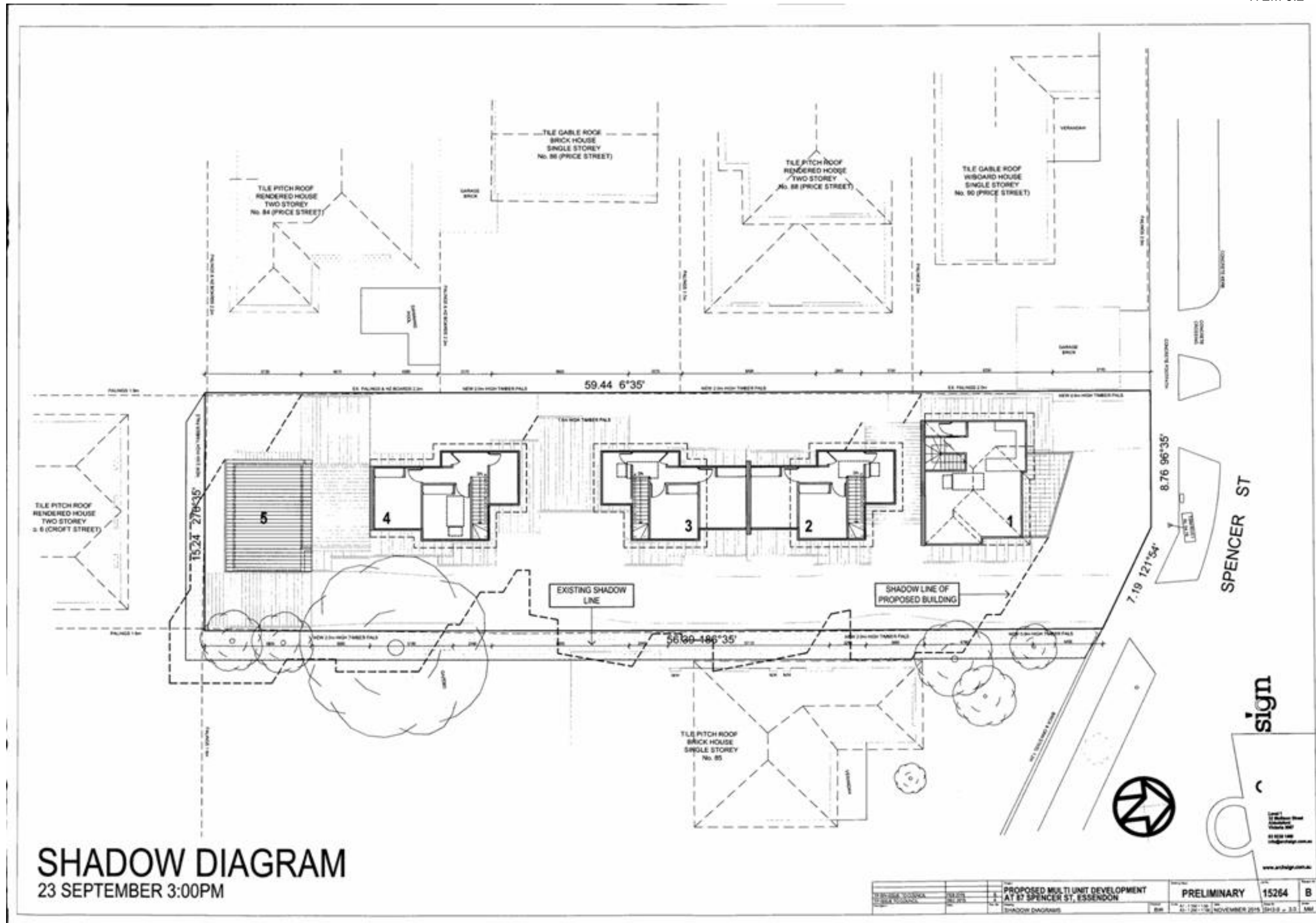
























Clark Hopkins Clarke  
40/41 15-16/17/18/19

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(Note: Refer to TP, REV A Drawings)

REV\_A TP

Development Schedule							15073 28.08.2016
Kellor Rd Apartments - 148-169 Kellor Rd, Essendon							
Level	Description						Carparks
Basement 2	Basement Level 2 Carparking						104
Basement 1	Basement Level 1 Carparking (including 18 staff, 28 visitors and 3 tandems)						96
	Total carparking						200
BUILDING A	Apt. No	Description	Bedrooms	Bathrooms	Area	P.O.S	Carparks
Ground Floor	A 1	Tenancy 1			300 m <sup>2</sup>		
		Total Tenancy Area			300 m <sup>2</sup>		
	Apt. A 1	1 Bed Apartment	1	1	60 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. A 2	1 Bed Apartment	1	1	60 m <sup>2</sup>	30 m <sup>2</sup>	1
	Apt. A 3	1 Bed Apartment	1	1	60 m <sup>2</sup>	30 m <sup>2</sup>	1
	Apt. A 4	2 Bed Apartment	2	2	70 m <sup>2</sup>	105 m <sup>2</sup>	1
	Apt. A 5	1 Bed Apartment	1	1	60 m <sup>2</sup>	15 m <sup>2</sup>	1
	Apt. A 6	1 Bed Apartment	1	1	60 m <sup>2</sup>	15 m <sup>2</sup>	1
	Apt. A 7	1 Bed Apartment	1	1	60 m <sup>2</sup>	15 m <sup>2</sup>	1
Total	7			Total Apartment Area	370 m <sup>2</sup>	239 m <sup>2</sup>	7
1st Floor	Apt. A 101	2 Bed Apartment	2	2	75 m <sup>2</sup>	32 m <sup>2</sup>	1
	Apt. A 102	2 Bed Apartment	2	2	69 m <sup>2</sup>	26 m <sup>2</sup>	1
	Apt. A 103	2 Bed Apartment	2	2	69 m <sup>2</sup>	15 m <sup>2</sup>	1
	Apt. A 104	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 105	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 106	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 107	2 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 108	2 Bed Apartment	2	1	60 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 109	2 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 110	2 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 111	2 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 112	2 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 113	2 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
Total	13				773 m <sup>2</sup>	189 m <sup>2</sup>	13
2nd Floor	Apt. A 201	2 Bed Apartment	2	2	75 m <sup>2</sup>	32 m <sup>2</sup>	1
	Apt. A 202	2 Bed Apartment	2	2	69 m <sup>2</sup>	26 m <sup>2</sup>	1
	Apt. A 203	2 Bed Apartment	2	2	69 m <sup>2</sup>	15 m <sup>2</sup>	1
	Apt. A 204	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 205	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 206	1 Bed Apartment	1	1	60 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. A 207	2 Bed Apartment	2	1	69 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 208	1 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 209	1 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 210	1 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 211	1 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
	Apt. A 212	1 Bed Apartment	2	1	68 m <sup>2</sup>	14 m <sup>2</sup>	1
Total	12				722 m <sup>2</sup>	184 m <sup>2</sup>	12
3rd Floor	Apt. A 301	1 Bed Apartment	1	1	60 m <sup>2</sup>	55 m <sup>2</sup>	1
	Apt. A 302	3 Bed Apartment	3	2	84 m <sup>2</sup>	103 m <sup>2</sup>	2
	Apt. A 303	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 304	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 305	2 Bed Apartment	2	1	62 m <sup>2</sup>	21 m <sup>2</sup>	1
	Apt. A 306	1 Bed Apartment	1	1	64 m <sup>2</sup>	21 m <sup>2</sup>	1
	Apt. A 307	1 Bed Apartment	1	1	60 m <sup>2</sup>	21 m <sup>2</sup>	1
	Apt. A 308	1 Bed Apartment	1	1	60 m <sup>2</sup>	21 m <sup>2</sup>	1
	Apt. A 309	1 Bed Apartment	1	1	60 m <sup>2</sup>	21 m <sup>2</sup>	1
	Apt. A 310	1 Bed Apartment	1	1	60 m <sup>2</sup>	21 m <sup>2</sup>	1
Total	10				650 m <sup>2</sup>	300 m <sup>2</sup>	11
4th Floor	Apt. A 401	1 Bed Apartment	1	1	60 m <sup>2</sup>	55 m <sup>2</sup>	1
	Apt. A 402	3 Bed Apartment	3	2	84 m <sup>2</sup>	99 m <sup>2</sup>	2
	Apt. A 403	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 404	1 Bed Apartment	1	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. A 405	2 Bed Apartment	2	1	62 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. A 406	1 Bed Apartment	1	1	64 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. A 407	1 Bed Apartment	1	1	60 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. A 408	1 Bed Apartment	1	1	60 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. A 409	1 Bed Apartment	1	1	60 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. A 410	1 Bed Apartment	1	1	60 m <sup>2</sup>	10 m <sup>2</sup>	1
Total	10				650 m <sup>2</sup>	95 m <sup>2</sup>	11
5th Floor	Apt. A 501	1 Bed Apartment	1	1	62 m <sup>2</sup>	55 m <sup>2</sup>	1
	Apt. A 502	2 Bed Apartment	2	2	84 m <sup>2</sup>	99 m <sup>2</sup>	2
	Apt. A 503	3 Bed Apartment	3	2	87 m <sup>2</sup>	30 m <sup>2</sup>	2
	Apt. A 504	3 Bed Apartment	3	2	105 m <sup>2</sup>	35 m <sup>2</sup>	2
	Apt. A 505	2 Bed Apartment	2	2	66 m <sup>2</sup>	15 m <sup>2</sup>	1
	Apt. A 506	2 Bed Apartment	2	2	65 m <sup>2</sup>	35 m <sup>2</sup>	1
	Apt. A 507	2 Bed Apartment	2	2	65 m <sup>2</sup>	30 m <sup>2</sup>	1
	Apt. A 508	1 Bed Apartment	1	1	60 m <sup>2</sup>	55 m <sup>2</sup>	1
	Apt. A 509	1 Bed Apartment	1	1	60 m <sup>2</sup>	55 m <sup>2</sup>	1
Total	9				609 m <sup>2</sup>	196 m <sup>2</sup>	12
6th Floor	Apt. A 603	Upper					
	Apt. A 604	Upper					
	Apt. A 605	Upper					
	Apt. A 606	Upper					
Total					0 m <sup>2</sup>		0
BUILDING A					NSA	3634 m <sup>2</sup>	1193 m <sup>2</sup>
Summary					Tenancy NSA	329 m <sup>2</sup>	
	1	Tenancy					
	61	Apartments			Carparks		66
Apartment Mix	36	1 Bed Apartment					
	20	2 Bed Apartment					
	5	3 Bed Apartment					

Clarke  
Hopkins  
Clarke



ClarkeHopkinsClarke  
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(Note: Refer to TP\_REV A Drawings)

REV\_A TP

# Development Schedule

15073

Kellor Rd Apartments - 168-169 Kellor Rd, Essendon

28.08.2015

BUILDING B	Apt. No	Description	Bedrooms	Bathrooms	Area	P.O.B	Carparks
Ground Floor	B 1	Tenancy 2			285 m <sup>2</sup>		
		Total Tenancy Area			285 m <sup>2</sup>		
	Apt. B 1	2 Bed Apartment	2	2	69 m <sup>2</sup>	57 m <sup>2</sup>	1
	Apt. B 2	1 Bed Apartment	1	1	50 m <sup>2</sup>	39 m <sup>2</sup>	1
	Apt. B 3	2 Bed Apartment	2	1	60 m <sup>2</sup>	50 m <sup>2</sup>	1
	Apt. B 4	2 Bed Apartment	2	1	60 m <sup>2</sup>	50 m <sup>2</sup>	1
	Apt. B 5	1 Bed Apartment	1	1	50 m <sup>2</sup>	40 m <sup>2</sup>	1
	Apt. B 6	2 Bed Apartment	2	2	68 m <sup>2</sup>	57 m <sup>2</sup>	1
Total	6			Total Apartment Area	358 m <sup>2</sup>	307 m <sup>2</sup>	6
1st Floor	Apt. B 101	2 Bed Apartment	2	2	71 m <sup>2</sup>	19 m <sup>2</sup>	1
	Apt. B 102	2 Bed Apartment	2	2	69 m <sup>2</sup>	16 m <sup>2</sup>	1
	Apt. B 103	2 Bed Apartment	2	2	69 m <sup>2</sup>	18 m <sup>2</sup>	1
	Apt. B 104	1 Bed Apartment	1	1	54 m <sup>2</sup>	16 m <sup>2</sup>	1
	Apt. B 105	2 Bed Apartment	2	2	70 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. B 106	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 107	2 Bed Apartment	2	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 108	2 Bed Apartment	2	1	60 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 109	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 110	2 Bed Apartment	2	2	68 m <sup>2</sup>	10 m <sup>2</sup>	1
Total	10				622 m <sup>2</sup>	122 m <sup>2</sup>	10
2nd Floor	Apt. B 201	2 Bed Apartment	2	2	71 m <sup>2</sup>	19 m <sup>2</sup>	1
	Apt. B 202	2 Bed Apartment	2	2	69 m <sup>2</sup>	16 m <sup>2</sup>	1
	Apt. B 203	2 Bed Apartment	2	2	69 m <sup>2</sup>	18 m <sup>2</sup>	1
	Apt. B 204	1 Bed Apartment	1	1	54 m <sup>2</sup>	16 m <sup>2</sup>	1
	Apt. B 205	2 Bed Apartment	2	2	70 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. B 206	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 207	2 Bed Apartment	2	2	66 m <sup>2</sup>	23 m <sup>2</sup>	1
	Apt. B 208	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 209	2 Bed Apartment	2	2	69 m <sup>2</sup>	10 m <sup>2</sup>	1
Total	9				606 m <sup>2</sup>	129 m <sup>2</sup>	9
3rd Floor	Apt. B 301	2 Bed Apartment	2	1	65 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 302	1 Bed Apartment	1	1	50 m <sup>2</sup>	27 m <sup>2</sup>	1
	Apt. B 303	1 Bed Apartment	1	1	53 m <sup>2</sup>	28 m <sup>2</sup>	1
	Apt. B 304	2 Bed Apartment	2	2	71 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. B 305	2 Bed Apartment	2	1	60 m <sup>2</sup>	27 m <sup>2</sup>	1
	Apt. B 306	2 Bed Apartment	2	1	60 m <sup>2</sup>	29 m <sup>2</sup>	1
	Apt. B 307	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
Total	7				411 m <sup>2</sup>	266 m <sup>2</sup>	7
4th Floor	Apt. B 401	2 Bed Apartment	2	1	65 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 402	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 403	1 Bed Apartment	1	1	53 m <sup>2</sup>	9 m <sup>2</sup>	1
	Apt. B 404	2 Bed Apartment	2	2	71 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. B 405	2 Bed Apartment	2	1	60 m <sup>2</sup>	15 m <sup>2</sup>	1
	Apt. B 406	2 Bed Apartment	2	1	60 m <sup>2</sup>	19 m <sup>2</sup>	1
	Apt. B 407	1 Bed Apartment	1	1	50 m <sup>2</sup>	8 m <sup>2</sup>	1
Total	7				411 m <sup>2</sup>	78 m <sup>2</sup>	7
5th Floor	Apt. B 501	2 Bed Apartment	2	2	76 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 502	1 Bed Apartment	1	1	45 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 503	1 Bed Apartment	1	1	42 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. B 504	1 Bed Apartment	1	1	47 m <sup>2</sup>	11 m <sup>2</sup>	1
	Apt. B 505	2 Bed Apartment	2	2	72 m <sup>2</sup>	31 m <sup>2</sup>	1
	Apt. B 506	2 Bed Apartment	2	2	80 m <sup>2</sup>	16 m <sup>2</sup>	1
	Apt. B 507	2 Bed Apartment	2	2	74 m <sup>2</sup>	31 m <sup>2</sup>	1
	Apt. B 508	1 Bed Apartment	1	1	44 m <sup>2</sup>	23 m <sup>2</sup>	1
	Apt. B 509	2 Bed Apartment	2	2	62 m <sup>2</sup>	34 m <sup>2</sup>	1
	Apt. B 510	2 Bed Apartment	2	2	84 m <sup>2</sup>	17 m <sup>2</sup>	1
Total	10				646 m <sup>2</sup>	187 m <sup>2</sup>	10
6th Floor	Apt. B 601	Upper					
	Apt. B 602	Upper					
	Apt. B 603	Upper					
	Apt. B 604	Upper					
	Apt. B 605	Upper					
	Apt. B 610	Upper					
Total					0 m <sup>2</sup>	0 m <sup>2</sup>	0
BUILDING B					N/A	3016 m <sup>2</sup>	1141 m <sup>2</sup>
Summary					Tenancy N/A	285 m <sup>2</sup>	
	1	Tenancy					
	49	Apartments			Carparks		49
Apartment Mix							
	18	1 Bed Apartment					
	31	2 Bed Apartment					

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(Note: Refer to TP\_REV A Drawings)

REV\_A TP

Development Schedule							15073
Kelor Rd Apartments - 158-169 Kelor Rd, Essendon							25.06.2015
BUILDING C	Apt. No	Description	Bedrooms	Bathrooms	Area	P.O.S	Carparks
Ground Floor	C 1	Tenancy 3			305 m <sup>2</sup>		
		Total Tenancy Area			305 m <sup>2</sup>		
	Apt. C 1	2 Bed Apartment	2	2	57 m <sup>2</sup>	53 m <sup>2</sup>	1
	Apt. C 2	2 Bed Apartment	2	2	57 m <sup>2</sup>	53 m <sup>2</sup>	1
	Apt. C 3	3 Bed Apartment	3	2	94 m <sup>2</sup>	127 m <sup>2</sup>	2
Total	3	Total Apartment Area			226 m <sup>2</sup>	233 m <sup>2</sup>	2
1st Floor	Apt. C 101	3 Bed Apartment	3	2	99 m <sup>2</sup>	21 m <sup>2</sup>	2
	Apt. C 102	2 Bed Apartment	2	1	52 m <sup>2</sup>	18 m <sup>2</sup>	1
	Apt. C 103	3 Bed Apartment	3	2	96 m <sup>2</sup>	44 m <sup>2</sup>	2
	Apt. C 104	1 Bed Apartment	1	1	55 m <sup>2</sup>	32 m <sup>2</sup>	1
	Apt. C 105	2 Bed Apartment	2	2	57 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 106	2 Bed Apartment	2	2	57 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 107	3 Bed Apartment	3	2	94 m <sup>2</sup>	9 m <sup>2</sup>	2
Total	7				540 m <sup>2</sup>	142 m <sup>2</sup>	10
2nd Floor	Apt. C 201	3 Bed Apartment	3	2	99 m <sup>2</sup>	21 m <sup>2</sup>	2
	Apt. C 202	2 Bed Apartment	2	1	53 m <sup>2</sup>	18 m <sup>2</sup>	1
	Apt. C 203	3 Bed Apartment	3	2	96 m <sup>2</sup>	29 m <sup>2</sup>	2
	Apt. C 204	1 Bed Apartment	1	1	55 m <sup>2</sup>	8 m <sup>2</sup>	1
	Apt. C 205	2 Bed Apartment	2	2	57 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 206	2 Bed Apartment	2	2	57 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 207	3 Bed Apartment	3	2	94 m <sup>2</sup>	9 m <sup>2</sup>	2
Total	7				541 m <sup>2</sup>	100 m <sup>2</sup>	10
3rd Floor	Apt. C 301	2 Bed Apartment	2	2	70 m <sup>2</sup>	95 m <sup>2</sup>	1
	Apt. C 302	2 Bed Apartment	2	2	70 m <sup>2</sup>	98 m <sup>2</sup>	1
	Apt. C 303	1 Bed Apartment	1	1	54 m <sup>2</sup>	9 m <sup>2</sup>	1
	Apt. C 304	2 Bed Apartment	2	2	58 m <sup>2</sup>	9 m <sup>2</sup>	1
	Apt. C 305	3 Bed Apartment	3	2	114 m <sup>2</sup>	80 m <sup>2</sup>	2
Total	5				376 m <sup>2</sup>	291 m <sup>2</sup>	6
4th Floor	Apt. C 401	2 Bed Apartment	2	2	70 m <sup>2</sup>	9 m <sup>2</sup>	1
	Apt. C 402	2 Bed Apartment	2	2	70 m <sup>2</sup>	12 m <sup>2</sup>	1
	Apt. C 403	1 Bed Apartment	1	1	54 m <sup>2</sup>	9 m <sup>2</sup>	1
	Apt. C 404	2 Bed Apartment	2	2	58 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 405	3 Bed Apartment	3	2	114 m <sup>2</sup>	10 m <sup>2</sup>	2
Total	5				376 m <sup>2</sup>	50 m <sup>2</sup>	6
5th Floor	Apt. C 501	2 Bed Apartment	2	2	69 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 502	2 Bed Apartment	2	2	70 m <sup>2</sup>	12 m <sup>2</sup>	1
	Apt. C 503	1 Bed Apartment	1	1	55 m <sup>2</sup>	9 m <sup>2</sup>	1
	Apt. C 504	2 Bed Apartment	2	2	58 m <sup>2</sup>	10 m <sup>2</sup>	1
	Apt. C 505	3 Bed Apartment	3	2	114 m <sup>2</sup>	10 m <sup>2</sup>	2
Total	5				376 m <sup>2</sup>	51 m <sup>2</sup>	6
BUILDING C					N/A	2437 m <sup>2</sup>	870 m <sup>2</sup>
Summary					Tenancy N/A	305 m <sup>2</sup>	
	1	Tenancy			Carparks		
	32	Apartments			Carparks		40
	5	1 Bed Apartment					
	17	2 Bed Apartment					
	10	3 Bed Apartment					

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(Note: Refer to TP\_REV A Drawings)

REV\_A TP

# Development Schedule

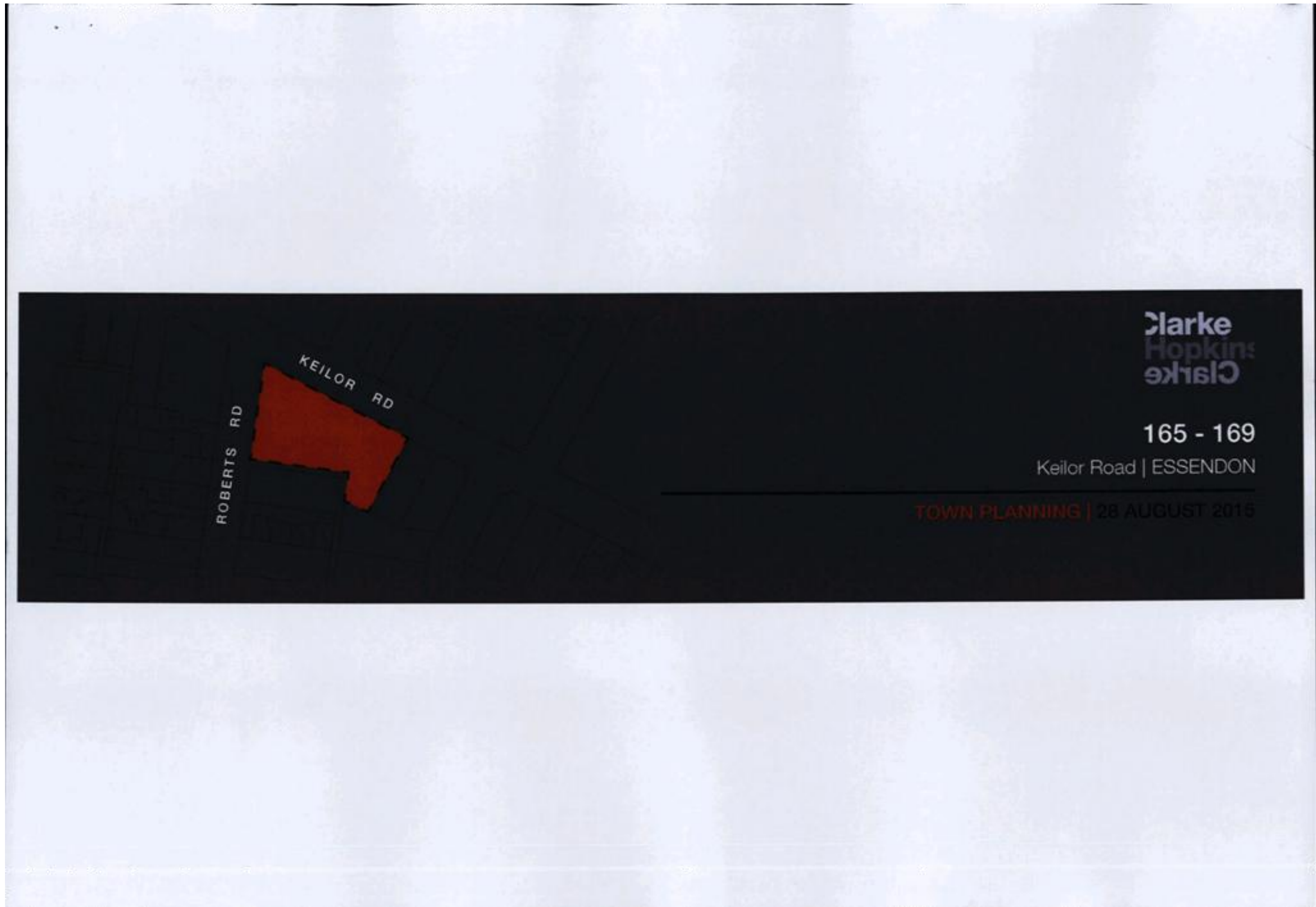
Kellor Rd Apartments - 168-169 Kellor Rd, Essendon

15073

28.08.2015

		Description							Carparks Provided
Basement 2		Basement Level 2 Carparking (Including 18 staff, 28 visitors and 3 tandems)							104
Basement 1		Basement Level 1 Carparking							90
						Total carparks			200
BUILDING		1 Bed	2 Bed	3 Bed	4 Bed	Area	P.O.S		Carparks Provided
BUILDING A									
Tenancy 1						320 m <sup>2</sup>			
Ground Floor		6	1	0	0	370 m <sup>2</sup>	230 m <sup>2</sup>		7
First Floor		3	10	0	0	773 m <sup>2</sup>	180 m <sup>2</sup>		13
Second Floor		8	4	0	0	722 m <sup>2</sup>	184 m <sup>2</sup>		12
Third Floor		6	1	1	0	550 m <sup>2</sup>	300 m <sup>2</sup>		11
Fourth Floor		8	1	1	0	600 m <sup>2</sup>	95 m <sup>2</sup>		11
Fifth Floor		3	3	3	0	609 m <sup>2</sup>	186 m <sup>2</sup>		12
Sixth Floor									
Total		36	20	5	0	3634 m <sup>2</sup>	1193 m <sup>2</sup>		66
		56%	33%	8%		BUILDING A TOTAL APARTMENTS			81
BUILDING B									
Tenancy 2						285 m <sup>2</sup>			
Ground Floor		2	4	0	0	358 m <sup>2</sup>	357 m <sup>2</sup>		6
First Floor		3	7	0	0	622 m <sup>2</sup>	122 m <sup>2</sup>		10
Second Floor		3	6	0	0	568 m <sup>2</sup>	120 m <sup>2</sup>		9
Third Floor		3	4	0	0	411 m <sup>2</sup>	204 m <sup>2</sup>		7
Fourth Floor		3	4	0	0	411 m <sup>2</sup>	78 m <sup>2</sup>		7
Fifth Floor		4	6	0	0	646 m <sup>2</sup>	187 m <sup>2</sup>		10
Sixth Floor									
Total		18	31	0	0	3016 m <sup>2</sup>	1141 m <sup>2</sup>		49
		37%	63%			BUILDING B TOTAL APARTMENTS			49
BUILDING C									
Tenancy 1						395 m <sup>2</sup>			
Ground Floor		0	2	1	0	226 m <sup>2</sup>	230 m <sup>2</sup>		2
First Floor		1	3	3	0	540 m <sup>2</sup>	140 m <sup>2</sup>		10
Second Floor		1	3	3	0	541 m <sup>2</sup>	103 m <sup>2</sup>		10
Third Floor		1	3	1	0	376 m <sup>2</sup>	291 m <sup>2</sup>		6
Fourth Floor		1	3	1	0	376 m <sup>2</sup>	50 m <sup>2</sup>		6
Fifth Floor		1	3	1	0	376 m <sup>2</sup>	51 m <sup>2</sup>		6
Sixth Floor									
Total		5	17	10	0	2437 m <sup>2</sup>	870 m <sup>2</sup>		40
		16%	53%	31%		BUILDING C TOTAL APARTMENTS			30
TOTAL		59	68	15	0	9087 m <sup>2</sup>			142
		42%	48%	11%					
Summary									
						NSA	9087	0	3204 m <sup>2</sup>
						Tenancies NSA	1000	m <sup>2</sup>	
						Basement Carparks			18
						Basement Carparks			155
						TOTAL			173
Apartment Mix									
		59	1 Bed Apartment	Basement Visitor					30
		68	2 Bed Apartment	On Street Roberts Rd		Tenancies			4
		15	3 Bed Apartment	On Street Kellor Rd		Tenancies			13
				TOTAL					47

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CONTENT



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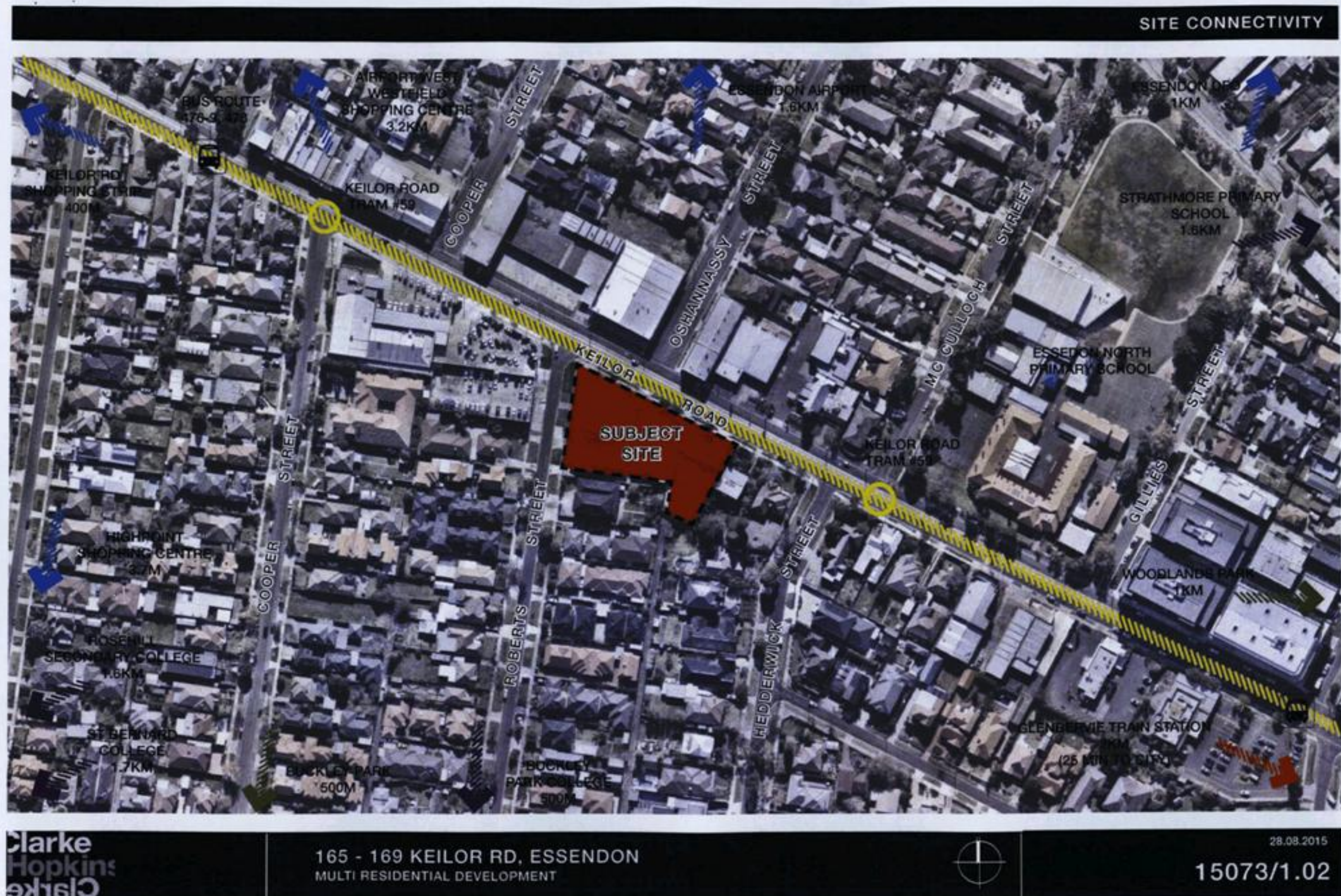
165 - 169 KEILOR RD, ESSENDON  
MULTI RESIDENTIAL DEVELOPMENT



28.08.2015

15073/1.01







SITE SURROUNDS



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165 - 169 KEILOR RD, ESSENDON  
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NEARBY DEVELOPMENTS



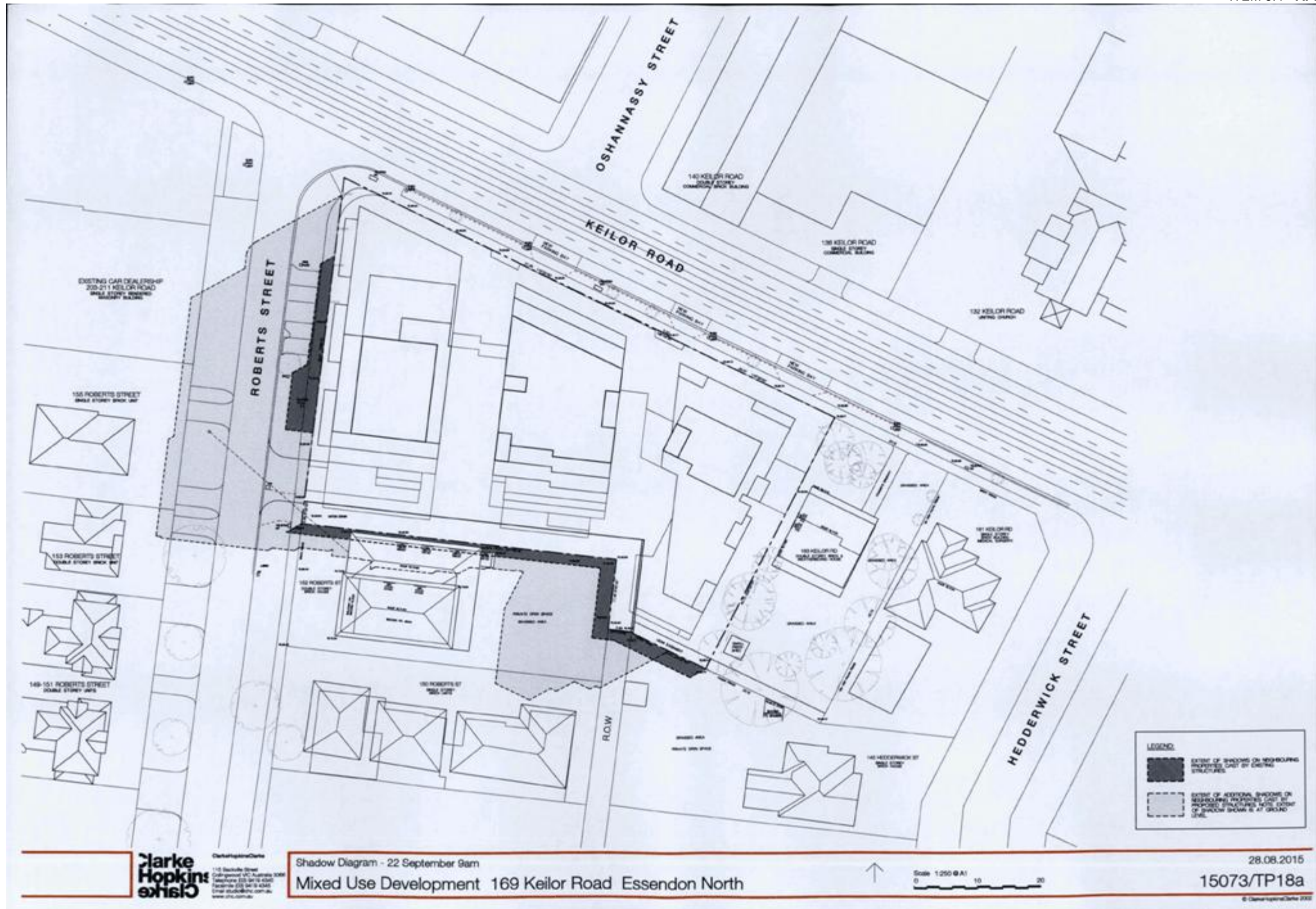
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165 - 169 KEILOR RD, ESSENDON  
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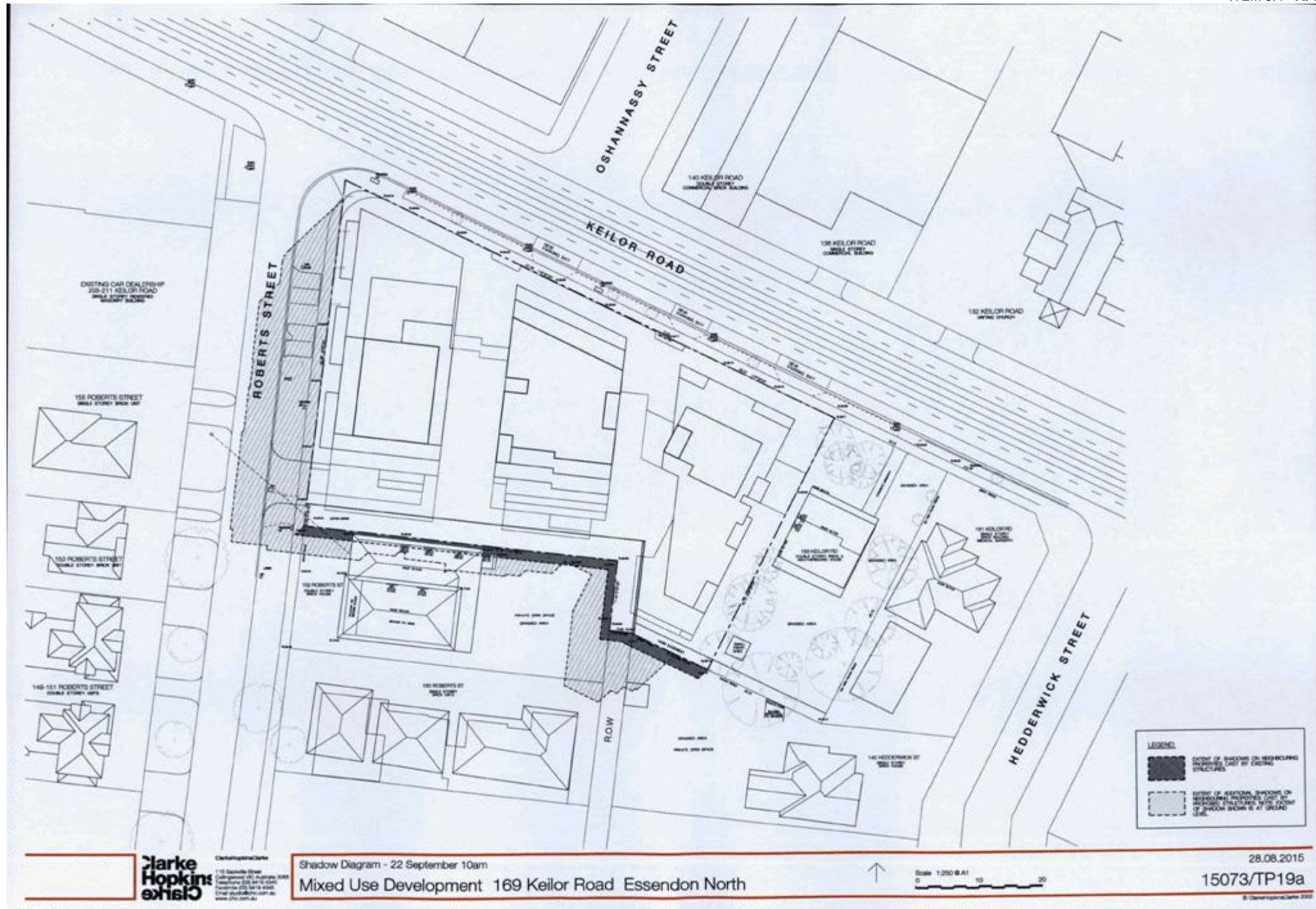
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15073/1.04

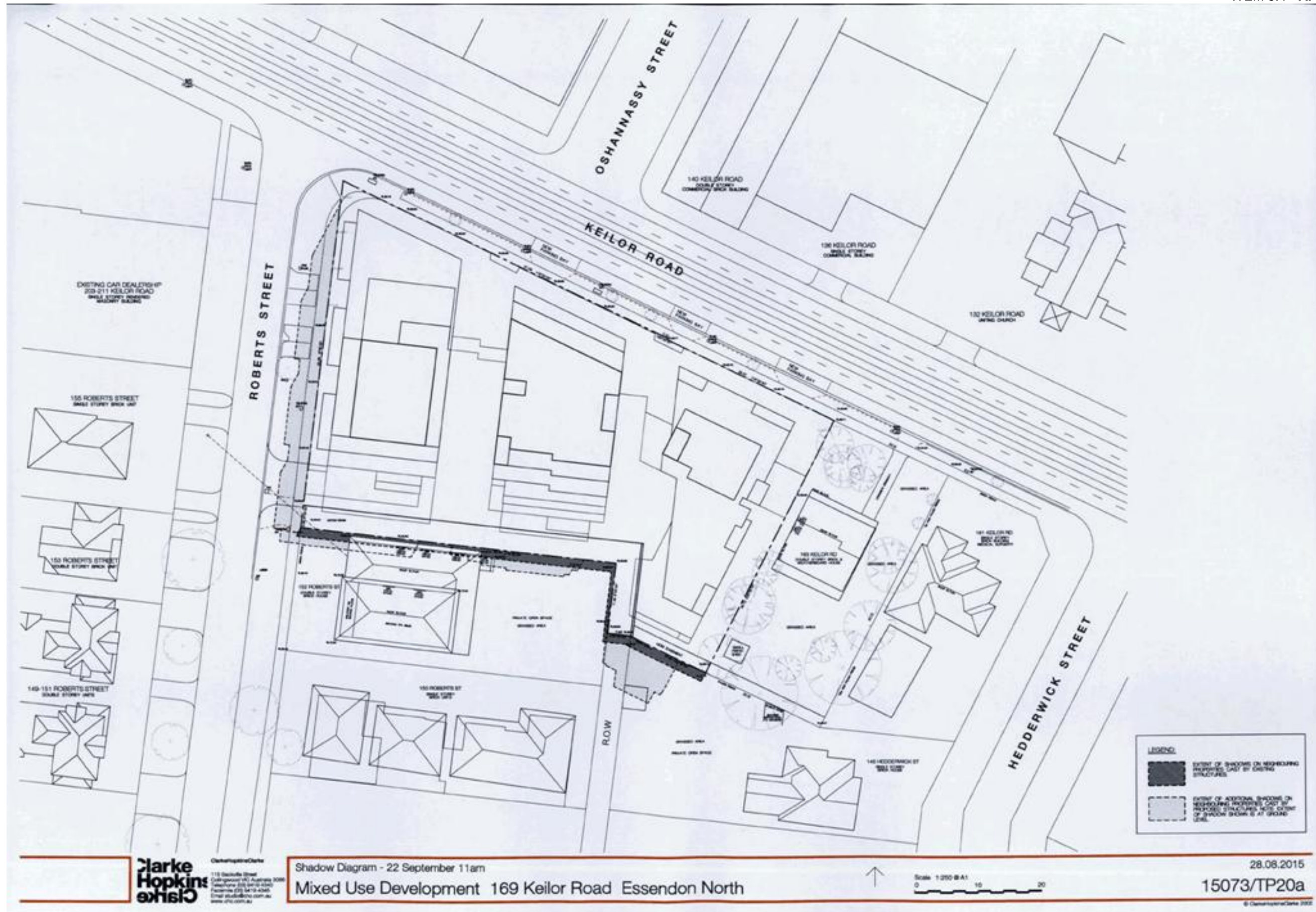




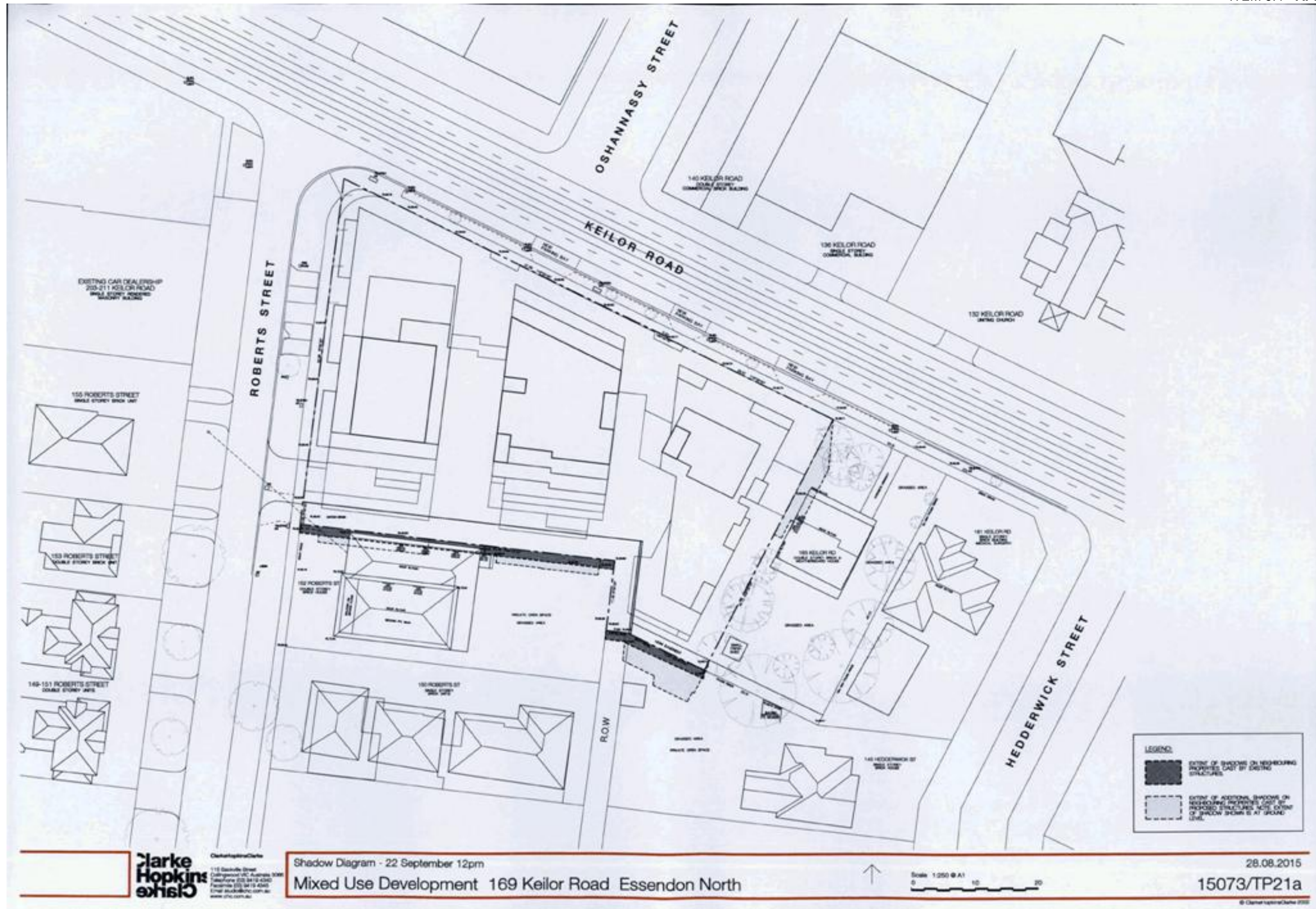




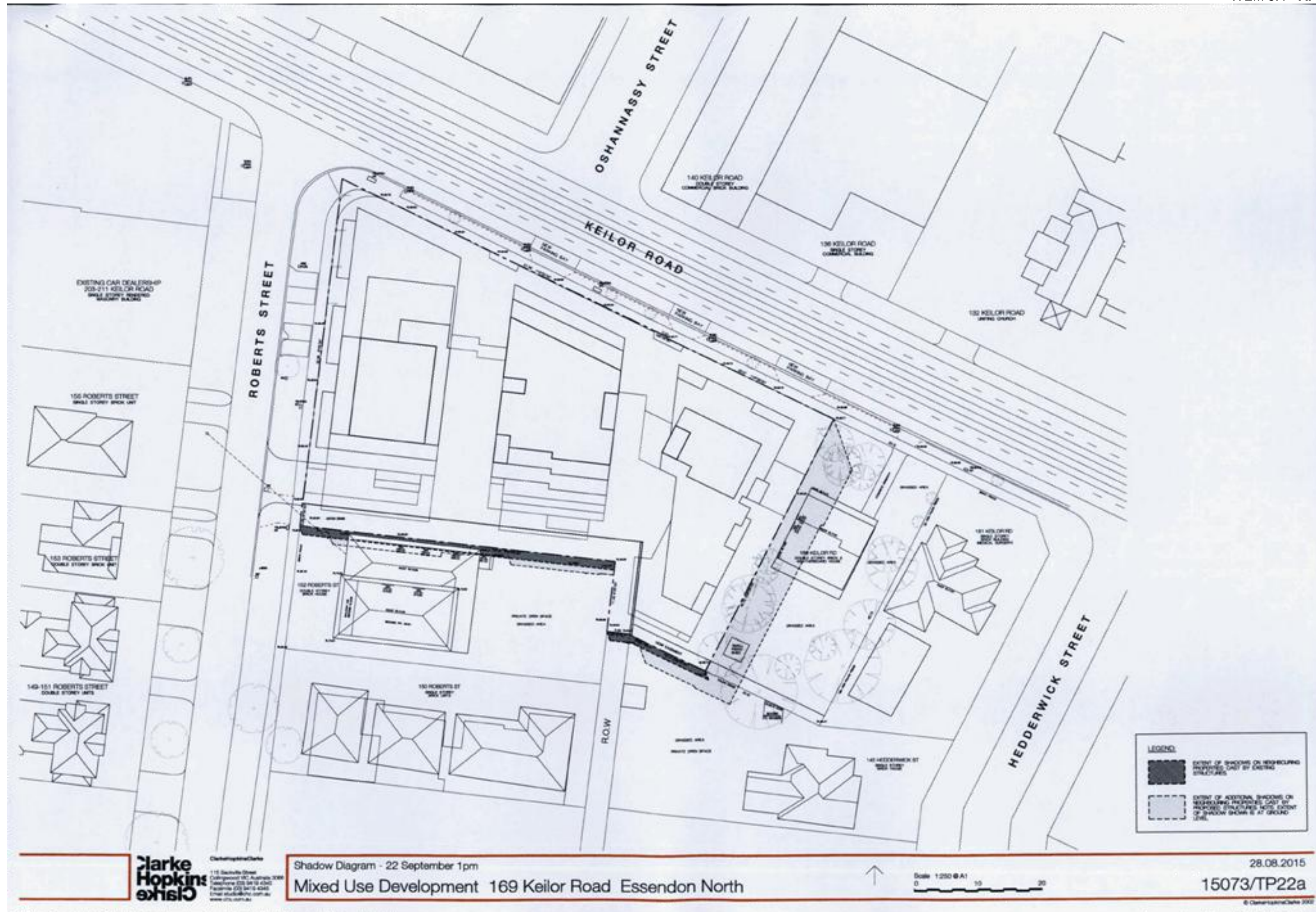




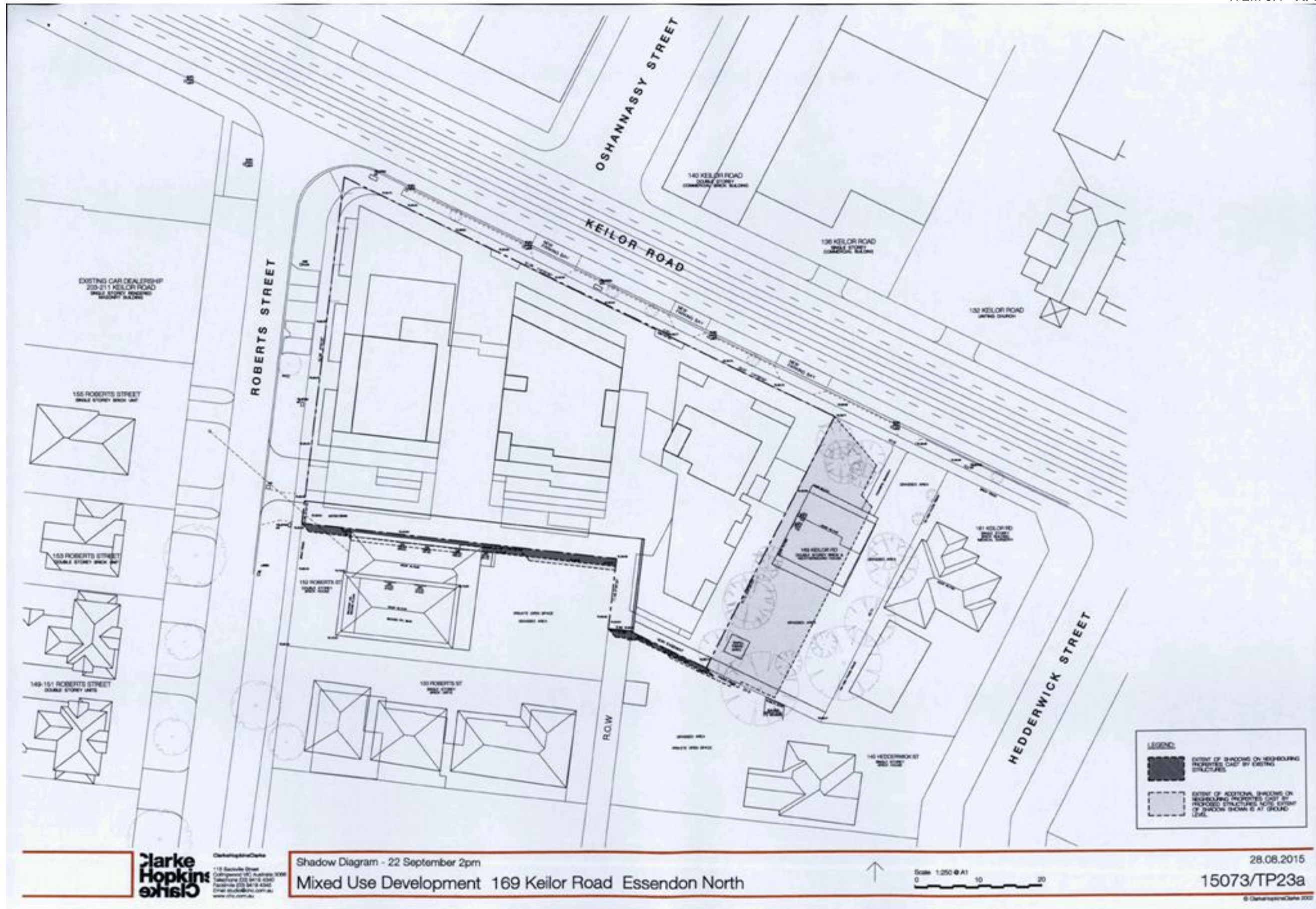




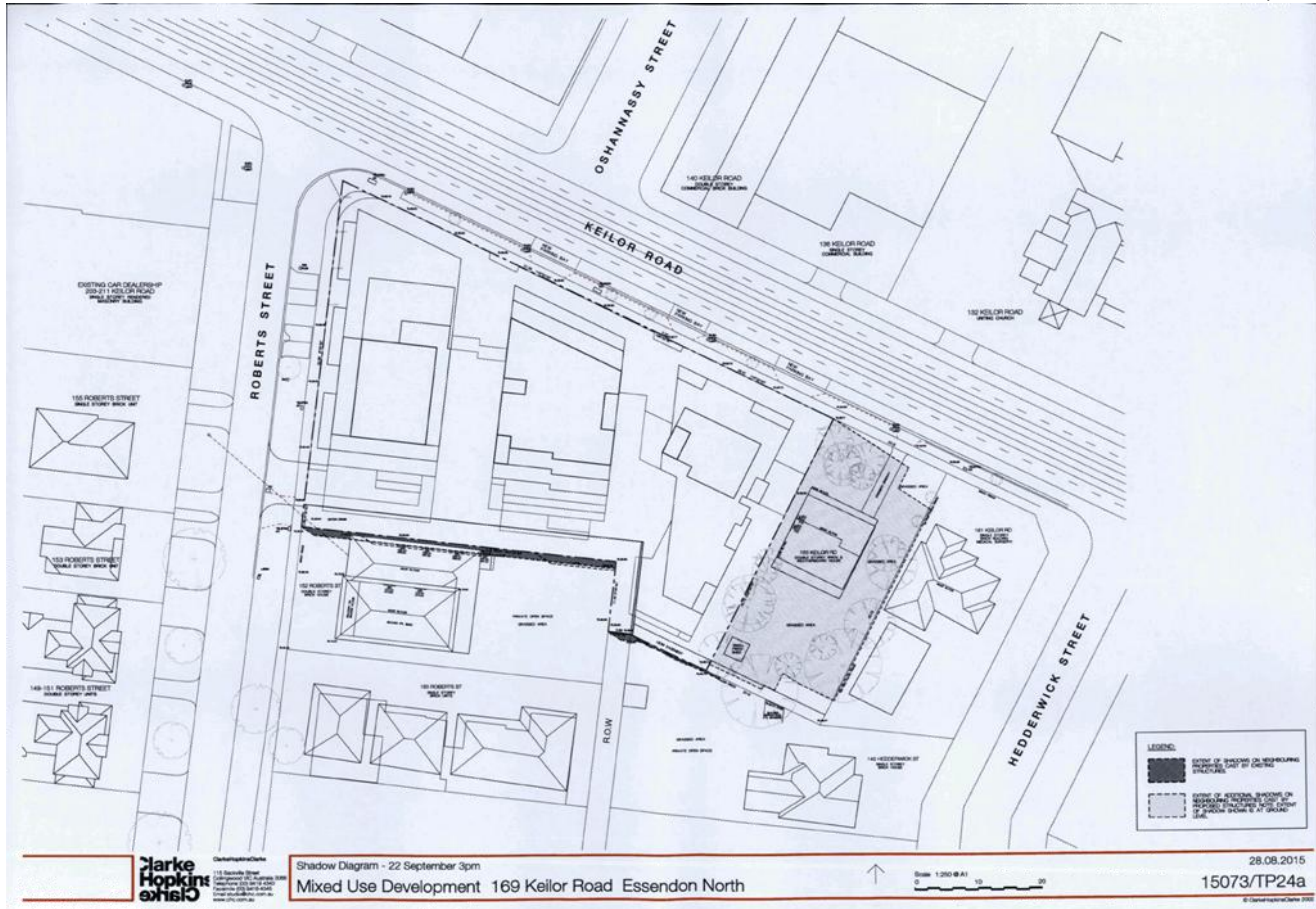






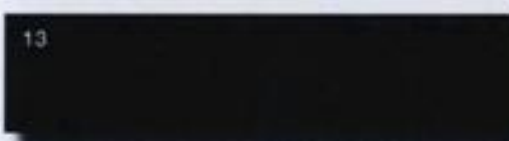
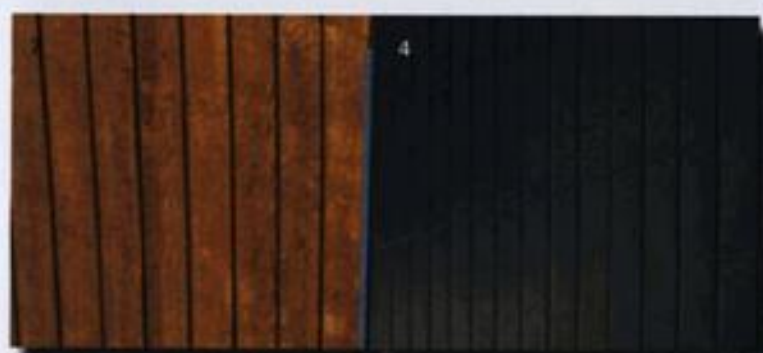
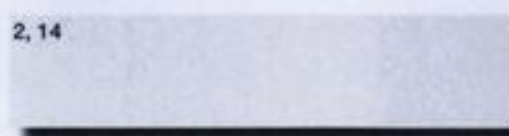
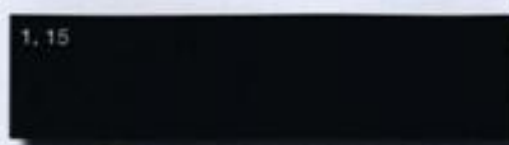
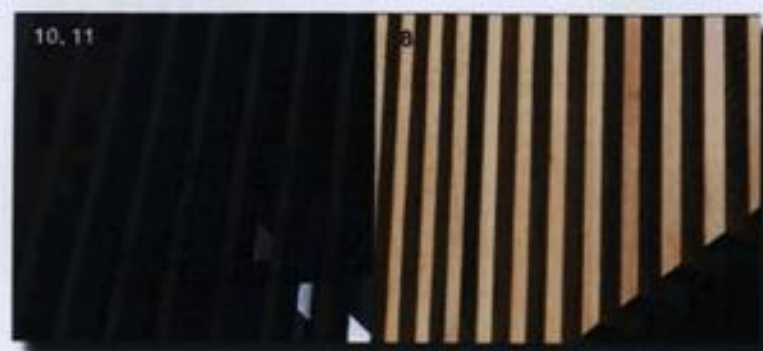








## EXTERNAL FINISHES



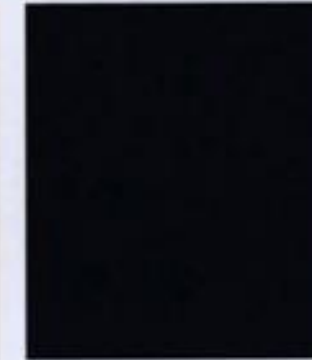
ITEM/ LOCATION	MATERIAL / FINISH
1 - Window and Door Frames	Powdercoat Finish Colour: Dulux "Charcoal"
2 - Soffit Colour	Dulux "Lexicon"
3 - Brick Cladding	
4 - Vertical Sheet Cladding A	Colour: Dulux "Domino"
5 - Horizontal Sheet Cladding B	Colour: Dulux "Domino"
6 - Horizontal Sheet Cladding C	Colour: Dulux "Rampart"
7 - Vertical Timber-look Sheet Cladding	
8 - Vertical Timber-look metal batten	
9 - Horizontal Timber-look Screen	
10 - Vertical metal batten fence	Powdercoat Finish Colour: Dulux "Charcoal"
11 - Vertical metal batten screen	Powdercoat Finish Colour: Dulux "Charcoal"
12 - Render Finish A	Colour: Dulux "Rampart"
13 - Render Finish B	Colour: Dulux "Domino"
14 - Render Finish C	Colour: Dulux "Lexicon"
15 - Glazed Balustrades	Frame - Colour: "Charcoal"

DESIGN INSPIRATION

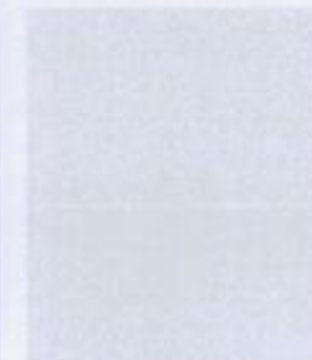
cubic



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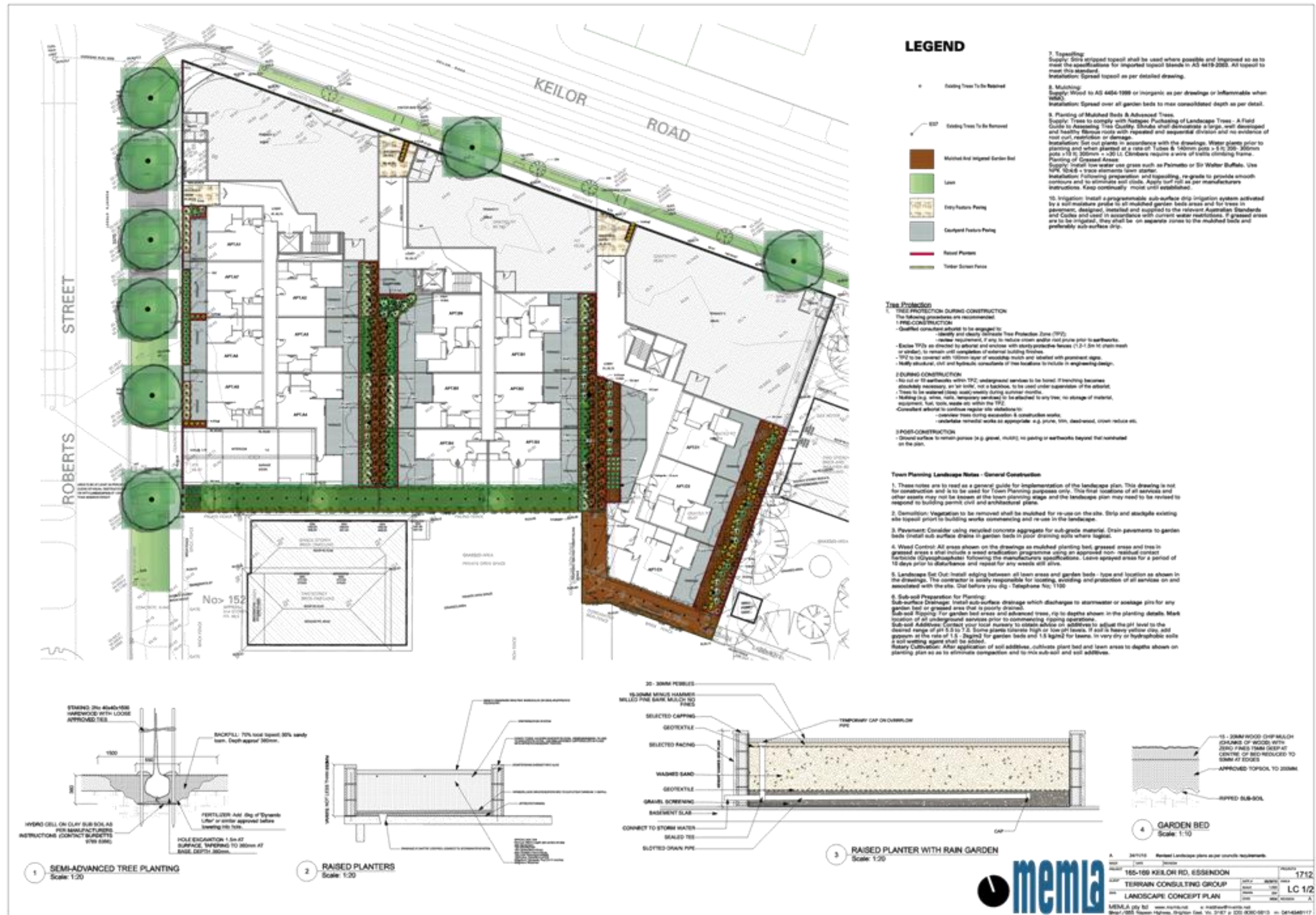
ROCKWELL











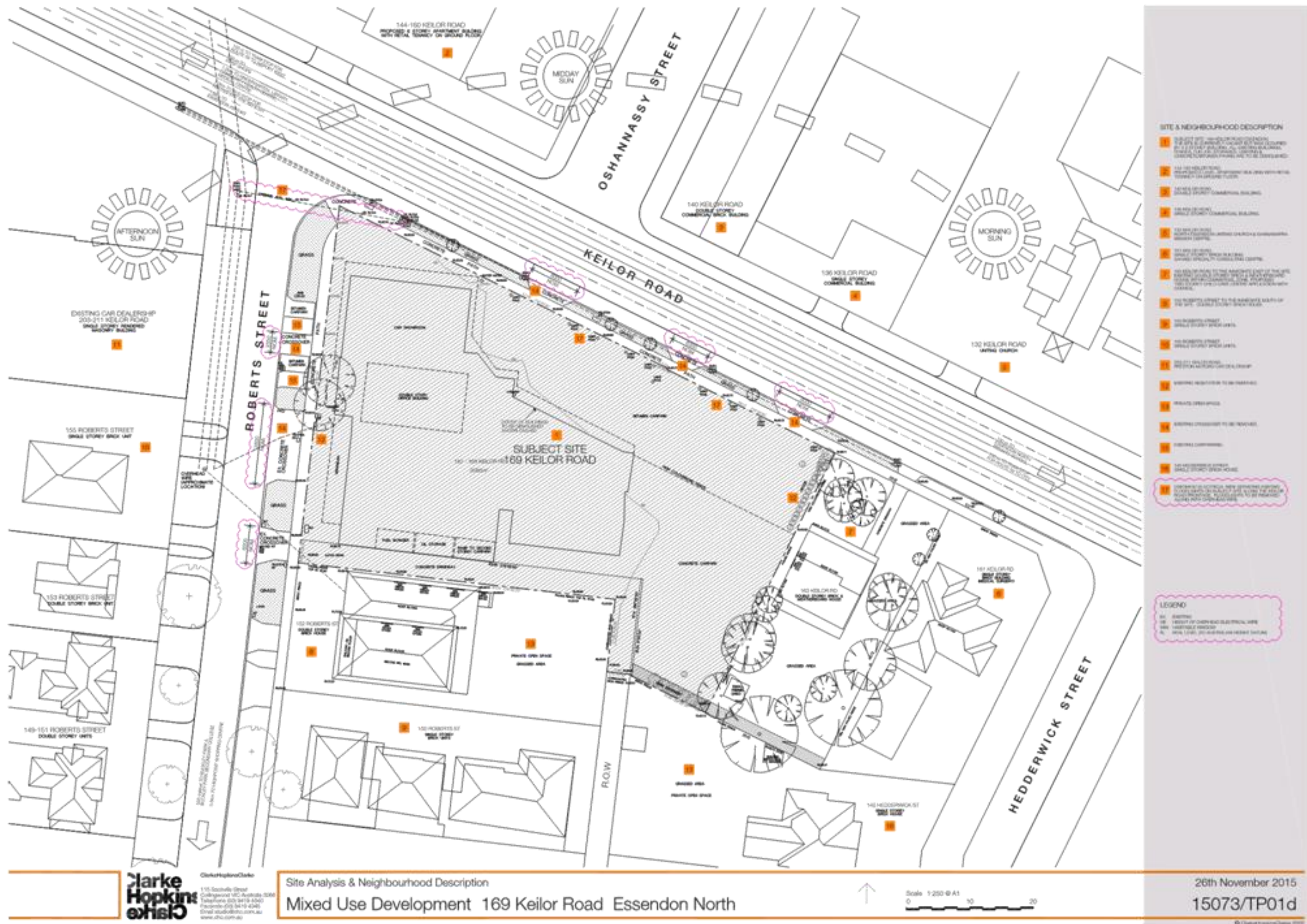




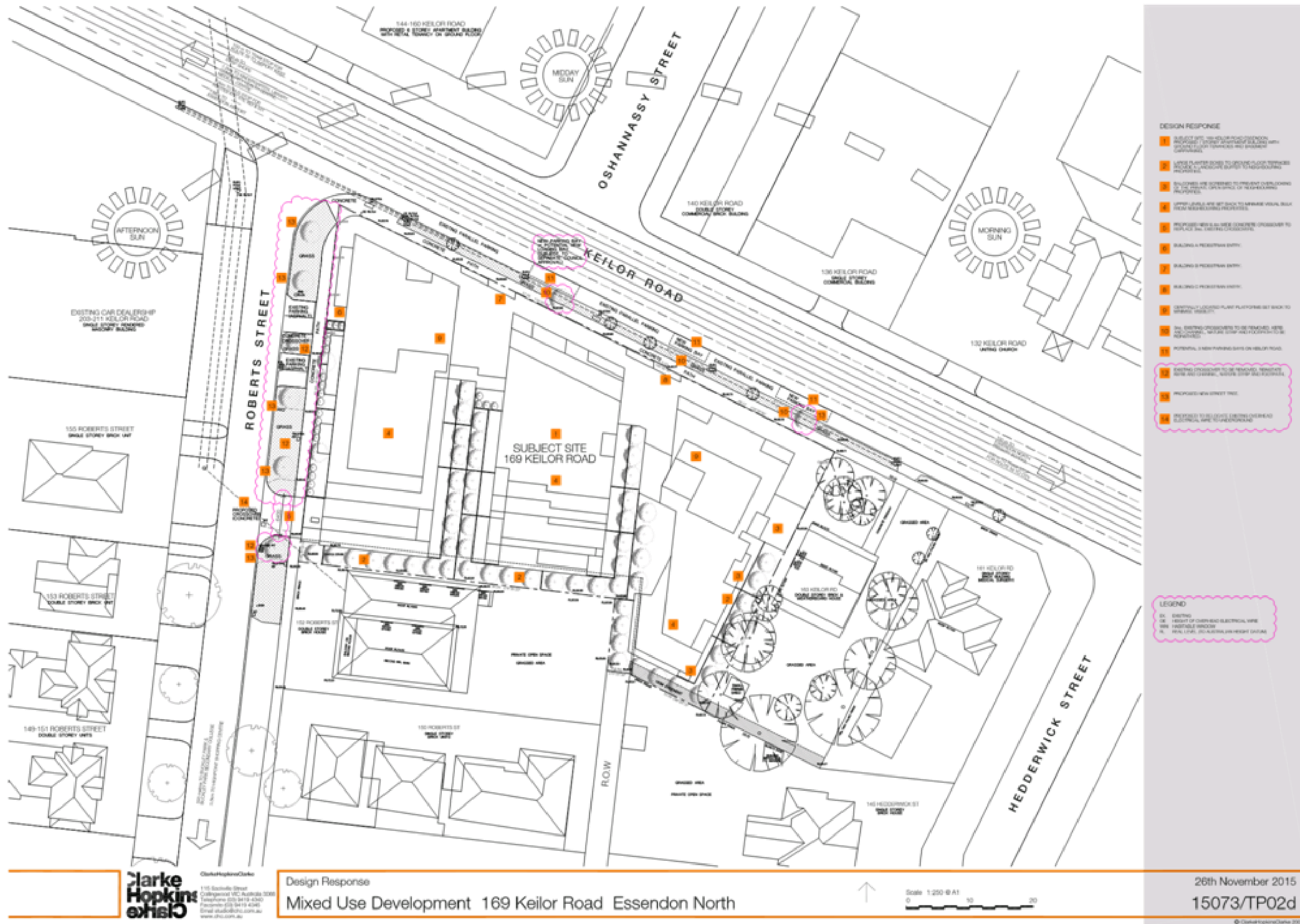




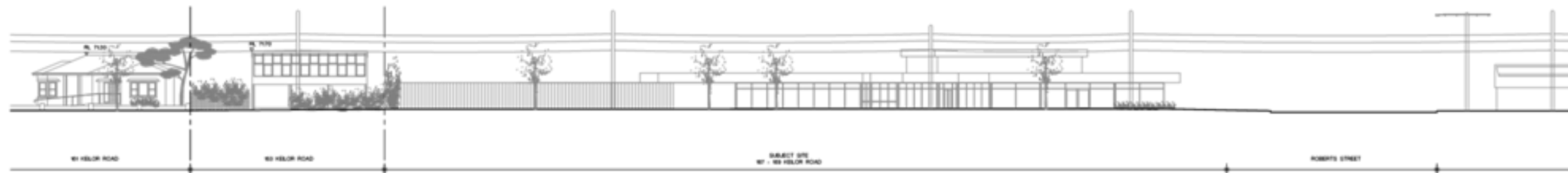












Existing Kellor Road Elevation



Proposed Kellor Road Elevation

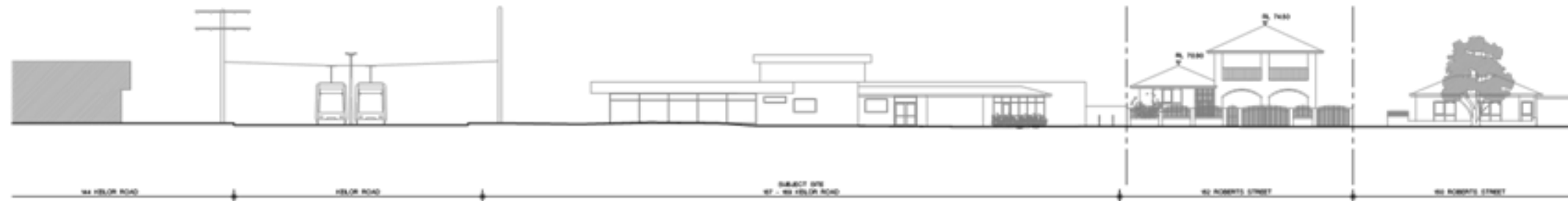
Mixed Use Development  
 169 Kellor Rd, Essendon Nth

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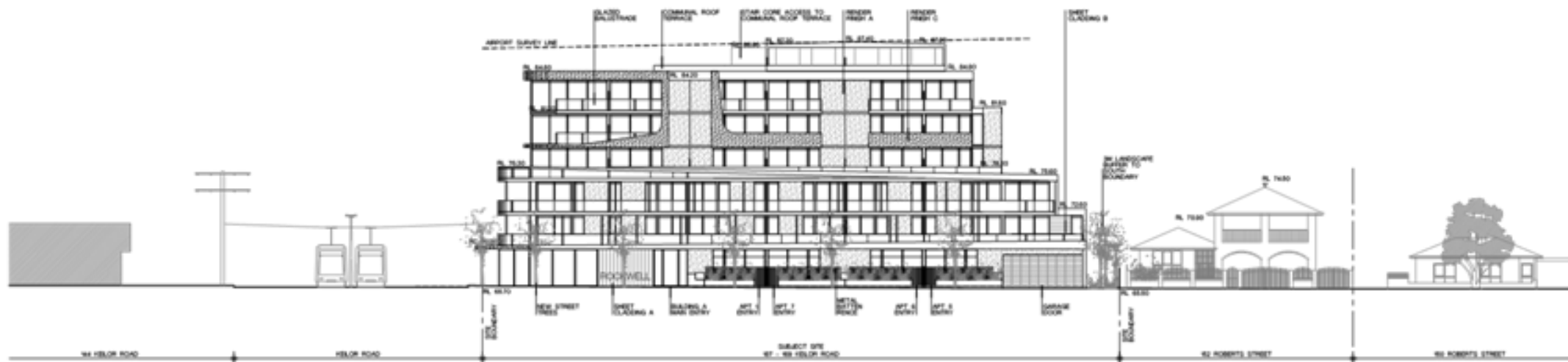
Kellor Road - Street Elevations

Scale 1:200 @ A1  
 0 10 20 40

26th November 2015  
 15073/TP03d  
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Existing Roberts Street Elevation



Proposed Roberts Street Elevation

Mixed Use Development  
169 Keilor Rd, Essendon Nth



Roberts Street - Street Elevations

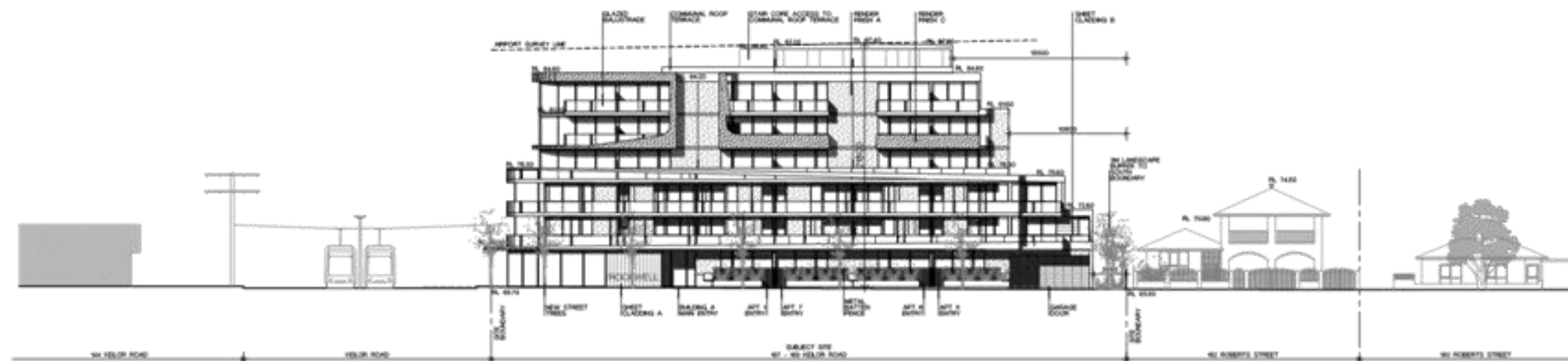


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15073/TP04d





Proposed Kellor Road Elevation (North)



Proposed Roberts Street Elevation (West)

Mixed Use Development  
169 Kellor Rd, Essendon Nth

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architects

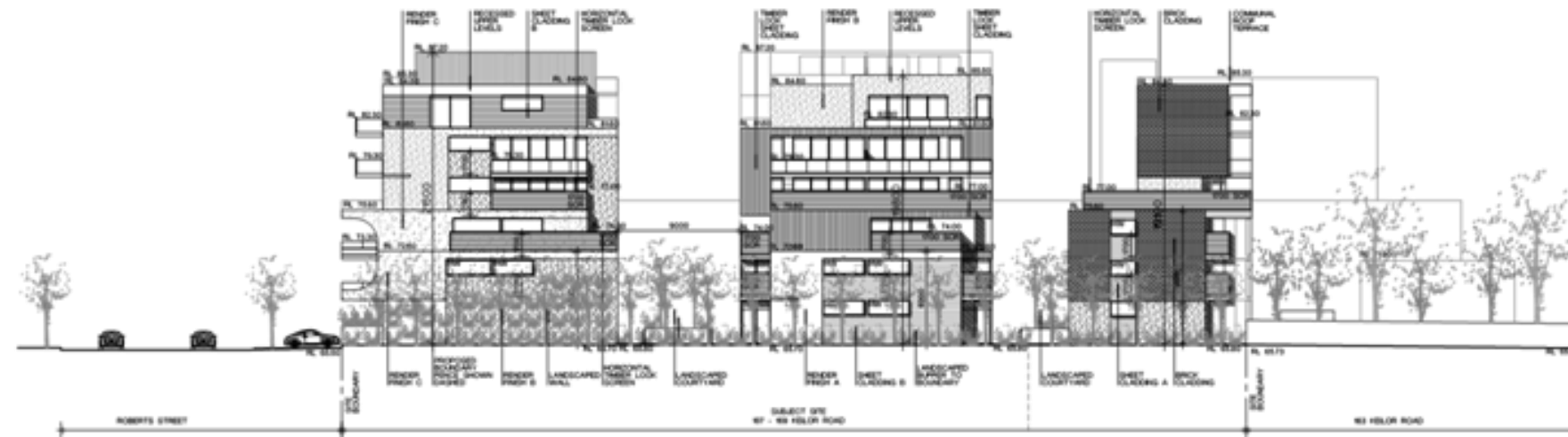
ClarkeHopkinsClarke  
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Facsimile (03) 9419 4002  
Email [info@chc.com.au](mailto:info@chc.com.au)  
[www.chc.com.au](http://www.chc.com.au)

Proposed Street Elevations

Scale 1:200 @ A1  
0 10 20 40

26th November 2015  
**15073/TP14d**

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Proposed South Elevation (Rear)



Proposed East Elevation

Mixed Use Development  
169 Kellor Rd, Essendon Nth

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Facsimile (03) 9419 4342  
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Proposed Street Elevations

Scale 1:200 @ A1  
0 10 20 40

26th November 2015  
15073/TP15d

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Building A - East Elevation



Building B - East Elevation

Mixed Use Development  
 169 Keilor Rd, Essendon Nth

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 Facsimile (03) 9419 4342  
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 www.chc.com.au

Proposed Building Elevations

Scale 1:200 @ A1  
 0 10 20 40

26th November 2015  
 15073/TP25d

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Building C - West Elevation

Mixed Use Development  
 169 Kellor Rd, Essendon Nth

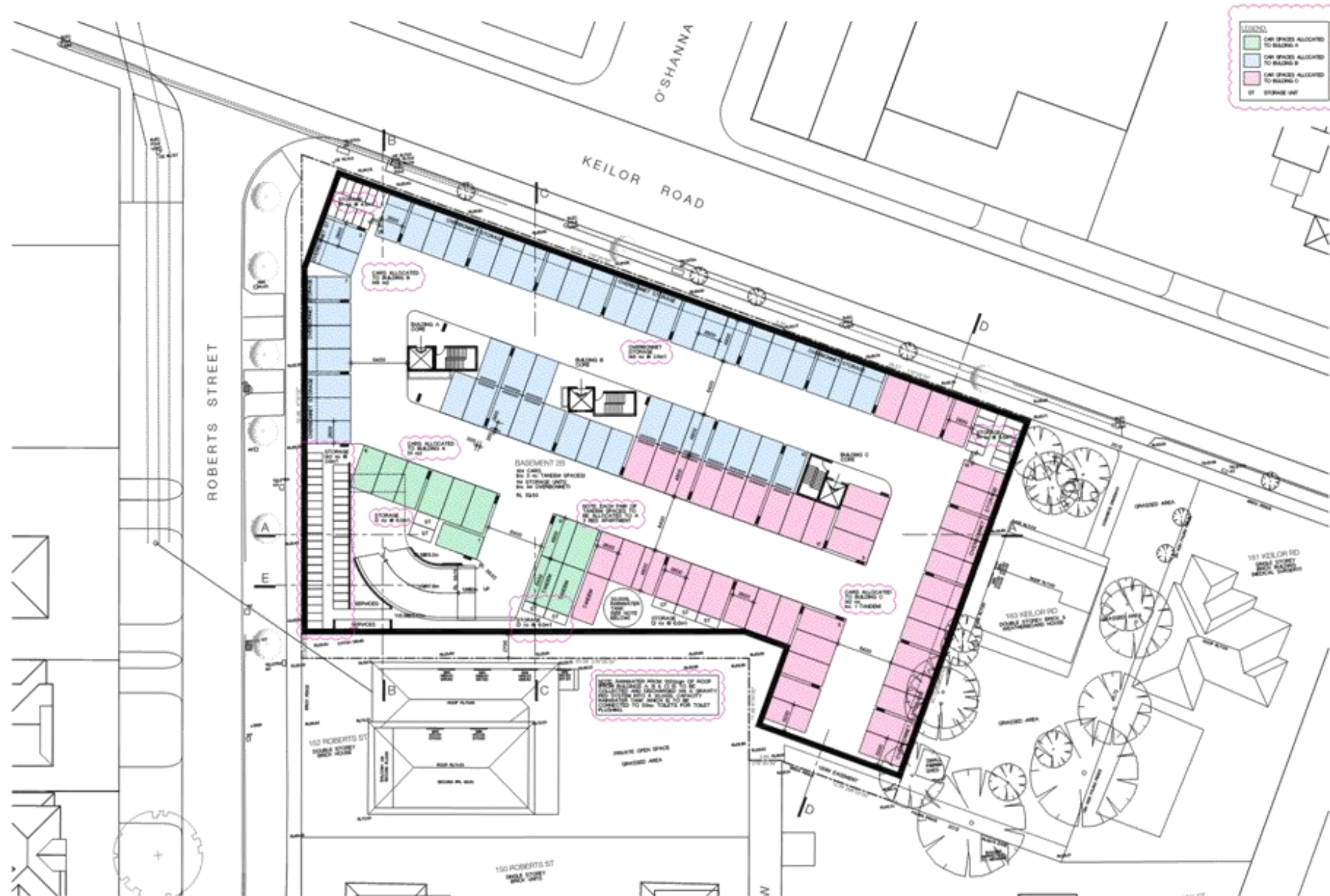
**Clarke Hopkins Clarke**  
 115 Boscawen Street  
 Collingwood VIC 3066  
 Telephone (03) 9419 4340  
 Facsimile (03) 9419 4342  
 Email: studio@chc.com.au  
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Proposed Building Elevations

Scale 1:200 @ A1  
 0 10 20 40

26th November 2015  
 15073/TP26d  
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Mixed Use Development  
169 Keilor Rd, Essendon Nth

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Basement Level 2B

Scale: 1:200 @ A1

0 10 20 40

26th November 2015

15073/TP05d

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Mixed Use Development  
 169 Keilor Rd, Essendon Nth

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[www.clarkehopkins.com.au](http://www.clarkehopkins.com.au)

Basement Level 1B

Scale: 1:200 @ A1  
 0 10 20 40

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Mixed Use Development  
169 Kailor Rd, Essendon Nth

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### Ground Floor Plan

Scale 1:200 @ A1  
D

26th November 2015  
15073/TP07d











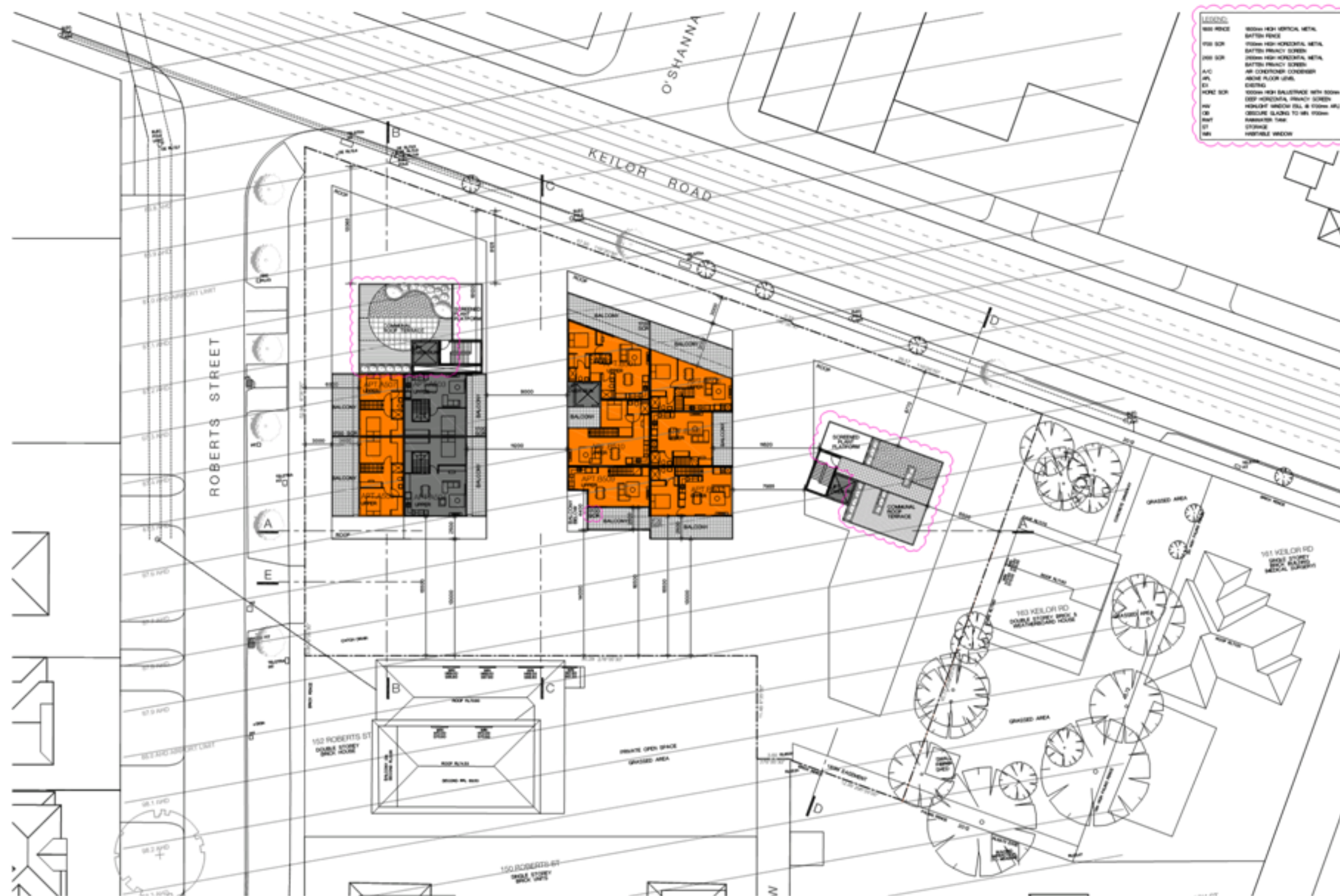












Mixed Use Development  
169 Kellor Rd, Essendon Nth

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6th Floor Plan

Scale 1:200 @ A1  
D

26th November 2015  
15073/TP13d



Mixed Use Development  
 169 Keilor Rd, Essendon Nth

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 architects

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 Email [info@chc.com.au](mailto:info@chc.com.au)  
[www.chc.com.au](http://www.chc.com.au)

Roof Plan

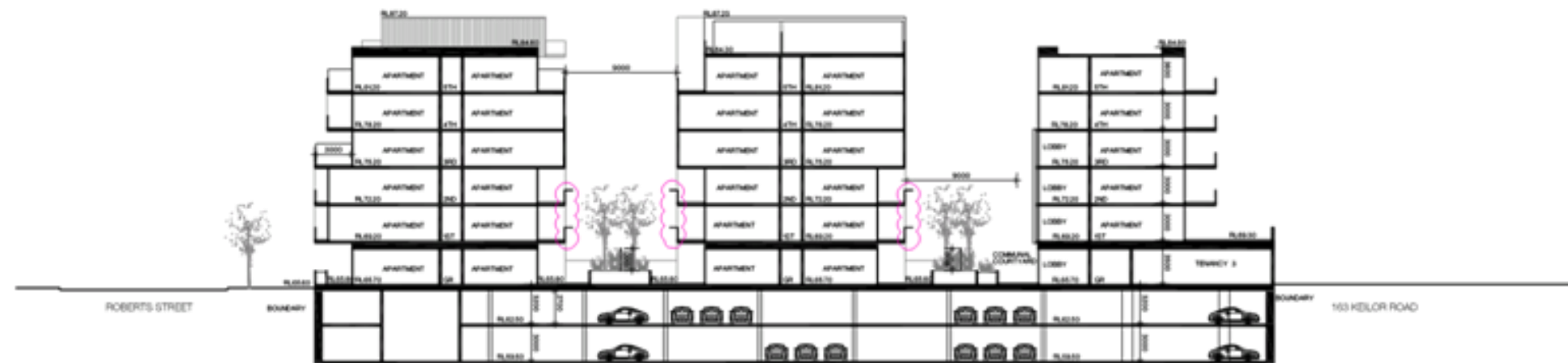
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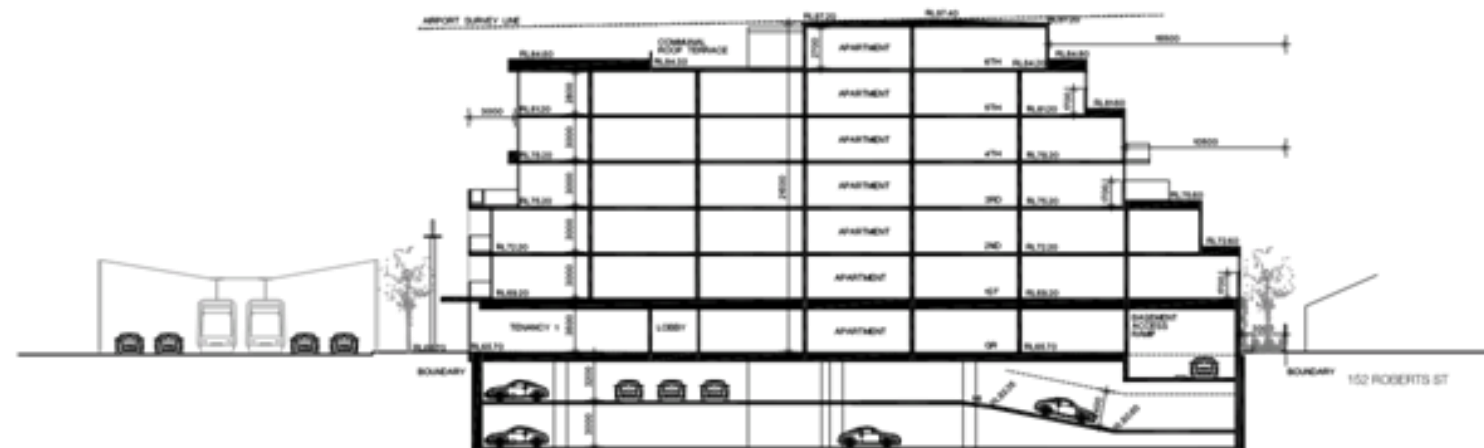
26th November 2015  
 15073/TP27d

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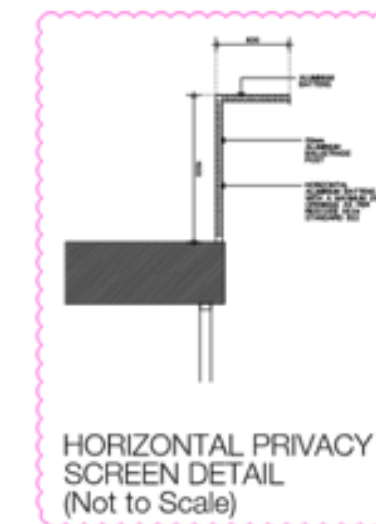




SECTION A-A

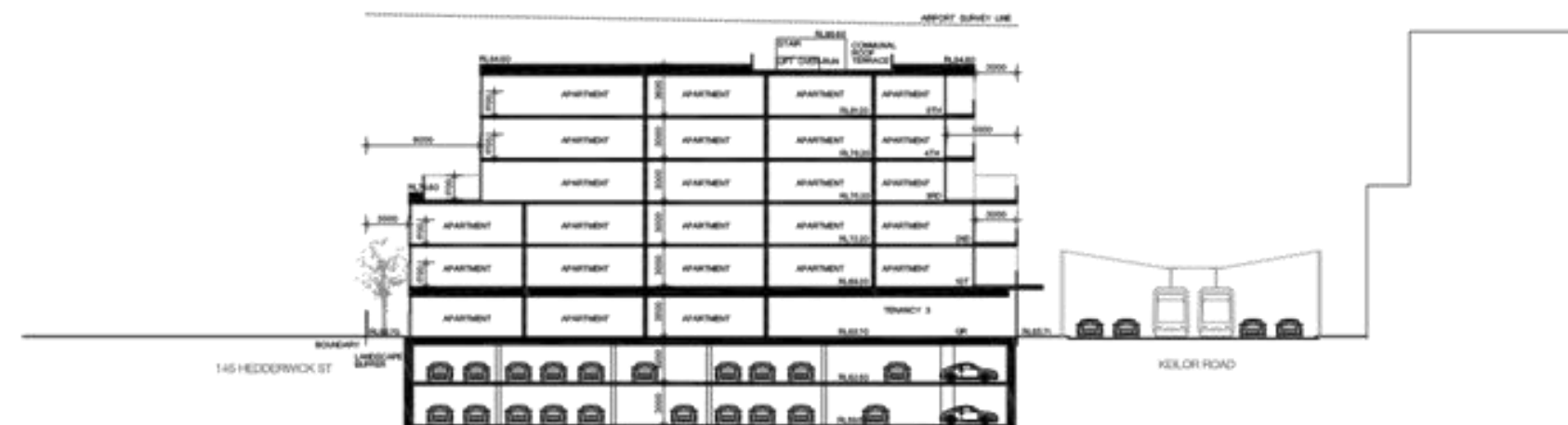


SECTION B-B





SECTION C-C



SECTION D-D



SECTION E-E

Mixed Use Development  
169 Kailor Rd, Essendon Nth



Section C-C, D-D &amp; E-E



26th November 2015  
15073/TP17d





Mixed Use Development  
 169 Kellor Rd, Essendon Nth

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[www.clarkehopkins.com.au](http://www.clarkehopkins.com.au)

Ground Floor Plan

Scale: 1:200 @ A1



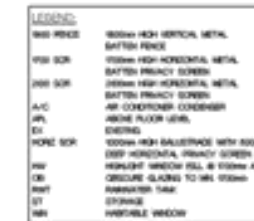
1st April 2016  
 15073/TP07e

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Mixed Use Development  
169 Keilor Rd, Essendon Nth

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3rd Floor Plan

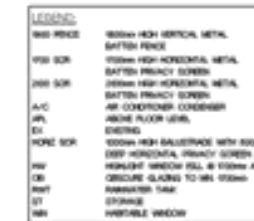
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1st April 2016  
**15073/TP10e**

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Mixed Use Development  
169 Kailor Rd, Essendon Nth

**Clarke  
Hopkins  
exists**

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Canberra ACT Australia 2600  
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Facsimile (02) 6479 4242  
Email [info@clhcl.com.au](mailto:info@clhcl.com.au)  
[www.clhcl.com.au](http://www.clhcl.com.au)

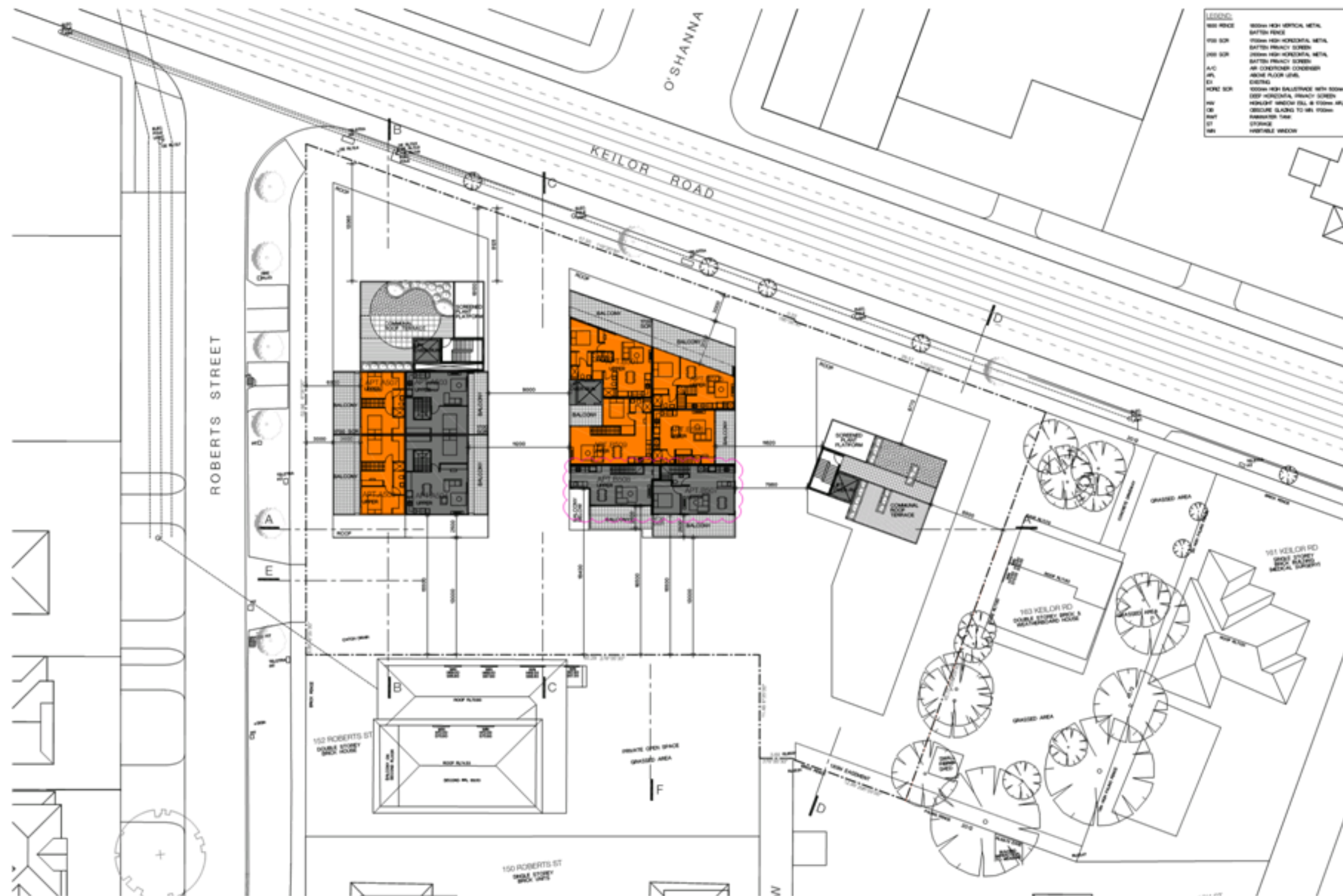
5th Floor Plan

Scale 1:200 @ A1  
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1st April 2016  
15073/TP12e

© ComputingCurve 2000





Mixed Use Development  
169 Kellor Rd, Essendon Nth

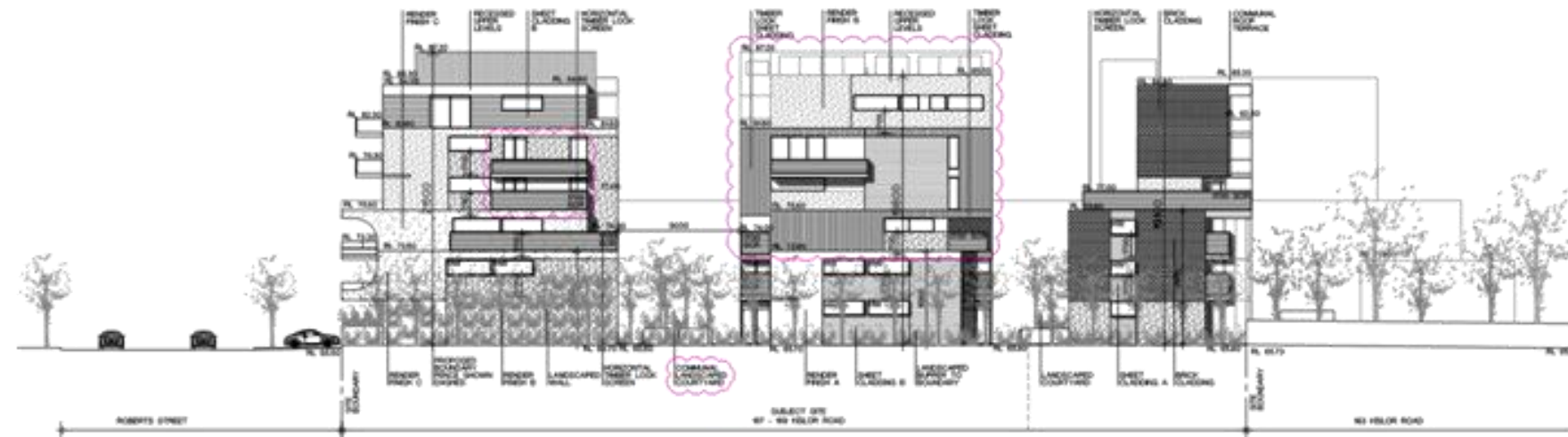
**Clarke Hopkins**  
ClarkeHopkinsClarke

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6th Floor Plan

Scale 1:200 @ A1  
D

1st April 2016  
15073/TP13e



Proposed South Elevation (Rear)



Proposed East Elevation

Mixed Use Development  
 169 Kellor Rd, Essendon Nth

**Clarke Hopkins**  
 architects

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[www.clarkehopkins.com.au](http://www.clarkehopkins.com.au)

Proposed Street Elevations

Scale 1:200 @ A1  
 0 10 20 40

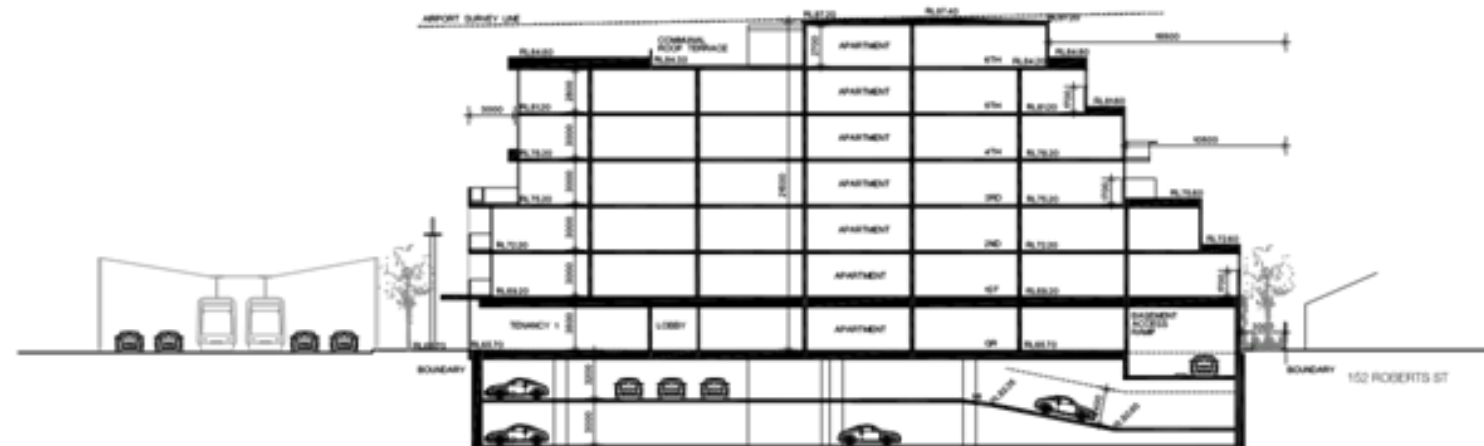
1st April 2016  
 15073/TP15e

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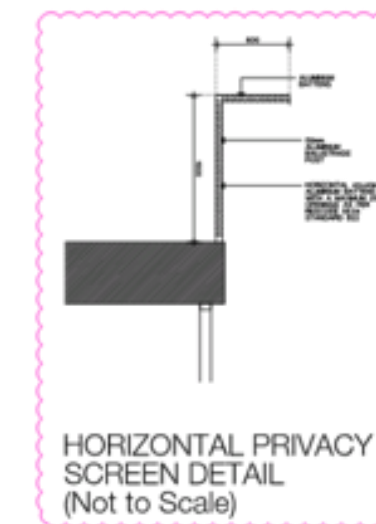


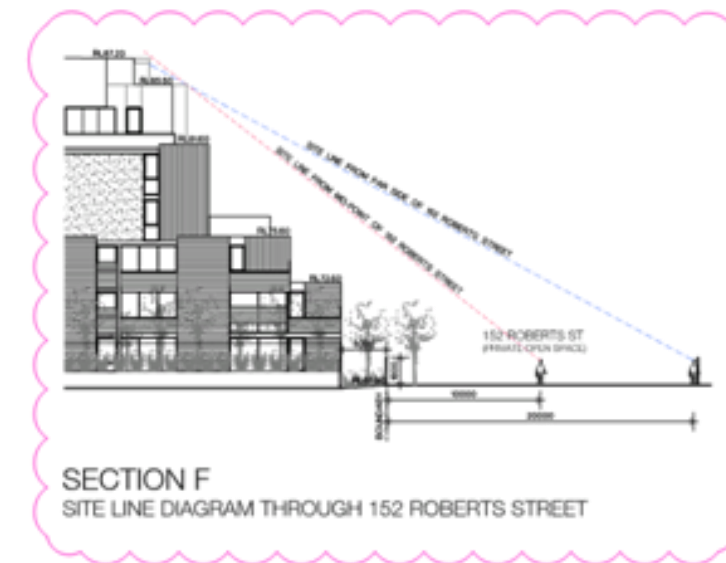
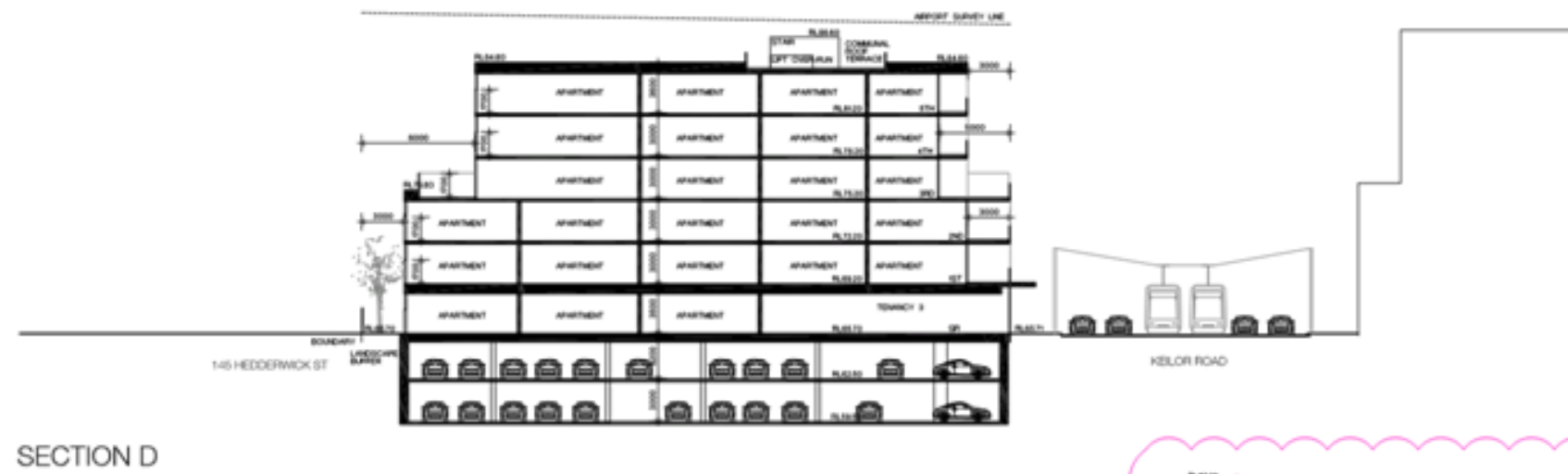


SECTION A



SECTION B





Mixed Use Development  
169 Kelor Rd, Essendon Nth

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Sections - Sheet 2  
Sections C, D, E & F

Scale 1:200 @ A1  
0 10 20 40

1st April 2016  
15073/TP17e

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Building A - East Elevation



Building B - East Elevation

Mixed Use Development  
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[www.clarkehopkins.com.au](http://www.clarkehopkins.com.au)

Proposed Building Elevations

Scale 1:200 @ A1  
 0 10 20 40

1st April 2016  
 15073/TP25e

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# 113 KEILOR ROAD, ESSENDON 3040

## PROPOSED MIXED-USE DEVELOPMENT

DRAWING REGISTER		
DWG No.	TITLE	SCALE
TP00	COVER SHEET	N/A
SA01	SITE ANALYSIS	1:200
DR01	DESIGN RESPONSE	1:200
TP01	BASEMENT PLAN	1:100
TP02	GROUND FLOOR PLAN	1:100
TP03	FIRST FLOOR PLAN	1:100
TP04	SECOND FLOOR PLAN	1:100
TP05	THIRD FLOOR PLAN	1:100
TP06	FOURTH FLOOR PLAN	1:100
TP07	ROOF PLAN	1:100
TP08	ELEVATIONS	1:100
TP09	ELEVATIONS	1:100
TP10	SECTION & BALCONY DETAIL	1:100 / 1:50
TP11	9am & 10am SHADOW ANALYSIS	1:100
TP12	11am & 12pm SHADOW ANALYSIS	1:100
TP13	1pm & 2pm SHADOW ANALYSIS	1:100
TP14	3pm SHADOW ANALYSIS	1:100
TP15	STREETSCAPE	1:100

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REV	DESCRIPTION	DRN	CHK	DATE
A	TP00 PLANNED PRE-APP	DR	---	31-03-2016
B	TP00 PLANNED SUBMISSION	DR	---	20-04-2016
C	TP00 PLANNED SUBMISSION	DR	---	10-05-2016
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PROJECT	TITLE	DRN	SCALE	DATE	JOB No.
MIXED USE DEVELOPMENT 113 KEILOR ROAD ESSENDON, 3040	COVER SHEET	MD	N/A	12.02.16	707
				DWG No.	REVISION
				TP00	C



A 113 KEILOR ROAD - SUBJECT SITE



B 113 KEILOR ROAD - SUBJECT SITE



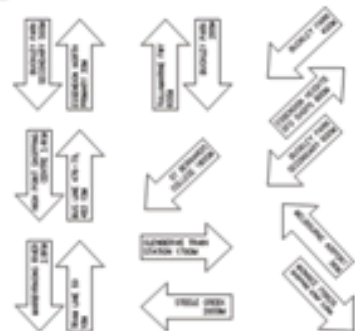
C 113 KEILOR ROAD - 10/04/2013  
APPLICATION FOR 4-STORY BUILDING



D 117 KEILOR ROAD - 10/04/2013  
APPLICATION FOR 4-STORY BUILDING



E 109 KEILOR ROAD



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REV	DESCRIPTION	DRN	CHK	DATE
1	TOWN PLANNING PRE-APP	MD		21-03-2016
2	TOWN PLANNING SUBMISSION	MD		26-04-2016
3	TOWN PLANNING SUBMISSION	MD		16-05-2016
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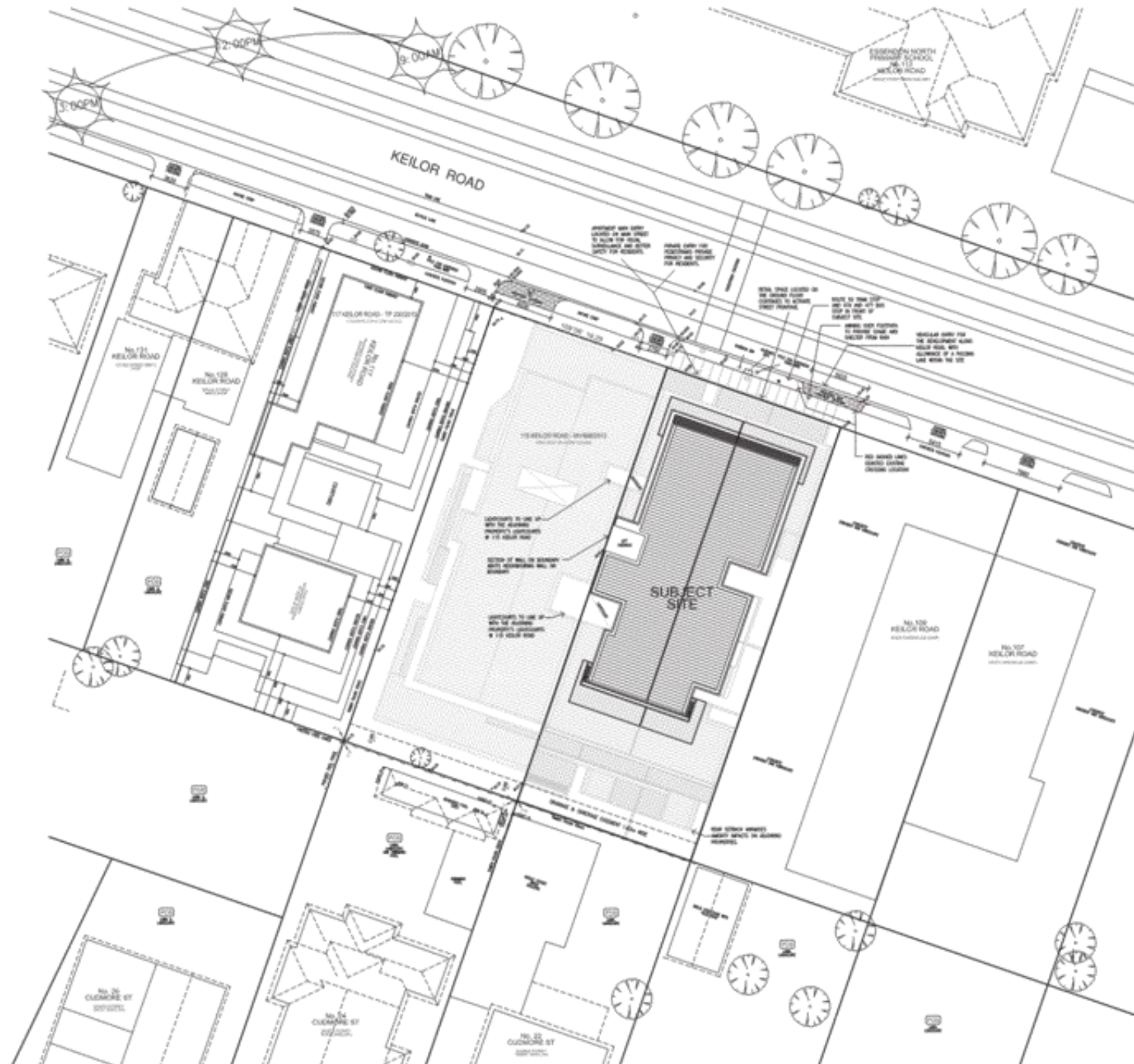


PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON, 3040

TITLE  
SITE ANALYSIS

DRAWN SCALE DATE JOB NO.  
MD 1:200 12.02.16 707  
DWO NO. REVISION  
SA01 C





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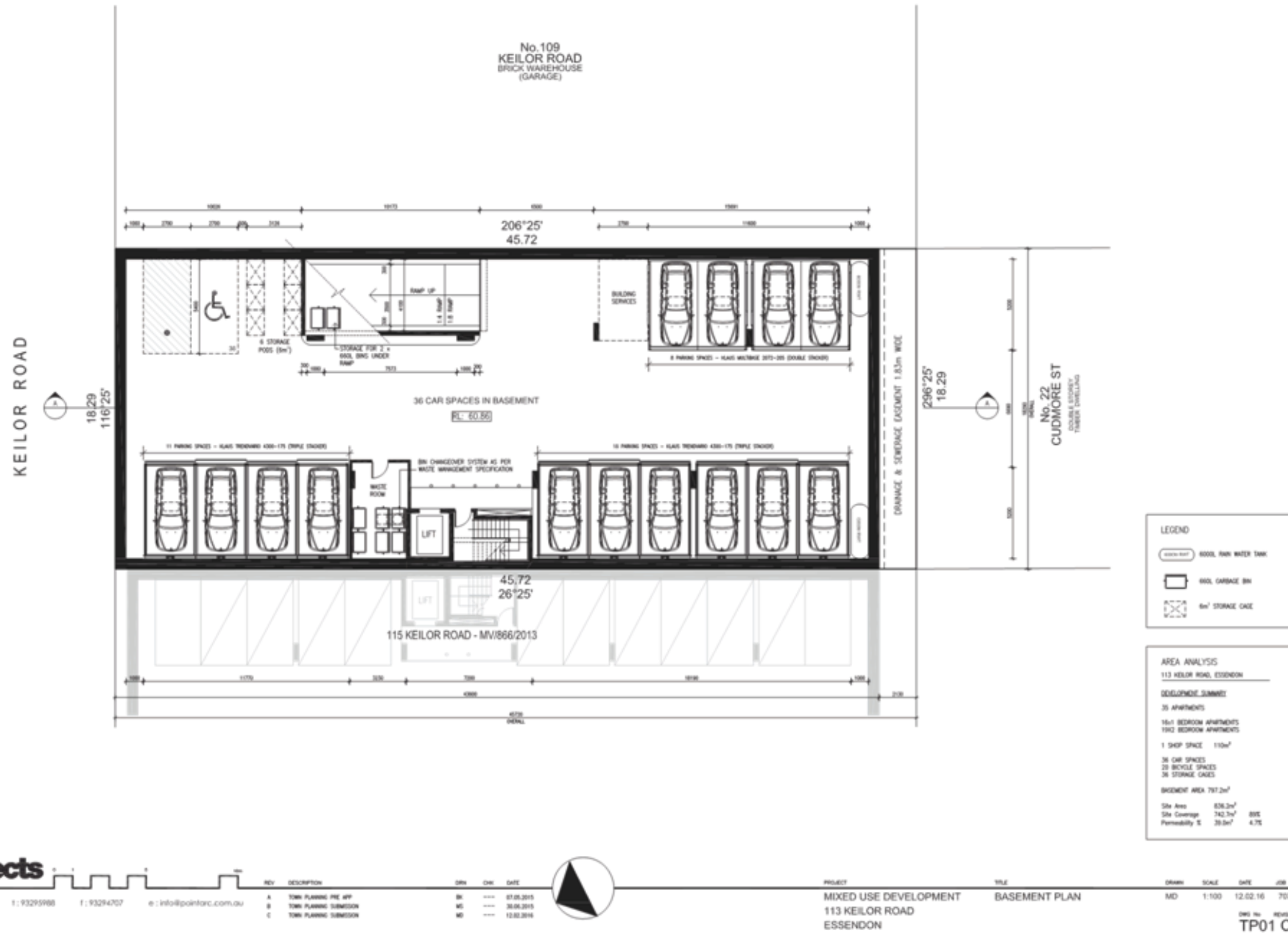
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PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON, 3040

TITLE  
DESIGN RESPONSE

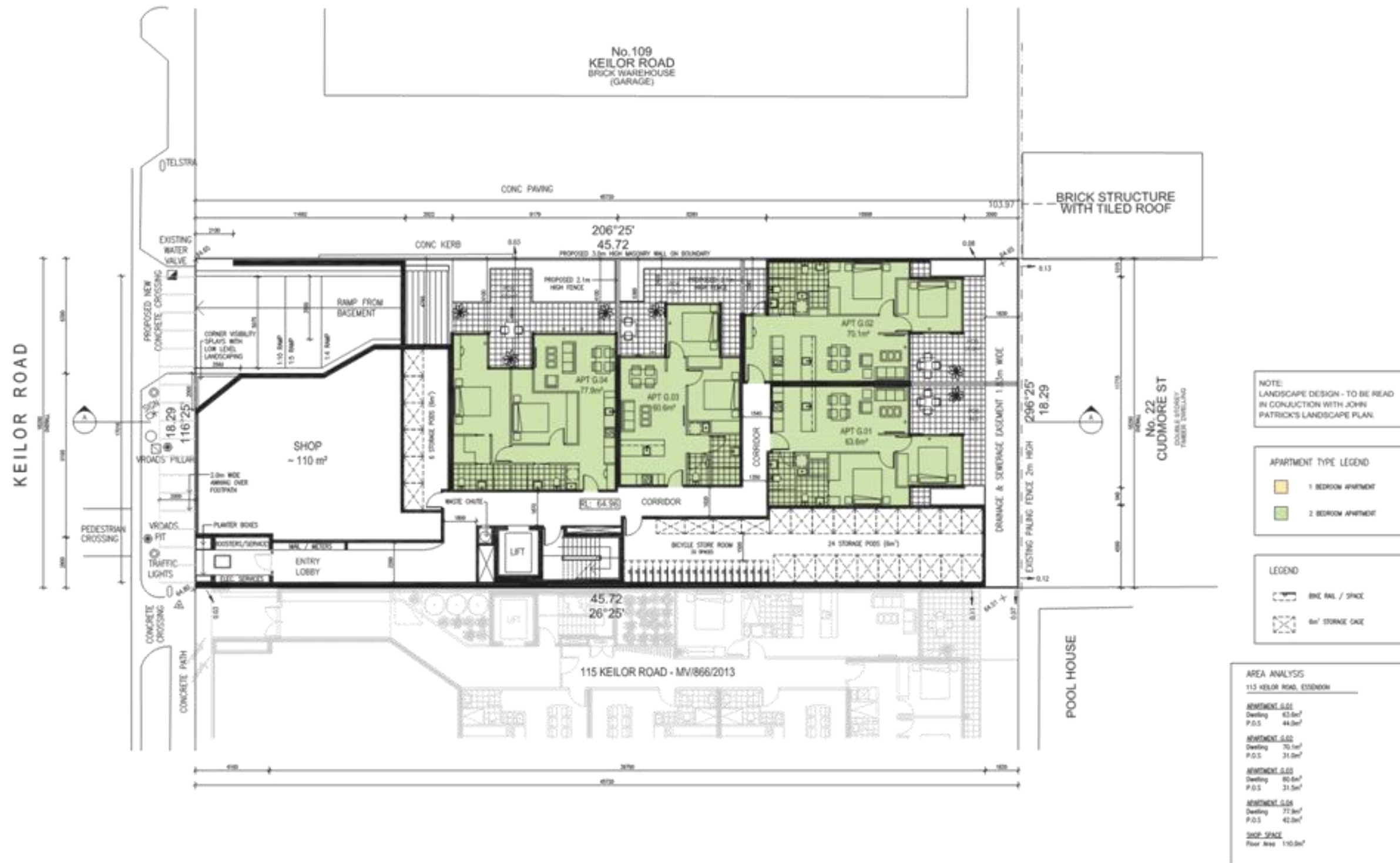
DRAWN SCALE DATE JOB NO.  
MD 1:200 12.02.16 707  
DRN No. REVISION  
DR01 C



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REV	DESCRIPTION	DRN	CHK	DATE
A	TOWN PLANNING PRE-APPROVAL	SK	---	07.05.2015
B	TOWN PLANNING SUBMISSION	MS	---	28.06.2015
C	TOWN PLANNING SUBMISSION	MD	---	12.02.2016



PROJECT: MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON

TYPE: GROUND FLOOR PLAN

DRN: MD SCALE: 1:100 DATE: 12.02.16 JOB NO: 707

DRN NO: TP02 C REVISION:



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REV	DESCRIPTION	DRN	CHK	DATE
A	TOWN PLANNING PRE APP	SK	---	07.05.2015
B	TOWN PLANNING SUBMISSION	MS	---	26.06.2015
C	TOWN PLANNING SUBMISSION	MD	---	12.02.2016



PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON

TITLE  
FIRST FLOOR PLAN

DRWNR SCALE DATE JOB NO.  
MD 1:100 12.02.16 707

DRG No. REVISION  
TP03 C





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REV	DESCRIPTION	DRN	CHK	DATE
A	TOWN PLANNING PRE APP	SK	---	07.05.2015
B	TOWN PLANNING SUBMISSION	MS	---	28.06.2015
C	TOWN PLANNING SUBMISSION	MD	---	12.02.2016



PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON

TITLE  
SECOND FLOOR PLAN

DRN SCALE DATE JOB NO.  
MD 1:100 12.02.16 707

DRN No. REVISION  
TP04 C



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REV	DESCRIPTION	DRN	CHK	DATE
A	TOWN PLANNING PRE APP	SK	---	07.05.2015
B	TOWN PLANNING SUBMISSION	MS	---	28.06.2015
C	TOWN PLANNING SUBMISSION	MD	---	12.02.2016



PROJECT	TITLE	DRN	SCALE	DATE	JOB No.
MIXED USE DEVELOPMENT 113 KEILOR ROAD ESSENDON	THIRD FLOOR PLAN	MD	1:100	12.02.16	707
		DRN No.	REVISION		
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REV	DESCRIPTION	DRN	CHK	DATE
A	TOWN PLANNING PRE RPT	SK	---	07.05.2015
B	TOWN PLANNING SUBMISSION	MS	---	28.06.2015
C	TOWN PLANNING SUBMISSION	MD	---	12.02.2016



PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON

TITLE  
FOURTH FLOOR PLAN

DRAWN  
MD

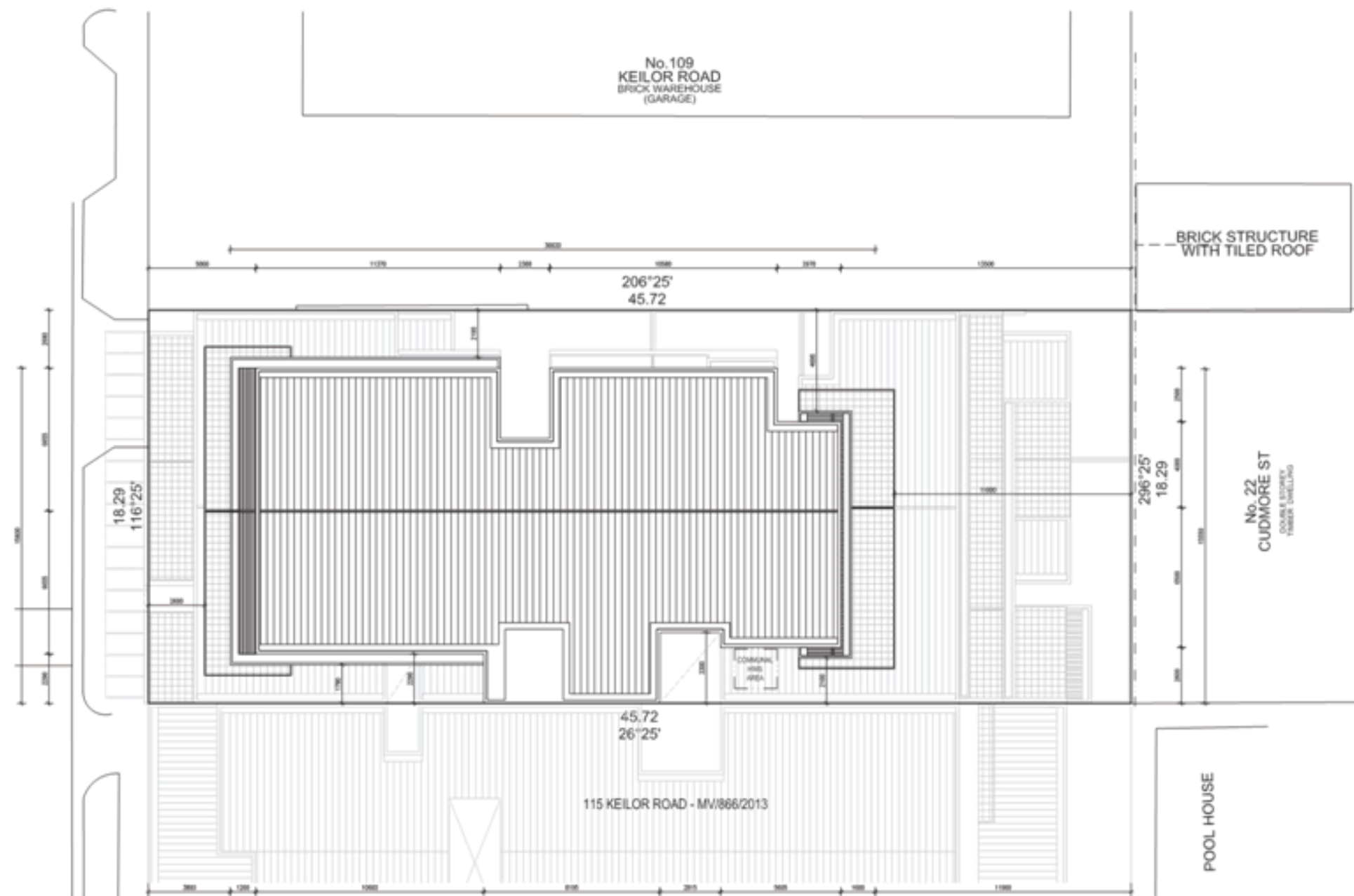
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DATE  
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JOB NO.  
707

DWG NO.  
TP06 C

REVISION



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REV	DESCRIPTION	DRN	CHK	DATE
A	TOWN PLANNING PRE-WP	DR	---	07.05.2015
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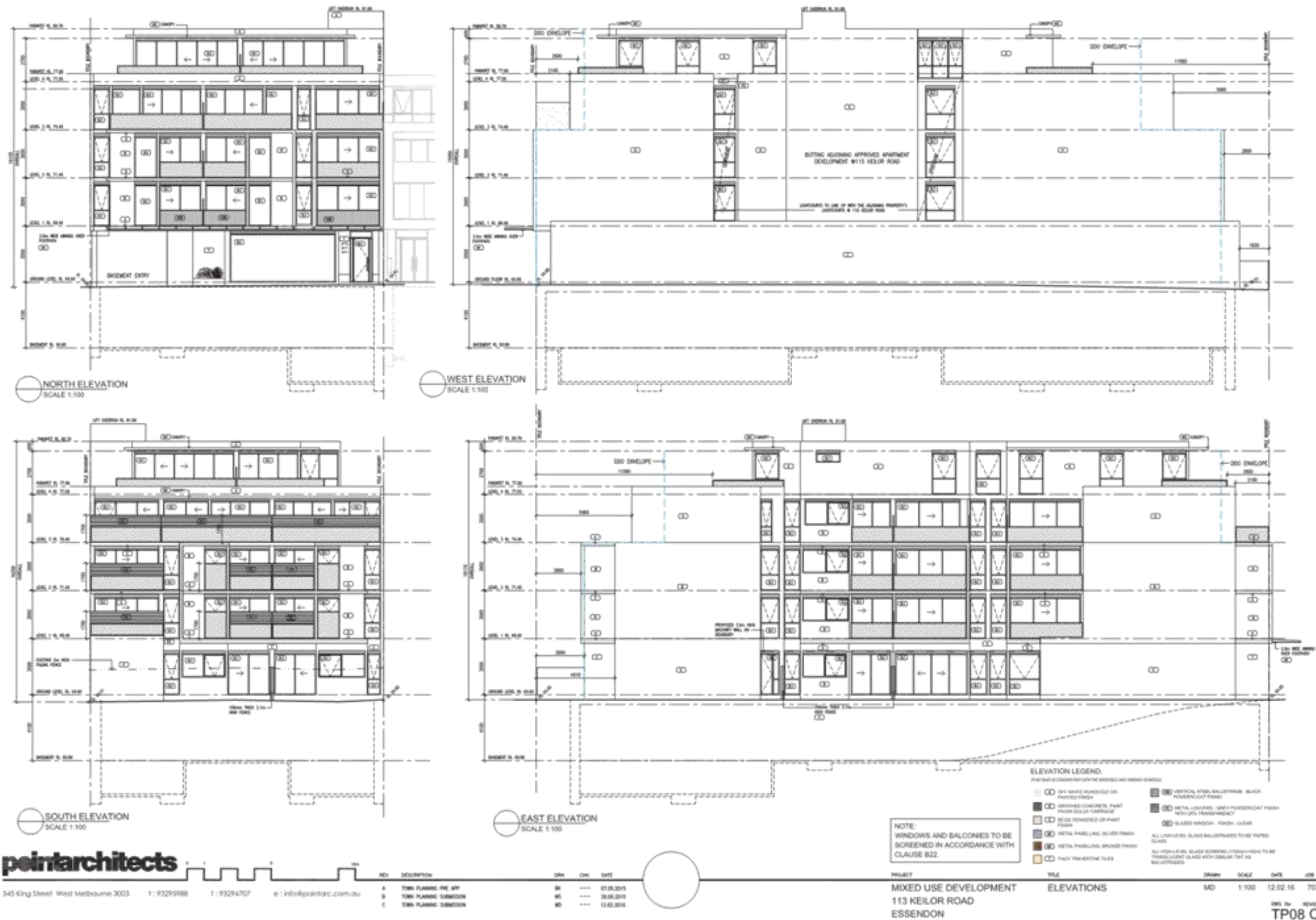
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MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON

TITLE  
ROOF PLAN

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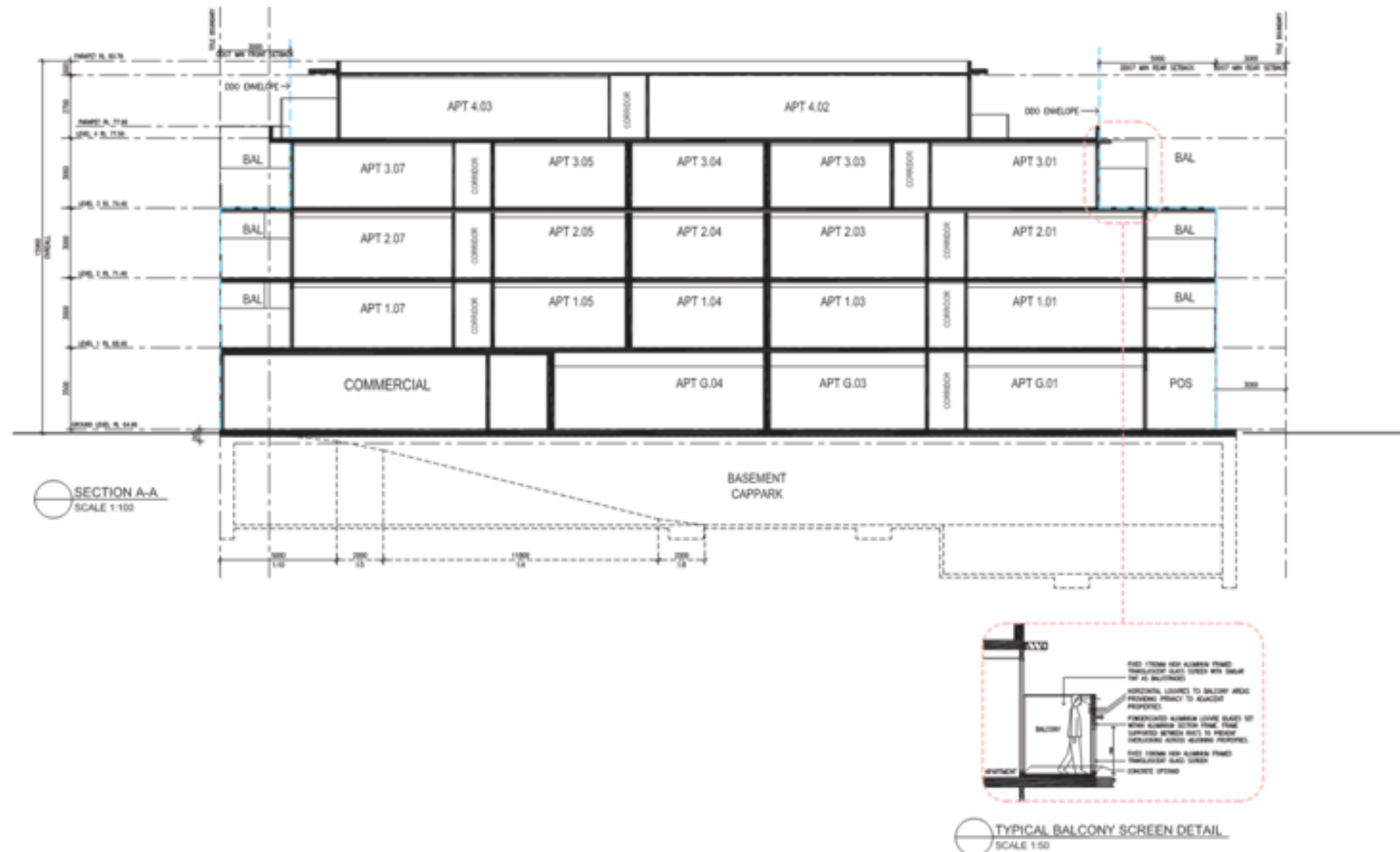
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TP07 C











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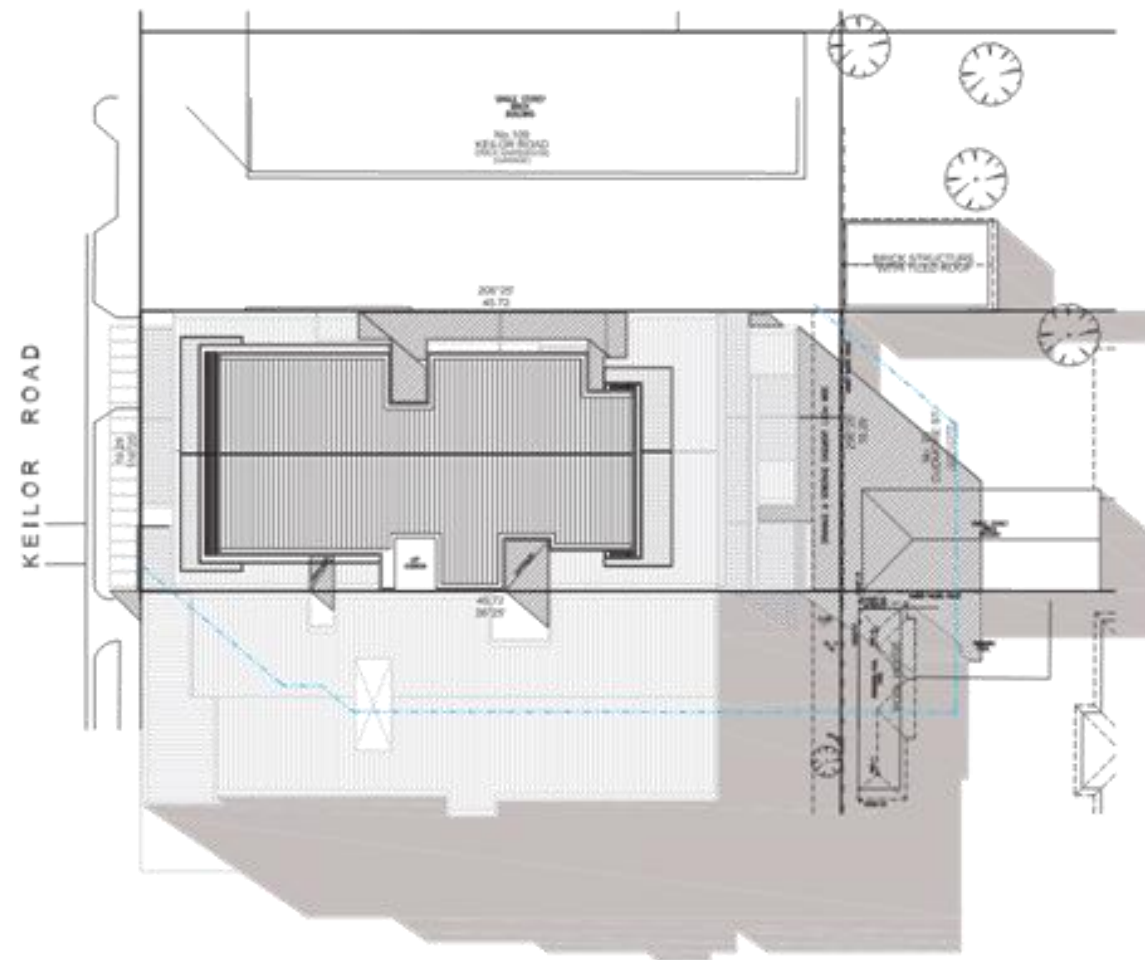
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PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON

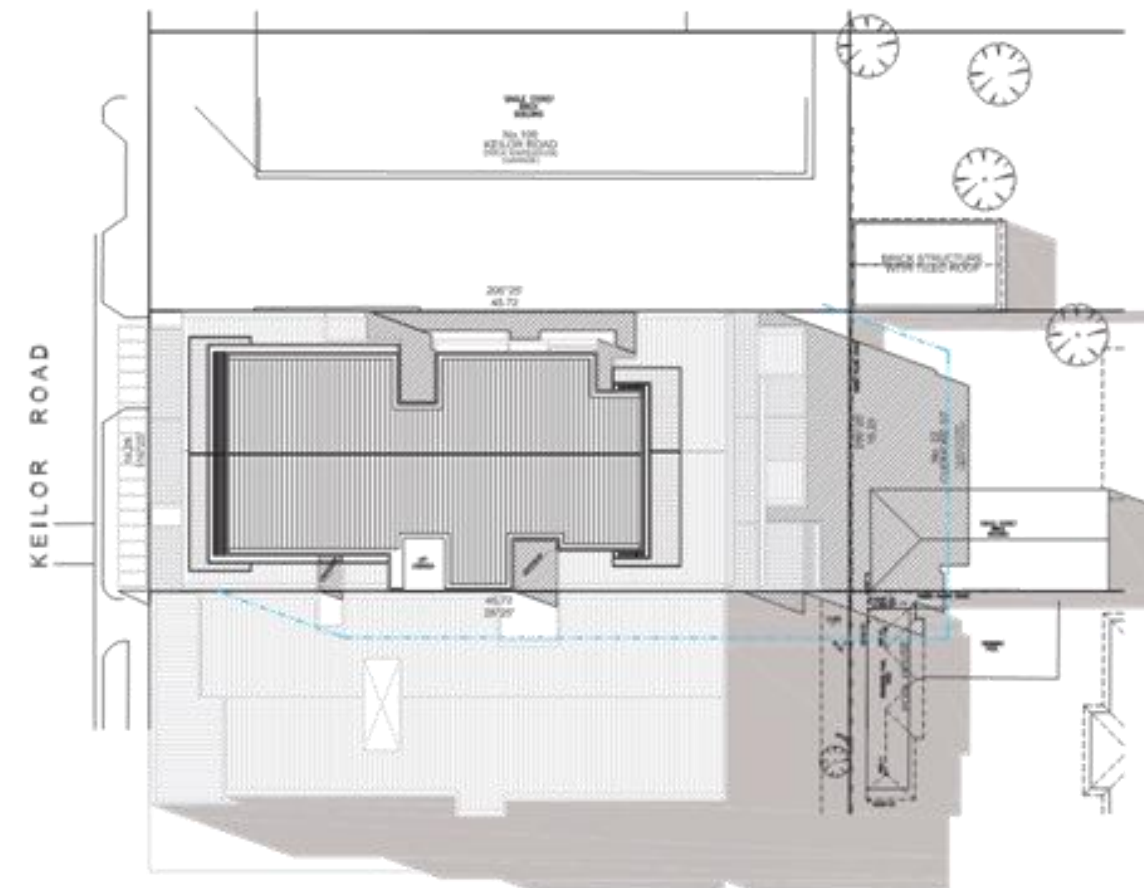
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DRWNR SCALE DATE JOB NO.  
MD 1:100/50 12.02.16 707

DRG NO. REVISION  
TP10 C



9AM SHADOW DIAGRAM



10AM SHADOW DIAGRAM



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REV	DESCRIPTION	DRN	CHK	DATE
A	TOTAL PLANNED PRE-AP	DR		31-03-2016
B	TOTAL PLANNED SUBMISSION	DR		20-06-2016
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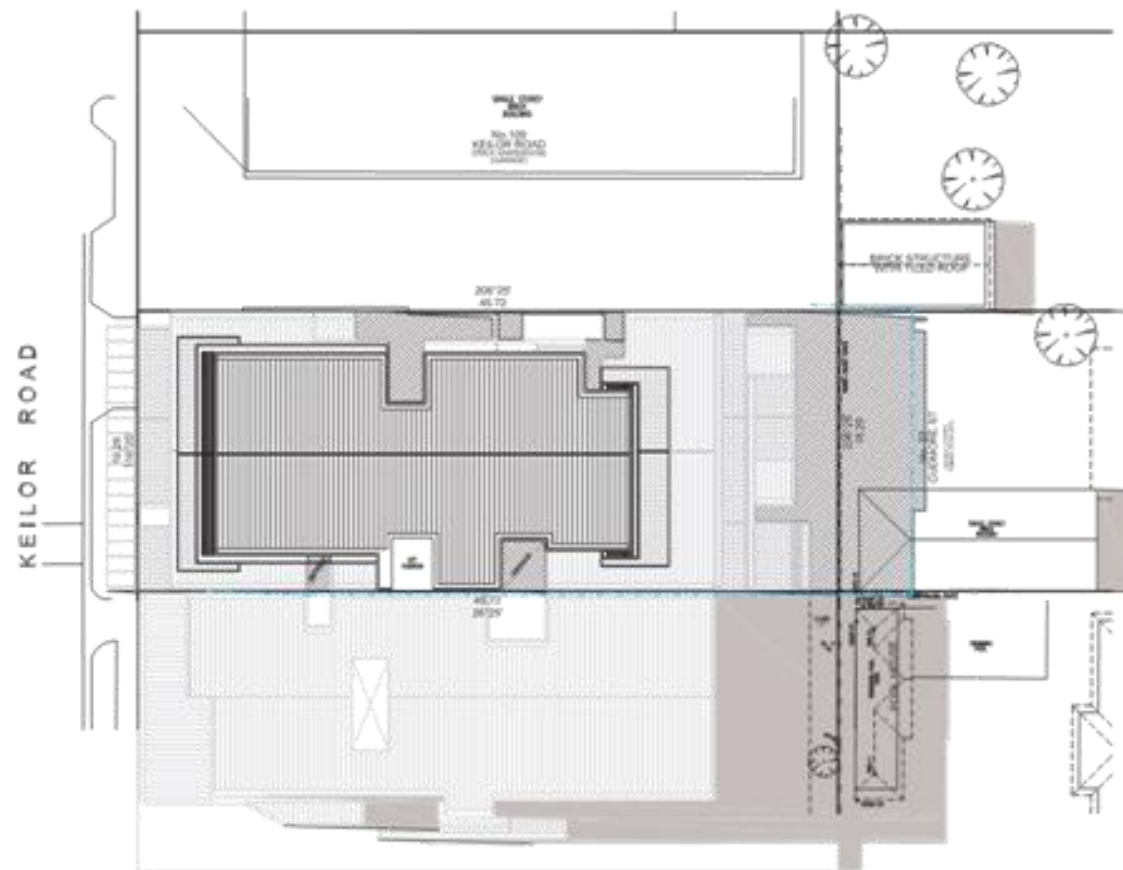


PROJECT  
 MIXED USE DEVELOPMENT  
 113 KEILOR ROAD  
 ESSENDON, 3040

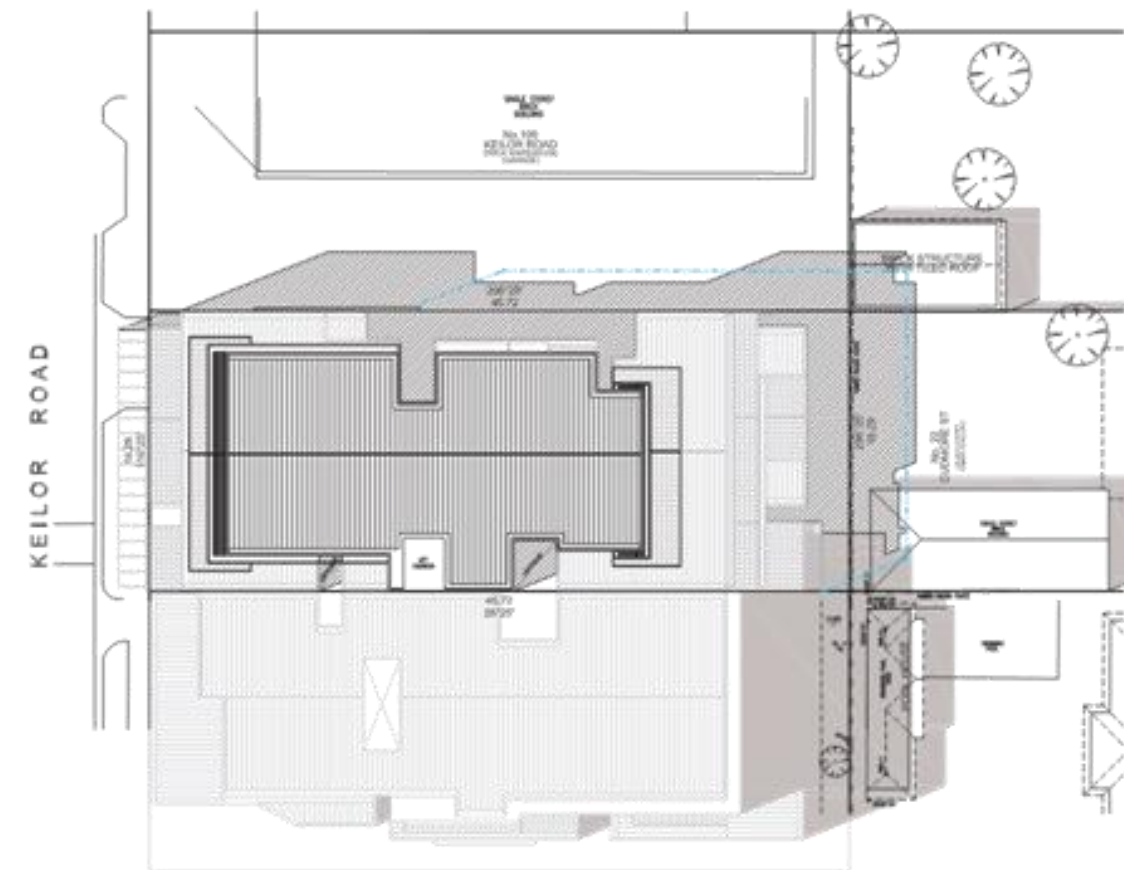
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DRAWN: MD SCALE: 1:200 DATE: 12.02.16 JOB NO.: 707  
 DRG NO.: TP11 C REVISION:





11AM SHADOW DIAGRAM



12PM SHADOW DIAGRAM



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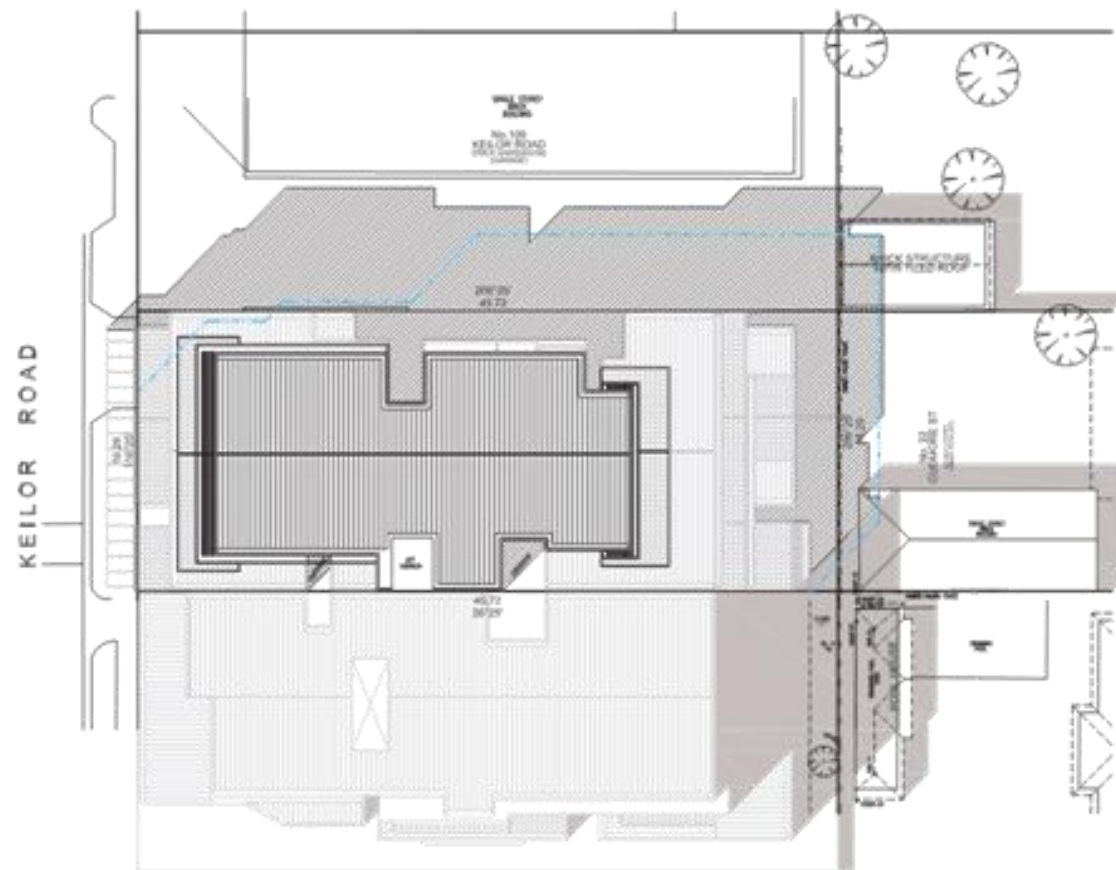
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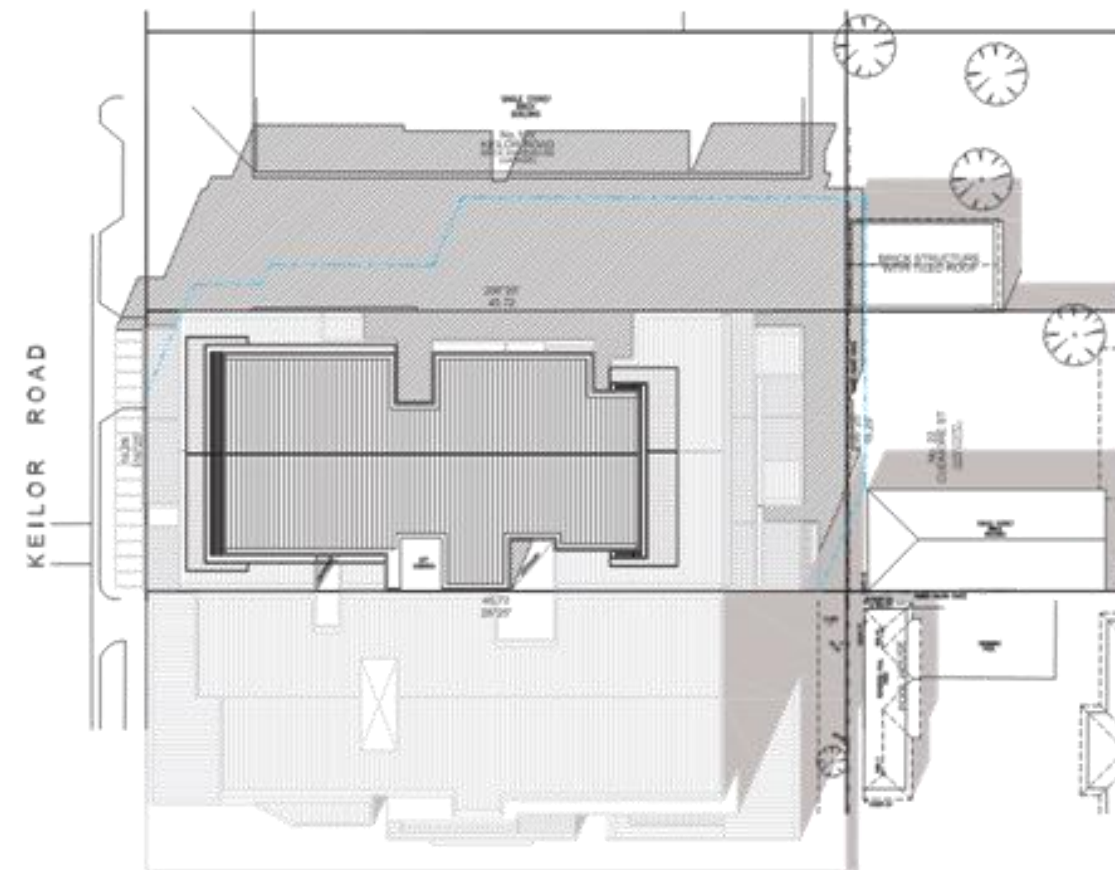
PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON, 3040

TITLE  
11AM & 12PM  
SHADOW ANALYSIS

DRAWN: MD SCALE: 1:200 DATE: 12.02.16 JOB NO.: 707  
DWG NO.: TP12 C REVISION:



1PM SHADOW DIAGRAM



2PM SHADOW DIAGRAM



**pointarchitects**

545 King Street West Melbourne 3003 t: 93295988 f: 93294757 e: info@pointarc.com.au

REV	DESCRIPTION	DRN	CHK	DATE
A	TOTAL PLANNED USE, 400	DR	---	20-02-2016
B	TOTAL PLANNED USE, 400	DR	---	20-02-2016
C	TOTAL PLANNED USE, 400	DR	---	20-02-2016
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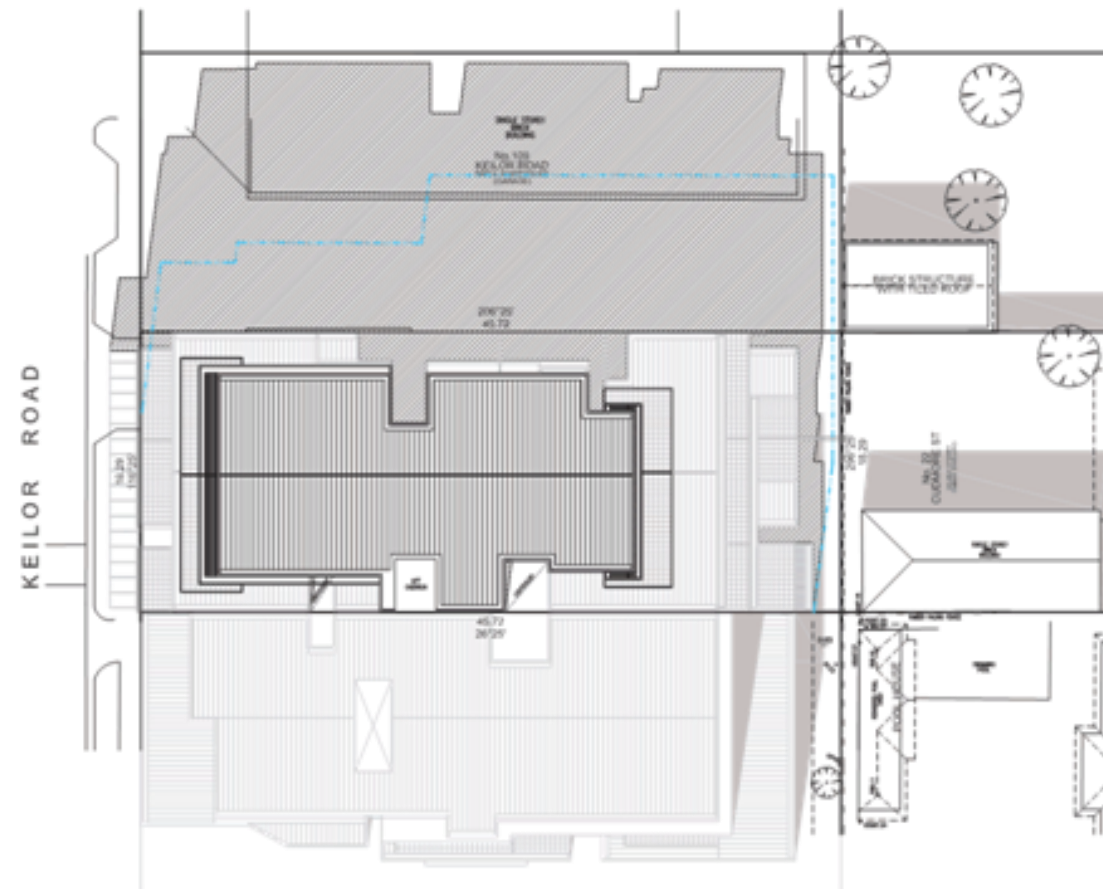


PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON, 3040

TITLE  
1PM & 2PM  
SHADOW ANALYSIS

DRAWN  
MD  
SCALE  
1:200  
DATE  
12.02.16  
JOB NO.  
707  
DWG NO.  
TP13 C  
REVISION





### 3PM SHADOW DIAGRAM





EXISTING STREETScape - KEILOR ROAD



PROPOSED STREETScape - KEILOR ROAD

**pointarchitects**

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REV	DESCRIPTION	DRN	CHK	DATE
A	Town Planning RE APP	DR		31-03-2016
B	Town Planning SUBMISSION	DR		30-06-2016
C	Town Planning SUBMISSION	DR		10-08-2016



PROJECT  
MIXED USE DEVELOPMENT  
113 KEILOR ROAD  
ESSENDON, 3040

TITLE  
STREETScape

DRAWN SCALE DATE JOB NO.  
MD 1:200 12.02.16 707

DWG No. REVISION  
TP15 C



[illegible]

SPECIFICATION NOTES

**Soil Preparation**  
Gravel and sand, concrete spillage and any other material hinders root growth, so large areas shall be removed from the site of any existing walls and unconsolidated fills. All trees to be removed shall be stumped, ground and all contaminated materials to be removed from site.  
Protect the soil in planting areas to be preserved so that it does not receive additional contamination from site machinery and so that no rubble or building supplies are stored in these areas.  
Work shall be done and water to be kept clean. All debris to be collected

Any responsibility for the use of these materials shall remain with the purchaser. Any responsibility for existing and for planning within these areas is to be borne by the purchaser. These plans shall remain the property of the purchaser and shall not be altered, copied, or used for any other purpose without the written consent of the purchaser.

Key Impacted Tissue is to be free of weeds, rubble and other materials damaging to your grass and is to be of a modern healthy quality with a pH of 5.5-7.0. Top soil is to be laid over a prepared sub-base which has not only materials designed to permit growth, e.g. rubble and virgin metal/crushed granite to the appropriate depth and subsoiled into the existing sub-soil to a maximum depth of 150mm.

**Wound Remedies**  
All wounds ought to be thoroughly removed. All vegetative material, including roots and rhizomes of non-woody perennials and woody climbing weeds, is to be removed or appropriately treated using chemical means. The stumps of non-climbing woody perennials are to be treated as follows. All vegetative material, including the stump, is to be cut off at 10 cm from the stem which will ensure that it is contained within the stump. Any chemical controls are to be used in accordance with manufacturer's instructions and standard occupational health and safety protocols.  
Care must be taken to ensure that all trees to be retained are not damaged during removal process. This also implies that any herbicides used are suitable for use around the vegetation to be retained.

**Planting** should be carried out using carefully selected seedlings and with plants growing in the shade, until the seedlings are rooted in the sunbathes. Plants should be planted in the sunbathes in the morning, before the sunbathes are filled with water (see paragraph 6). The following are a few tips that the planting note is able to be used with water and should be used carefully.

Not plants that are completely rooted out of the sunbathes. One plant with the following characteristics: Large, healthy seedlings with no evidence of root rot or any fungal infection or damage, vigorous, well-established, free from disease and pests and of good form, consistent with the species, or variety.

Planting holes for shrubs and groundcovers are to be of minimum size. This is important for the planting points of shrubs. Their advanced hole-planting holes are to be two inches deep as the root and 2-3 hours to diameter with the top of the root being at grade. At this high time is to be covered at edge of hole to hold water. All plants are to be thoroughly watered after planting and show tissues before adding the quantities specified by the manufacturer.

1999

There is a lot to be said for all garden beds and it is to be an organic type laid to a minimum depth of 15cm, consisting of the dark, exposed topsoil or peatmoor, give them in contact with 50% of potting in the same large 10 to 20cm in size and from 10 to 15cm. No garden bed is allowed to be 10cm in size. Much space for this is developing, either such as soil, weeds and plants and to be in the middle of the garden, which is the best place to be.

**Ground/Path:**  
A ground path is to be installed where direct contact of a Street layer or ground/curb, flanking, or gutter over a base course or from deep grade, comprises the finished Road, then again, installing the subgrade is to be approximately 100 percent.

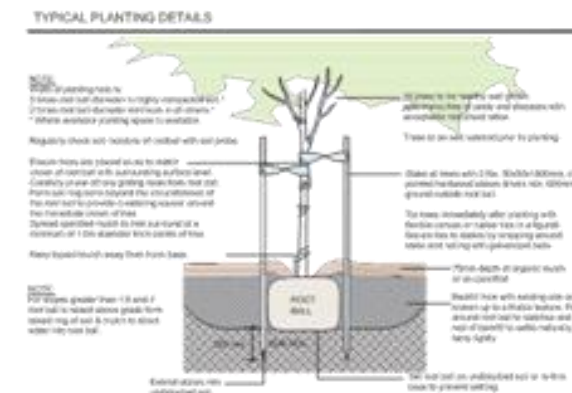
**Trimmer Edges**  
Provides 15 x 15mm beveled joint edges to 32 timbers between panel deck joints and panel ends using ProForma's beveled joint clips at 100mm intervals on center. An additional clip is to be placed at joint in the joint.

The approved dry irrigation system is to be installed in all planter beds & garden beds. It is the responsibility of the contractor to ensure that all irrigation needs are met, not just watering. The system is to be connected to mains, water and include a non shut off device.

**Repair/Restoration of Damaged Wetland Soils**  
 Repair of soils due to go-around in current practice with one-dimensional filling with layers of specifications, above and lightly compacted in 150-mm layers. Another method is to re-compact using an appropriate and watering both top and bottom areas forced off to allow the reestablishment of soil. One-dimensional areas can be to be wet marginal and the area supplied with a slow release fertilizer at the start line, recommended by the manufacturer.

Any amount of seed which has failed to germinate (achieve an overall grain 100% coverage) of a dominant species, or a 50% or greater within one month of original sowing date.

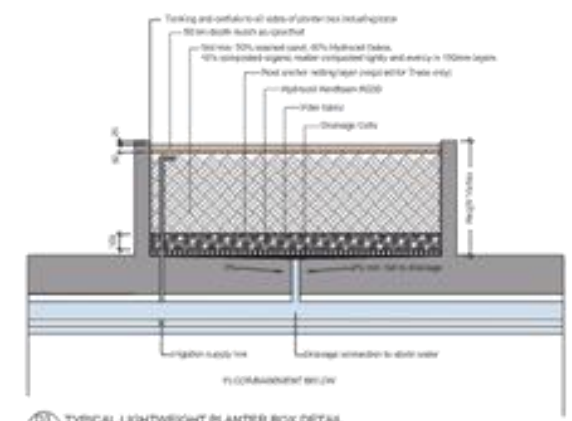
**Plant Establishment Period**  
There shall be a 10 month Plant Establishment Period following the approval of the Position Competition by the appropriate authority. During this period the contractor is required that more than 90 percent of the number of plants or trees planted in the work area shall survive. The contractor shall submit a report to the authority, stating exactly how many plants or trees, as well as anything any other plants that have been approved to the work area, were planted. This shall include, but not be limited to, seedlings, seedling, young, and well established container, cuttings, existing and replacement of any plants that fail over periods of the entire establishment period.



01 TYPICAL TREE PLANTING DETAIL  
SUNNY



157 TYPICAL SHRUB PLANTING DETAIL  
158 FINISH



121 TYPICAL LIGHTWEIGHT PLANTER BOX DETAIL  
122





*Tristanopsis laurina* 'Luscious'



*Pyrus calleryana* 'Capital'



*Ficus pumila* (Climber)



*Parthenocissus henryana* (Climber)



*Murraya paniculata*  
Can be trained as a shrub up to 3mH



*Sarcococca rusifolia*



*Hydrangea quercifolia* 'Snowflake'



*Hebe* 'Wiri Mist'



*Arthropodium cirratum*



*Dianella caerulea* 'Cassa Blue'



*Dianella caerulea* 'Little Jess'



*Liriope muscari* 'Amethyst'

**DISCLAIMER**  
This drawing has been prepared by the author for the client and is not to be used for any other purpose without the written consent of the author.

**PLANTING NOTES**  
All plants are to be planted in the ground and are to be watered regularly until established. All plants are to be planted in the ground and are to be watered regularly until established.

PROJECT

DATE

BY

CLIENT  
WSK GROUP PTY LTD.

PROJECT  
APARTMENT DEVELOPMENT.

11-13 KEILOR ROAD,  
ESSENDON.

DRAWING  
LANDSCAPE PLAN  
TOWN PLANNING ISSUE  
PLANT IMAGES

SCALE  
DATE  
DRAWN  
CHECKED  
DATE  
DATE  
DATE



JOHN PATRICK PTY LTD  
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Melbourne, VIC 3001  
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Location	Request	No. of Responses	Action / Response
<b>Ballater Street / Woolley Street</b>	Install pram ramps.	1	There are a number of service pits on the west side of the road which prevent the provision of pram ramps at this location.
<b>Bradshaw Street</b>	Install 'No Stopping' signage on eastern side of Bradshaw Street.	1	Bradshaw Street had parking changes proposed on one side.
<b>Bradshaw Street / Keilor Road</b>	Remove two parking spaces on the east side of Bradshaw Street, south of Keilor Road.	1	No casualty crashes have occurred at this location in the past 5 years of available data. Parking already set back 10m in line with the road rules.
	Remove parking for 50m south of Keilor Road on both sides of the road.	1	
<b>Bradshaw Street / Market Street</b>	Remove two parking spaces to improve sight distance.	3	
<b>Braemar Street</b>	Additional road hump required to match King Street and William Street	2	A two road hump layout was investigated for Braemar Street, however, due to existing services and driveway appropriate locations could not be identified. Humps are already provided between McCracken Street and Lincoln Road.
	Install additional humps between McCracken Street and Lincoln Road.	2	
	Install additional humps between Hedderwick Street and McCracken Street	1	
<b>Buckley Street</b>	Restrict parking along Buckley Street opposite intersections into the study area.	1	Council have considered clearways/parking removal in the past, however these proposals were adjacent traders and residents.
	Clearways during peak times.	4	
	Replace permanent 40km/h speed zone with 40km/h during school times and normal speed all other times.	2	Replacing permanent 40km/h zones to time based takes into account the surrounding area including activity centres where it is considered appropriate to install permanent 40km/h.
	Move bus stop outside 263 Buckley Street as the buses make turning difficult.	1	Refers to St Kinnord Street which is outside the study area.
	Install threshold treatments at all intersections with local roads.	1	Threshold treatments have been proposed on major identified through traffic routes to maximise the benefit of the available funding.
	Linemarking to better define lanes.	1	The TMP includes a proposal to consult with VicRoads on linemarking options.
	Improve traffic flow to reduce through traffic.	3	Outside the scope of the LATM study.

Location	Request	No. of Responses	Action / Response
<b>Buckley Street / Cooper Street</b>	Need speed and red light cameras.	2	Outside of Council jurisdiction. Raise with VicRoads and Victoria Police.
	Improve traffic signals.	2	The TMP includes a proposal to improve the traffic signal lanterns at this location.
<b>Buckley Street / Hoffmans Road</b>	Install road humps on approaches to intersections and signs advising trucks to not use engine brakes.	1	Road humps are an inappropriate traffic management device on arterial roads.
<b>Buckley Street / Lincoln Road</b>	Left turning lane for vehicles turning into Lincoln Road.	1	It is unlikely that there would be sufficient road reserve to provide a dedicated left turn lane.
<b>Buckley Street / McCracken Street</b>	Remove parking opposite McCracken Street on Buckley Street to improve traffic flow.	1	Council have considered clearways/parking removal in the past, however these proposals were opposed by adjacent traders and residents.
	Ban right turn into Buckley Street during peak times.	1	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control.
	Make 'Left In / Left Out'	1	
<b>Buckley Street / Price Street</b>	Remove parking on eastern side of Price Street.	1	Price Street has previously been consulted for parking changes; however sufficient support could not be achieved.
<b>Buckley Street / Roberts Street</b>	Provide threshold treatment.	2	Threshold treatments have only been selected on major identified through traffic routes.
<b>Collins Street</b>	Reseal the pavement.	1	<b>Council to consider as a future maintenance item.</b>
	Need 40km/h speed restrictions during school times near the school.	1	Area wide 40km/h is proposed to be explored as part of the TMP.
	Allow parking on only one side of the road near Keilor Road.	1	Collins Street is wide enough to support parking on both sides.
<b>Cooper Street</b>	Replace permanent 40km/h speed zone with 40km/h during school times and 50km/h all other times.	5	Standard practice for school zones on local streets (50km/h) is to install permanent 40km/h.
	Install 'No Stopping' adjacent to fire hydrant outside #70 Cooper Street.	1	Road rules outline requirements for parking adjacent to fire hydrants. Investigate option for linemarking.
	Enforce parking across	1	<b>Enforcement issue for referral to</b>



Location	Request	No. of Responses	Action / Response
	driveways.		<b>Council's Local Laws team.</b>
	Enforce speed limits.	3	Review effectiveness of Cooper Street road hump proposals post implementation and consider enforcement if required.
	Install road humps at #128 and #134 Cooper Street	1	Locations of road humps have been carefully selected based on spacing, visibility and the locations of driveways.
	Install additional road hump outside #90 Cooper Street.	1	
<b>Cooper Street / Keilor Road</b>	Replace pedestrian lights with traffic signals.	1	Two casualty crashes have occurred at the intersection, however, one of the crashes was as a result of driver being distracted from the driving task. Traffic signals at this location could potentially induce additional traffic volumes down Cooper Street and throughout the area, which could be counterproductive.
	Install traffic signals.	2	
	Ban right turns from Keilor Road.	1	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control.
<b>Croft Street</b>	Implement staggered 'No Stopping' along Croft Street.	1	Croft Street has previously been consulted for parking changes, however sufficient support could not be achieved.
<b>Deakin Street</b>	Install additional road humps between Keilor Road and Market Street.	2	<b>Traffic counts indicated that speeds on Deakin Street were within acceptable limits. Recommend that Council continue to monitor.</b>
	Install road humps along Deakin Street.	1	
	Close Deakin Street at shopping centre carpark.	1	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control.
	Prevent vehicles from exiting carpark onto Deakin Street.	1	
<b>Deakin Street / Keilor Road</b>	Ban right turn into Keilor Road.	1	
<b>Elder Parade</b>	Implement parking restrictions on Elder Parade.	1	Parking restrictions have only been proposed in streets with narrow widths and high parking occupancies.
	Install road humps to discourage through traffic.	1	Traffic counts indicate that speeds on Elder Parade are within acceptable limits.

Location	Request	No. of Responses	Action / Response
	Stop sign at all intersections.	1	Stop sign has been proposed at Forrester Street / Elder Parade.
<b>Forrester Street</b>	Install additional road humps between Price Street and Cooper Street.	1	Traffic counts indicate that speeds on Forrester Street within acceptable limits.
	Install road humps along entire length.	1	
	Better protection for cyclists.	1	Bicycle improvements are proposed along the length of Forrester Street by Council.
	Remove parking between Lyon Street and McCracken Street to improve sight distance around the bend.	1	This section of Forrester Street only caters for 880 vehicles per day and recorded parking demands are very low. Therefore, vehicles having yield to on-coming traffic is considered appropriate.
<b>Forrester Street / Hoffmans Road</b>	Ban parking within 40m of intersection.	2	<b>The TMP includes the removal of 1 space for sight distance improvement. Recommend that Council officers continue to monitor road safety and community correspondence following implementation to determine if additional parking spaces would need to be removed.</b>
	Remove parking to improve sight distance.	1	Parking removal already proposed as part of the TMP.
	Ban parking north and south of Forrester Street.	1	
	More protection for cyclists.	1	Bicycle improvements are proposed along the length of Forrester Street by Council.
	Ban right turn into Forrester Street during AM peak.	2	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control.
	Undertake Road Safety Audit.	1	Unclear of what the audit would be in relation to.
	Install pedestrian crossing.	1	Council is proposing a pedestrian and bicycle refuge at this location separate to the LATM study to address connectivity issues across Hoffmans Road.
	Improve pedestrian safety.	1	
<b>Gilbertson Street</b>	Install road humps to reduce vehicles speeds.	1	Traffic counts indicate that speeds on Gilbertson Street are within acceptable limits.



Location	Request	No. of Responses	Action / Response
<b>Gilbertson Street / Market Street</b>	Remove parking on north-east corner and provide linemarking for right turning vehicles.	1	Parking is already set back the statutory distance.
<b>Hedderwick Street</b>	Install pedestrian crossing between Cooper Street and Nimmo Street.	1	Formal pedestrian crossings typically not installed in residential streets unless there are significant pedestrian generators (i.e. schools).
<b>Hedderwick Street / Mary Street</b>	Replace 'Stop' sign.	1	<b>Council to replace as maintenance item.</b>
	Ban right turn into Mary Street during AM peak.	1	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control.
<b>Hoffmans Road / Market Street</b>	Install traffic signals.	2	Whilst installing intersection facilities would significantly improve accessibility, this has the negative impact of potentially leading to an increase in through traffic volumes.
	Install roundabout.	2	
<b>Hoffmans Road / Mary Street</b>	Install traffic signals.	4	Sight distance previously reviewed at this location.
	Remove parking north of Mary Street.	2	
	Ban parking within 40m of intersection.	1	
<b>Hoffmans Road / Rosehill Road</b>	Install traffic signals to create gaps in traffic for vehicles turning out of study area.	1	The intersection is located outside of the LATM area. Signals are potentially a longer term solution for this location, however, there are a range of issues that would need to be resolved.
<b>Hoffmans Road / Spencer Street</b>	Ban parking within 40m of intersection.	1	<b>The TMP includes the removal of 1 space for sight distance improvement. Recommend that Council officers continue to monitor road safety and community correspondence following implementation to determine if additional parking spaces would need to be removed.</b>
<b>Keilor Road</b>	Ban 'U-turns' between Hoffmans Road and Matthews Avenue	1	Arterial road issue, outside of the scope of the LATM study.
	Clearways during peak times.	1	Council generally not supportive of new clearways, unless there is a significant benefit to public transport.
	Install threshold treatments at all intersections with local roads.	1	Threshold treatments have been proposed in all identified major through routes.

Location	Request	No. of Responses	Action / Response
	Ban right turns into the study area during peak times.	1	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control.
	Ban parking opposite local streets.	1	Council have considered clearways/parking removal in the past, however this proposal was opposed by adjacent traders and residents.
	Convert bicycle lane to additional parking spaces.	1	Keilor Road is a key bicycle route.
	Paint 'Keep Clear' at local streets.	1	'Keep Clear' proposed to be re-line marked at Deakin Street in the vicinity of the Hoffmans Road intersection.
	Keilor Road should have more than one lane.	1	Outside of the scope of the LATM study.
<b>Keilor Road / McCracken Street</b>	Remove a parking space near McDonalds to improve sight distance.	1	Parking is already set back a significant distance on the west side of the intersection (adjacent to McDonalds).
	Remove parking on both sides of McCracken Street.	1	
<b>Keilor Road / Mt Alexander Road</b>	Improve intersection.	1	Council is considering traffic signals at the intersection (which is included on the TMP)
<b>King Street</b>	Relocate road hump to #43 or #41.	1	Road humps have been positioned based on a number of factors including visibility and spacing.
<b>Lincoln Road</b>	Improvements to traffic flow.	1	Outside the scope of the LATM study.
	Truck bans into the area from Lincoln Road.	1	No significant truck volumes recorded in the area.
<b>Lincoln Road / Queen Street</b>	Restrict right turn from Lincoln Road into Queen Street during peak times or signalise intersection.	1	Previous studies have shown that turn bans are not palatable to the local community as a method of addressing through traffic concerns. Council's overall approach is to include a strategy of volume management (i.e. reducing vehicle speeds within the study area) rather than access control. Signalisation of this intersection is expected to increase the through traffic along Queen Street.
<b>Lincoln Road / Spencer</b>	Remove one space north-west of intersection.	1	No casualty crashes have occurred at this location in the past 5 years of available data.



Location	Request	No. of Responses	Action / Response
<b>Street</b>			A POS has recently been installed north of the intersection (restricting parking).
	Install 'Keep Clear' linemarking.	1	Unlikely to meet the warrants necessary for installation.
	Remove parking on the east side of Lincoln Road opposite Spencer Street.	1	No significant reason to remove parking.
<b>Lincoln Road / Tweedside Street</b>	Install road hump or 'Slow Down' on Lincoln Road south of Tweedside Street.	1	Road humps not appropriate for arterial roads.
	Extend existing 'Keep Clear' across left lane of Lincoln Road.	1	Keep Clear is typically provided to avoid queueing at key arterial road intersections. A northbound Keep Clear would not assist any movements at key intersections.
<b>Lincoln Road / Woolley Street</b>	Relocate pedestrian crossing to other side of Woolley Street	1	No pedestrian data is available, however, there would be a significant cost associated with relocating a POS.
<b>Market Street</b>	Make some sections of Market Street one way.	1	Access control measures traditionally not well supported in the study area.
<b>Mary Street / Price Street</b>	Remove parking.	1	No significant basis to remove parking. Would result in the loss of a significant amount of parking.
	Ban parking within 40m of intersection.	1	
	Install barrier on corner to protect properties.	1	Short lengths of guard rail are generally more dangerous than vehicles hitting fences.
<b>McCracken Street</b>	Widen between Keilor Road and Market Street	2	Significantly expensive.
	Mark parking bays and provide signage.	1	Marked parking bays often lead to reduced capacities.
	Implement 'No Stopping' zone outside #115 McCracken Street to improve turning movements.	1	<b>Following feedback from the Traffic Study Group, options to address visibility issue in this section of McCracken Street will be included in the PMP.</b>
	Ban parking on both sides of McCracken Street between Market Street and Keilor Road.	3	
	Provide indented parking on nature strips.	2	
	Ban parking on both sides of the road during peak times.	1	A level of yielding to on-coming traffic is acceptable in a local street situation.
<b>Nimmo Street</b>	Make one-way.	1	Access control measures traditionally not well supported in the study area.
	Mark angled parking bays adjacent to Buckley	1	<b>Linemark angled parking bays adjacent to Buckley Park</b>

Location	Request	No. of Responses	Action / Response
	Park Secondary College on Nimmo Street.		<b>Secondary College on Nimmo Street.</b>
	Conduct post works study to assess if traffic has transferred.	1	<b>Recommend that Council review traffic volumes and speeds following the implementation of proposals.</b>
<b>Ogilvie Street</b>	Install road humps between Market Street and Spencer Street.	1	<b>No traffic data available. Council to monitor traffic speeds following implementation of other devices.</b>
	Install 'No Stopping' zones on one side of Ogilvie Street near Buckley Street.	1	Previous narrow streets consultation undertaken at this location.
<b>Price Street</b>	Install road humps between Buckley Street and Forrester Street.	1	Recent traffic speeds within acceptable limits.
	Install road humps on Price Street.	1	
<b>Queen Street</b>	Repair damaged carpark entrances.	1	Council to consider as maintenance item.
<b>Roberts Street</b>	Install linemarking to indicate parking between Keilor Road and Market Street.	1	Marked parking bays often lead to reduced capacities.
	Allow parking on nature strip.	2	Council has determined that nature strip parking will no longer be permitted as it is against Victorian road rules.
	Allow parking on one side of the street only.	1	Parking proposals circulated in Roberts Street.
<b>Roberts Street / Spencer Street</b>	Install rumble strips to encourage vehicles to stop at signs.	1	Rumble strips produce noise, which can be problematic for adjacent properties and are seen as undesirable in residential areas.
<b>Spencer Street</b>	Install two humps between Hedderwick Street and McCracken Street	1	85 <sup>th</sup> percentile speeds were observed to be 51.3km/h. Council to monitor traffic speeds.
	Install road humps between McCracken Street and Cooper Street.	1	
	Repair pavement surface.	1	<b>Council to consider as maintenance item.</b>
	Replace Watts profile with flat top road hump outside #91 Spencer Street.	1	
	Repaint or remove road hump adjacent to college.	1	Humps typically not removed as they are maintaining low traffic speeds.
	Remove road humps between Hoffmans Road	1	



Location	Request	No. of Responses	Action / Response
	and Bradshaw Street.		
	Install 'No Stopping' signage between #97 and #99 Spencer Street.	1	Reasons for request are unclear.
Study Area	Paint centrelines on streets to better define lanes.	1	Centrelines typically not provided in local streets where on-street parking occurs partially in the traffic lane.
	Retain 50km/h speed restrictions.	1	40km/h area wide speed zone is recommended for further investigation as part of this study.
	Install 50km/h signs on all local streets.	1	Default speed limit generally not signed.
	Convert streets between Keilor Road and Market Street to one-way	1	Access control measures traditionally not well supported in the study area.
	Install rumble bars as opposed to threshold treatments.	1	Rumble strips produce noise, which can be problematic for adjacent properties.
	Improve roundabouts for buses.	1	Already proposed in consultation with local bus route operators.
	Use GPS to enforce speed limits.	1	Outside the scope of the study
	Linemark parking spaces on narrow streets.	1	Marked parking bays often lead to reduced capacities.
	Ban parking on narrow streets opposite driveways.	1	Would result in a significant loss of parking. Some manoeuvres to/from residential properties may require multiple manoeuvres.
	Remove road humps	1	Humps typically not removed.
	Increase enforcement of speed limits.	6	Regular speed enforcement can be difficult to receive from Victoria Police.
	Increase enforcement of parking.	1	<b>Request to be referred to Council's Local Laws team.</b>
	Install speed cameras.	6	Outside Council's jurisdiction.
	Remove bus routes from local streets.	1	Bus routes provide a service to local community.
	Repair footpaths to encourage pedestrians.	1	<b>Council to consider damaged footpaths as maintenance item.</b>
	Repair footpaths and replace trees.	1	
	Remove road humps to allow parallel routes to Keilor Road	1	Arterial routes should carry traffic in preference to local streets.
	Provide more bicycle lanes.	1	Narrow road widths in the local area limit opportunities for formal bicycle facilities. Typically local roads provide for shared vehicle and bicycle conditions.
	Install 'Local Traffic Only' signage.	5	Signage only advisory and can't be enforced.

Location	Request	No. of Responses	Action / Response
	Install road humps to discourage through traffic.	1	Already proposed.
	Allow parking on nature strips in narrow streets.	5	Council has determined that nature strip parking will no longer be permitted.
	Run driver education programs in addition to treatments.	1	Council to consider as part of Transport Safety Strategy.
	Close selected intersections to through traffic.	1	Access control measures traditionally not well supported in the study area.
	Remove all road humps in the area, remove all 40km/h zones and reinstate speed limits.	1	Not conducive to low speed residential environment.
	Conduct 12 month post works review.	1	<b>Recommend Council continue to monitor following implementation.</b>
	Improve pedestrian safety for schools.	1	A number of pedestrian projects are proposed around the school.
	Install 'Stop' signs and roundabouts.	1	Roundabout are generally difficult to install in developed areas as space requirements are quite large.
	Use slow points to reduce speeds.	1	Slow points are difficult to locate due to driveways, are typically not as effective as road humps and result in loss of parking.
	Improve existing roundabouts.	1	A number of roundabouts are proposed for improvement works.
	Provide indented parking.	2	Expensive solution.
	Install road humps on all streets.	1	Road humps are targeted at streets with high traffic speeds.
	Implement truck bans on all north/south streets.	1	No basis for truck bans.
	Ensure humps are easily visible.	1	Recommendations for advanced warning signs, street lighting and linemarking are provided.
	Reduce widths of nature strips.	3	Expensive solution.
	Install flashing '40' signs.	1	Very expensive solution. Typically only installed on major / arterial roads.
<b>Thomson Street</b>	Install road humps between McCracken Street and Hedderwick Street.	1	<b>No traffic data, monitor following installation of other devices in the area.</b>
<b>Tweedside Street</b>	Install Watts profile road hump outside #22 Tweedside Street.	1	Existing speeds are already low.
<b>William Street</b>	Install additional road hump.	1	Speeds in William Street well within acceptable limits.



Location	Request	No. of Responses	Action / Response
	Restrict parking in William Street.	1	Parking restrictions have only been proposed in streets with narrow widths and high parking occupancies.
	Make William Street one way.	1	Access control measures traditionally not well supported in the study area.
<b>Woolley Street</b>	Remove parking on both sides of Woolley Street.	1	A level of yielding in local streets is appropriate.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Ai)</b> Install flat top road hump outside #9 and #10 Cooper Street	Cooper Street	55%	59%	For: 1 Against: 0	<ul style="list-style-type: none"> <li>Concerns that traffic will shift from Cooper Street to Nimmo Street.</li> <li>Preference for Watts Profile road humps rather than Flat Top road humps in Cooper Street.</li> <li>Speeds hump are unlikely to be effective when located near roundabouts.</li> <li>No need for road hump outside #66. Pit locations will make hump construction difficult.</li> </ul>	<p>Overall, there was a moderate level of support from the wider community. There was also a moderate street level support from the residents on Cooper Street (15-19 out of 30 residents supported the treatments).</p> <p>High 85<sup>th</sup> percentile speeds, especially adjacent to the school, indicates that traffic management along Cooper Street is necessary.</p> <p>It is unlikely that traffic volumes would shift to Nimmo Street as it is not a continuous through route like Cooper Street, Roberts Street and McCracken Street.</p> <p>A review of the proposed hump outside #66 Cooper Street indicate that there is an existing service pit which could complicate construction. On this basis, an alternative hump location was identified approximately 10m south at boundary of #64/#66 Cooper Street.</p> <p><b>Recommendation:</b></p> <p>Amend proposal to further consult on the road hump from #66 Cooper Street to outside #64/#66 Cooper Street. Incorporate all other proposals into the Final Traffic Management Plan.</p>
<b>Aii)</b> Install flat top road hump outside #43 and #44 Cooper Street		54%	53%	For: 1 Against: 2		
<b>Aiii)</b> Install flat top road hump outside #66 Cooper Street		57%	63%	For: 0 Against: 2		
<b>Aiv)</b> Install flat top road hump outside #76 Cooper Street		57%	52%	For: 2 Against: 0		
<b>Av)</b> Install flat top road hump outside #141 and #142 Cooper Street		56%	59%	For: 1 Against: 1		
<b>Avi)</b> Raise existing school crossing adjacent to school		70%	76%	For: 0 Against: 0		<p><b>Recommendation:</b></p> <p>Good support from the overall community and Cooper Street residents.</p> <p>Incorporate this proposal into the Final Traffic Management Plan.</p>



Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Bi)</b> Install Watts profile road hump outside #5 Hedderwick Street	Hedderwick Street	50%	56%	For: 1 Against: 1	<ul style="list-style-type: none"> <li>Road hump outside #5 Hedderwick Street will cause traffic to divert to Aberdeen Street.</li> <li>Crash history in Hedderwick Street does not support the need for road humps.</li> <li>Ensure road hump outside #58 Hedderwick Street allows sufficient driveway access.</li> </ul>	<p>Overall, there was a mixed level of support for the proposals from the wider community. There was also a moderate level of support from residents on Hedderwick Street (9-10 out of 16 residents supported the treatments).</p> <p>Road humps were proposed due to the observed vehicle speed and due to the installation of road humps in adjacent street.</p> <p>The hump proposed outside #58 can be located clear of the property drive. In any event the detailed design of the treatments will address any potential accessibility issues to properties.</p> <p><b>Recommendation:</b>            Incorporate these proposals into the Final Traffic Management Plan.</p>
<b>Bii)</b> Install Watts profile road hump outside #32 and #43 Hedderwick Street		52%	63%	For: 1 Against: 0		
<b>Biii)</b> Install Watts profile road hump outside #58 and #71 Hedderwick Street		50%	56%	For: 2 Against: 0		
<b>Biv)</b> Install Watts profile road hump outside #92 and #109 Hedderwick Street		51%	63%	For: 0 Against: 0		
<b>Bv)</b> Install Watts profile road hump outside #112 and #133 Hedderwick Street		51%	56%	For: 0 Against: 0		

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Ci)</b> Install Watts profile road hump outside #12A and #15 Roberts Street	Roberts Street	51%	39%	For: 0 Against: 1	<ul style="list-style-type: none"> <li>Road humps on Roberts Street unnecessary due to slow speeds from narrow roadway and parking on both sides.</li> <li>'Stop' signs should be sufficient to control vehicle speeds along Roberts Street.</li> </ul>	<p>Overall, there was a mixed level of support from the wider community. There was poor support from the residents of Roberts Street (13 to 15 out of 37 residents supported the treatments).</p> <p>Poor street level support was received as well as opposition from adjacent properties.</p> <p>Working Group volunteers indicated that Roberts Street is different to Cooper Street and Hedderwick Street given width of the carriageway and on-street parking which limits traffic speeds in the street.</p> <p><b>Recommendation:</b></p> <p>Do not include these proposals in the Final Traffic Management Plan.</p> <p>Continue to monitor traffic speeds and volumes following installation of road humps in adjacent streets.</p>
<b>Cii)</b> Install Watts profile road hump outside #44 and #45 Roberts Street		51%	38%	For: 1 Against: 1		
<b>Ciii)</b> Install Watts profile road hump outside #73 and #76 Roberts Street		50%	38%	For: 1 Against: 1		
<b>Civ)</b> Install Watts profile road hump outside #112 and #115 Roberts Street		50%	35%	For: 0 Against: 0		
<b>Cv)</b> Install Watts profile road hump outside #143B and #144 Roberts Street		52%	38%	For: 0 Against: 0		



Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Di)</b> Install Watts profile road hump outside #63 and #64 King Street	King Street	52%	100%	For: 1 Against: 0	<ul style="list-style-type: none"> <li>Crash history in King Street does not support the need for road humps.</li> <li>Oppose road hump proposed outside #45 as they are noisy and reduce property values.</li> </ul>	<p>Overall there were mixed levels of support from the wider community. Very strong support was received from the residents of King Street regarding the proposals.</p> <p>Adjacent opposition was received regarding the road hump outside #45 and #46, relating to potential issues with a planned driveway relocation and noise issues associated with the hump. An alternate location was identified adjacent to #40 and #43 which maintained adequate spacings between humps along the street. The removal of the hump was contemplated, however, to maintain a level of consistency with the streets to the north a two hump layout was preferred.</p> <p><b>Recommendation:</b></p> <p>Amend the proposal to further consult on the road hump from #45 and #46 to #43 and #44 and incorporate all other proposals into the Final Traffic Management Plan.</p>
<b>Dii)</b> Install Watts profile road hump outside #49 and #50 King Street		49%	100%	For: 0 Against: 0		
<b>Diii)</b> Install Watts profile road hump outside #45 and #46 King Street		50%	83%	For: 0 Against: 1		
<b>Div)</b> Install Watts profile road hump outside #26 and #31 King Street		49%	100%	For: 0 Against: 0		
<b>Dv)</b> Install Watts profile road hump outside #16 and #19 King Street		49%	100%	For: 0 Against: 0		
<b>Dvi)</b> Install Watts profile road hump outside #2 and #5 King Street		51%	100%	For: 1 Against: 0		

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>E)</b> Install Watts profile road hump outside #15 and #52 Braemar Street	Braemar Street	51%	64%	For: 0 Against: 2	<ul style="list-style-type: none"> <li>Install two humps on Braemar Street between Hedderwick Street and McCracken Street rather than one hump</li> <li>No hump needed in this section.</li> </ul>	<p>Overall, a mixed level of support was received from the wider community. Good levels of support were received from residents of Braemar Street.</p> <p>Two adjacent properties opposed the treatment but one requested additional road humps and the other did not leave a specific comment.</p> <p>The option of a two (2) humps arrangement in the subject section of Braemar Street was reviewed, however, the device spacing was compromised by the location of existing driveways and lighting pole.</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
<b>Fi)</b> Install Watts profile road hump outside #8 McCracken Street	McCracken Street	56%	45%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<p>Mixed levels of support were received from residents of McCracken Street (5-6 out of 11 residents supported the treatments).</p> <p>The proposals were developed to address the 'gaps' in the traffic management on McCracken Street at each end, as the adjacent streets have road humps south of Keilor Road and north of Buckley Street.</p> <p>No specific comments were received in relation to the McCracken Street road humps during consultation. However, there was some opposition raised from Working Group members for the device north of Buckley Street, questioning the need for the devices.</p> <p>Given the location of the school, traffic counts revealing high traffic speed and a lack of community opposition during consultation, it is recommended to proceed with the devices.</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
<b>Fii)</b> Install Watts profile road hump outside #113 McCracken Street		55%	55%	For: 0 Against: 0		



Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Gi)</b> Install threshold treatment on Hedderwick Street at Keilor Road	Hedderwick Street	70%	63%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>Threshold treatments are cosmetic and non-functional, install rumble strips instead.</li> <li>Threshold treatments at only McCracken Street and Hedderwick Street will increase traffic volumes on Roberts Street.</li> </ul>	<p>Overall, the proposals received very good levels of support from the wider community. Street level support varied from 0% (Mary Street) to 83% (Spencer Street).</p> <p>A review of the responses from Mary Street indicated a general opposition to the approach to through traffic management (i.e. wanted turn bans) rather than the threshold proposals themselves.</p> <p>There was concern that installing threshold treatment on McCracken Street and Hedderwick Street may transfer traffic volumes to Roberts Street. We wouldn't expect any significant volume transfer due to the threshold treatments as Roberts Street has multiple 'Stop' signs along its length, making it an undesirable through route.</p> <p>Threshold treatments are primarily designed to notify road users they are entering a local area rather than provide a physical treatment preventing vehicles from entering the study area.</p> <p>The devices are assist the general approach to managing through traffic and are a low impact device in relation to the adjacent properties.</p> <p><b>Recommendation:</b></p> <p>Incorporate these proposals into the Final Traffic Management Plan.</p>
<b>Gii)</b> Install threshold treatment on Woolley Street at Lincoln Road	Woolley Street	70%	67%	For: 2 Against: 1		
<b>Giii)</b> Install threshold treatment on McCracken Street at Buckley Street	McCracken Street	69%	67%	For: 0 Against: 0		
<b>Giv)</b> Install threshold treatment on Hedderwick Street at Buckley Street	Hedderwick Street	68%	63%	For: 0 Against: 0		
<b>Gv)</b> Install threshold treatment on Forrester Street at Hoffmans Road	Forrester Street	69%	55%	For: 1 Against: 0		
<b>Gvi)</b> Install threshold treatment on Mary Street at Hoffmans Road	Mary Street	68%	0%	For: 0 Against: 0		
<b>Gvii)</b> Install threshold treatment on Spencer Street at Hoffmans Road	Spencer Street	68%	83%	For: 0 Against: 0		

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Gviii)</b> Install threshold treatment on Market Street at Hoffmans Road	Market Street	69%	78%	For: 1 Against: 0		

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Hi)</b> Install 'Stop' signs on both sides of Roberts Street at Spencer Street	Roberts Street	80%	78%	For: 3 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<b>Recommendation:</b> Incorporate these proposals into the Final Traffic Management Plan.
<b>Hii)</b> Install 'Stop' signs on both sides of Roberts Street at Market Street		80%	78%	For: 0 Against: 0		
<b>Hiii)</b> Install 'Stop' signs on both sides of Roberts Street at Forrester Street		81%	78%	For: 2 Against: 0		
<b>I)</b> Remove 1 (one) parking space to the north of Forrester Street on the eastern side of Hoffmans Road	Hoffmans Road	86%	67%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>Remove four spaces rather than one north of Forrester Street.</li> </ul>	<p>Overall, very strong support was received from the wider community regarding the parking removal to improve sight distance along Hoffmans Road. Moderate levels of support were received from residents who live on Hoffmans Road.</p> <p>No specific negative comments were received in opposition to the sight distance issues along Hoffmans Road, although one response requested that additional parking is removed at the Forrester Street intersection. The proposal to reduce one space provides a basic improvement to sight distance and a post implementation assessment could contemplate if additional parking removal is necessary.</p> <b>Recommendation:</b> Incorporate these proposals into the Final Traffic Management Plan.
<b>J)</b> Remove 1 (one) parking space to the south of Spencer Street on the eastern side of Hoffmans Road		85%	67%	For: 0 Against: 0		



Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>K)</b> Remove 1 (one) parking space to the north of Woolley Street on the western side of Lincoln Road	Lincoln Road	84%	83%	For: 0 Against: 1	<ul style="list-style-type: none"> <li>Removal of parking on west side of Lincoln Road would leave my property with insufficient parking.</li> </ul>	<p>A single property raised concerns that the removal of 1 space would leave there property without sufficient on-street parking. The property was located to the south of Woolley Street and therefore isn't even directly adjacent to the proposed parking removal. There are a range of parking options for this property including Wooley Street and Lincoln Road (south of Woolley Street).</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
<b>L)</b> Install 'No Stopping' signage on the western side of Hedderwick Street, north of Buckley Street	Hedderwick Street	72%	53%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<p>Overall, there was a high level of support from the wider community. A mixed level of support was received from residents on Hedderwick Street (8 out of 15 residents supported the proposal).</p> <p>No specific comments were received regarding this proposal and no responses were received from adjacent properties.</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>Mi)</b> Flatten out Bradshaw Street approach ramps and remove 'piano key' linemarking at Market Street	Market Street	86%	89%	For: 0 Against: 1	<ul style="list-style-type: none"><li>Current intersection arrangement has reduced the number of crashes and is adequate.</li></ul>	Opposition to the proposals was received from an adjacent property who also provided the comment that the proposals were unnecessary. Multiple responses were received during the previous consultation that this was a very confusing intersection and site inspections confirmed that there were operational deficiencies in the design.  The proposal does not remove the current raised intersection, but rather improves the design to clearly highlight priority. <b>Recommendation:</b> Incorporate these proposals into the Final Traffic Management Plan.
	Bradshaw Street		75%			
<b>Mii)</b> Remove solid line around the inside of the raised intersection	Market Street	84%	89%	For: 0 Against: 1		
	Bradshaw Street		75%			
<b>Ni)</b> Relinemark hold lines at intersection of Hedderwick Street and Market Street	Hedderwick Street	79%	81%	For: 3 Against: 0	<ul style="list-style-type: none"><li>No specific comments.</li></ul>	There was a mixed street level response from residents on Hedderwick Street regarding the 'No Stopping' zone signage, however as the proposal only serves to highlight the existing statutory requirement on parking proximity to intersections. Therefore there is no loss of parking and no impact on the adjacent properties. <b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.
<b>Nii)</b> Relinemark hold lines at intersection of Hedderwick Street and Forrester Street		79%	77%	For: 1 Against: 1		
<b>O)</b> Install 'No Stopping' zone signage on Hedderwick Street at Jacka Street		71%	57%	For: 0 Against: 0		

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>P)</b> Install 'Stop' sign and linemarking on Forrester Street at Elder Parade	Forrester Street	80%	60%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>Never encountered a problem before at this location.</li> <li>A sign won't change the behaviour of drivers ignoring rules.</li> </ul>	Overall, high level of support from wider community and good levels of support from residents of Forrester Street. Feedback received during the Working Group meetings identified issues at this location. <b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.
<b>Q)</b> Install 'No Stopping' zone signage on all approaches to intersection of Collins Street and King Street	Collins Street	74%	80%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.
	King Street		100%			
<b>Ri)</b> Install zebra crossings across the western approach to Cooper Street at Spencer Street	Cooper Street	81%	90%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<b>Recommendation:</b> Incorporate these proposals into the Final Traffic Management Plan.
<b>Rii)</b> Install zebra crossings across the western approach to Cooper Street at Market Street		80%	87%	For: 0 Against: 0		
<b>S)</b> Realign traffic islands cross north approach of Market Street and Cooper Street		81%	86%	For: 0 Against: 0		



Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
<b>V)</b> Construct pram ramps at the intersection of McCarron Parade and Thomson Street	McCarron Parade	82%	100%	For: 1 Against: 0	<ul style="list-style-type: none"> <li>Concern about potential drainage issues.</li> </ul>	<p>Overall, support was very high from the wider community. Full support was received from McCarron Parade and mixed support was received from Thomson Street (3 out of 6 residents supported the treatments).</p> <p>One response highlight potential drainage concerns. Level / drainage will be considered at the detailed design stage.</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
	Thomson Street		50%			
<b>Wi)</b> Install threshold treatment and green pavement in bicycle lanes on Deakin Street at Keilor Road	Deakin Street	66%	47%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<p>Overall, a good level of support was received from the overall community. Mixed levels of support were received from residents in Deakin Street (8 out of 17 residents supported the treatment).</p> <p>No specific comments were received regarding this proposal and no properties within the vicinity of the proposal responded.</p> <p>Green pavement in the bicycle lane is seen as a critical treatment to address the identified safety issue of right turn bicycle crashes.</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
<b>Wii)</b> Install threshold treatment and green pavement in bicycle lanes on McCracken Street at Keilor Road	McCracken Street	66%	70%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
<b>X)</b> Review central island design of	Cooper	86%	90%	For: 0	<ul style="list-style-type: none"> <li>Improving bus access at Cooper Street /</li> </ul>	Overall, very high levels of support were received from the wider community. There were good levels of

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
roundabouts at Woolley Street / McCracken Street and Mary Street / Cooper Street	Street			Against: 1	Mary Street will allow cars to travel faster through the intersection.	<p>support from all the adjacent streets except Mary Street, which provided mixed responses.</p> <p>The bus companies that operate within the study area have identified this as a serious operational issue that hinders bus movements through the area.</p> <p>The travel speed of general vehicles should be considered at the design stage when developing options for improved bus improvement.</p> <p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
	Mary Street		50%			
	McCracken Street		70%			
	Woolley Street		100%			
<b>Y)</b> Replace existing kerb with barrier kerb at south-west corner of Lincoln Road / Woolley Street intersection	Lincoln Road	84%	100%	For: 3 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>
	Woolley Street		100%			
<b>Z)</b> Install 'one-way' arrangement in carpark off Spencer Street, opposite the school.	Spencer Street	82%	83%	For: 0 Against: 0	<ul style="list-style-type: none"> <li>No specific comments.</li> </ul>	<p><b>Recommendation:</b> Incorporate this proposal into the Final Traffic Management Plan.</p>

## CROSS KEYS RESERVE MASTER PLAN

### CONSULTATION RESULTS (ROUND 2)

1 February to 29 February

Saturday 13 February – community information session in Cross Keys Reserve

- 31 Fliers returned
- 16 emails received

	Issue	No. of Responses	Master Plan Response
<b>1</b>	<b>Shared path issues</b>		
1.1	Bridge over creek needs better lighting	1	Referred to Moonee Ponds Creek Master Plan project
1.2	Resolve conflict between shared path cyclists and people crossing bridge through better site lines and signage	1	Referred to Moonee Ponds Creek Master Plan project
1.3	Remove blind corner with pedestrian crossing at the Cross keys footbridge/bike path where there was recently a very serious accident	1	Referred to Moonee Ponds Creek Master Plan project
<b>2</b>	<b>Car Parking</b>		
2.1	Concern about the increased traffic in Cameron Road from car park configuration	4	Entrance to and exit from the main Cross Keys Reserve car park will be from Woodland Street only
2.2	Provide parking bays for disabled people	1	This has been incorporated into the Master Plan
2.3	There needs to be time limits of parking otherwise they will all be used by commuters with no space for park users	6	Parking time limits will be considered in the detailed design stage of the car park
2.4	Car park too far from picnic and play	2	Picnic and play is intended for local residents and shared path users. The distance of the picnic and play areas from the car parking areas is approx. 50m which is considered a walkable distance
2.5	Would like the car parking to remain free and unrestricted (comments from hotel patrons)	1	Parking time limits will be considered in the detailed design stage of the car park



	Issue	No. of Responses	Master Plan Response
2.6	The barrier fence along Woodland St needs to be staggered to allow more public access points, making the park as a whole more inviting and user friendly especially for people entering from that side	2	Five pedestrian entrances have been provided along Woodland Street
2.7	New car park would be used by hotel patrons	1	This happens with the current car parking and design of the car park including potential time limits will be considered during the detailed design
2.8	Car park will be used by train commuters	2	This is a current occurrence and will be considered in the detail design of the car park
2.9	Concern about the parking being used by commuters and a precinct wide plan for parking is required	1	Referred to Strategic Planning and Traffic and Transport units for precinct based planning
2.10	Will new car park be big enough for the new users of the pavilion and park users	1	The exact car park size will be determined in the detailed design stage – pursuant to Clause 52.06 (Car parking) of the MV Planning Scheme
2.11	Expand area 5 to area 4 to allow more car parking along Bridge Street	1	The corner of Pascoe Vale Road and Bridge Street is not a safe location for car parking
2.12	Car park is used by truck drivers for rest and sleep	1	Design of the car park including potential time limits will be considered during the detailed design
2.13	Objects to parking along Bridge Street	1	Strip of land will include car parks, shared path, avenue of trees and water sensitive urban design. Existing informal 'car park' on corner of Bridge and Pascoe Vale Road will be converted to a pocket park with large trees
<b>3</b>	<b>Bikes</b>		
3.1	Will the bikes be able to go both ways in the laneway – even though cars can only go one-way	1	Yes included in the Master Plan

	Issue	No. of Responses	Master Plan Response
<b>4</b>	<b>Irrigation</b>		
4.1	Use alternative source for watering the park, not potable	1	The local stormwater catchment size is too small to provide irrigation water for the Reserve. Finding other water sources for irrigation would require additional investigation
<b>5</b>	<b>Pavilion</b>		
5.1	Build new pavilion in existing location to use existing services	1	The existing pavilion site is not large enough to locate the new larger pavilion in conjunction with the new field layout
5.2	Concerned that the pavilion will only be able to be used by sporting clubs and not the general public – must remain in public hands	1	There is potential that the pavilion could be available during the day for community group meetings, however, there would be no intention for it to be hired out for evening functions
5.3	Will there be permanent tenants in the new pavilion, will the general public be able to have access to it (paid or otherwise)	1	There will be 3 sporting clubs using the pavilion and the gem and lapidary club. The design of the pavilion will resolve the usage and the multi-use nature of the pavilion
5.4	Will pavilion have a roof	1	The pavilion will be designed to relevant building standards
5.5	Ensure pavilion users turn off lights and show care for the facility - there are issues with the existing pavilion	1	The users would enter into a user agreement with condition of pavilion use
5.6	Will community be able to use the pavilion?	2	There is potential for it to be available for community groups bookings, however, there would be no intention for it to be hired out for functions
5.7	Can the pavilion be designed so people can watch the match from their cars	1	This will be considered in the detailed design of the pavilion. Undercover spectator seating is also to be considered
<b>6</b>	<b>Sports fields</b>		
6.1	How many hours of the week will the fields be used by sporting	1	This has not been determined. Soccer is a winter sport and

	Issue	No. of Responses	Master Plan Response
	groups?		cricket is a summer sport – generally matches are played on weekends and training on some week day evenings
6.2	Ensure that all clubs including amateur get to share this facility and it does not become a pre-existing club's home ground by default	1	Cross Keys Reserve is a Council Reserve and use by the community will be considered
<b>7</b>	<b>Pathways</b>		
7.1	Looking forward to having a walking track separate from cycling – a benefit to the many older residents in the area	1	Circuit pathway with seating has been included in the Master Plan
7.2	Will all paths be accessible for people with disabilities?	1	All paths will be designed to Australian Standards
7.3	The new gravel path along Cameron Road Section doesn't seem to lead anywhere.....I believe this should be left as is and left as natural bushland/grassed area as much as possible	1	This pathway links to footpath on Cameron Road and provides access to the park for residents on the eastern side of Cameron Road
<b>8</b>	<b>Toilet</b>		
8.1	Include a toilet near the BBQ area	3	Accessible public toilet will be included within new pavilion
8.2	Provide toilets available to the general public toilet in new pavilion and make sure they have disable access	4	Incorporated into the Master Plan
8.3	Build new accessible toilet block	1	An accessible public toilet will be included within the new pavilion
8.4	The toilet will be used by hotel patrons	1	Noted. Facilities are provided in the Cross Keys Hotel for patrons
8.5	Show location of toilet on plan	1	Exact location will be determined as part of the pavilion design
8.6	Will the toilets be locked	1	In accordance with Moonee Valley City Council's standard procedures, public toilets are locked on a program based on sunrise and sunset times



	Issue	No. of Responses	Master Plan Response
8.7	Automated toilets (automated locks) that unlock at sunrise/ lock at sunset	1	In accordance with Moonee Valley City Council's standard procedures, public toilets are locked on a program based on sunrise and sunset times
<b>9</b>	<b>Fencing</b>		
9.1	Fencing along Woodland Street to be 'farm style'	1	The fencing will be as per the standard MVCC fencing. Screening with plants, logs and boulders will be provided to soften the visual impact
<b>10</b>	<b>Water Sensitive Urban Design</b>		
10.1	Support the inclusion of WSUD element (No. 13)	1	Noted
10.2	Stormwater collection as noted under Item 6 from road ways will require the kerb & channel network along Cameron Road to be realigned as it currently pools and doesn't flow into the side entry pits out the front of 23 Cameron Road.	1	Noted. This will be considered in the detailed design of the rain garden in this location. The rain garden can be incorporated into the design resolution
<b>11</b>	<b>Telecommunications Tower</b>		
11.1	Prefer to see this removed/relocated to somewhere else	1	Review when the existing long term lease expires
11.2	Existing Comms Tower Infrastructure to be screened in a natural manner to better disguise it at low level	1	Planting is being provided to the south of the tower. Planting along the enclosure isn't possible as the run-off area around the sports field needs to be kept clear of obstacles and access to the tower is required for maintenance
<b>12</b>	<b>Basketball Court</b>		
12.1	Extend basketball court to full size (2 rings)	1	There is inadequate space for a full size basketball court
12.2	Small indoor basketball/netball facility	1	Indoor sports pavilion needs to provide more than one court to be viable for competitions and Cross Keys cannot accommodate this size of

	Issue	No. of Responses	Master Plan Response
			facility. The pavilion may be able to accommodate an indoor/undercover ring for practice. This would be referred to the pavilion design process
12.3	Master Plan - not needed	1	Master plans guide the design, development and management of open spaces to ensure they meet the needs of the community
<b>13</b>	<b>BBQ + Picnic Area</b>		
13.1	Relocate picnic area to the BBQ court space to reduce traffic in Cameron Road and relocate basketball court to the north western corner – too many things at the southern end	2	Play elements are located together (basketball and play) to allow for different age groups to interact and allow effective parental supervision of both areas. The car park provides parking for picnic and playspace users so parking on Cameron Road is not necessary
13.2	Picnic area, playground, basketball court will increase parking in Cameron Road	2	Picnic area and playspaces intended to accommodate local residents and shared path users. The new car park off Woodland Street and Bridge Street will provide parking for picnic and playspace users so parking on Cameron Road will not be necessary
13.3	Picnic area needs to be close to parking otherwise have to carry things a long way	1	The walking distance is 50m which is generally considered acceptable for facilities of this nature
13.4	Barbeque area will encourage late night partying	1	The barbeques will operate only during daylight hours and will be programmed to switch off
13.5	Electric Barbeques	1	Moonee Valley City Council's standard barbeque is an electric barbeque
<b>14</b>	<b>Seating</b>		
14.1	Provide more seating	1	The plan proposes seating throughout the park along pathways and in activity areas

	Issue	No. of Responses	Master Plan Response
<b>15</b>	<b>Rubbish</b>		
15.1	Will there be rubbish bins?	2	Yes these will be provided in specific locations around the park including dog off leash area, play area, pavilion and picnic area
<b>16</b>	<b>Drinking fountains</b>		
16.1	Put a drinking fountain near the playspace, toilet and dog off leash area (with dog bowl)	2	To be incorporated into detailed design stages of these aspects of the Master Plan
16.2	Drinking water fountains at pavilion and exercise station #12	1	To be incorporated into detailed design stages of these aspects of the Master Plan
<b>17</b>	<b>Lighting</b>		
17.1	Will there be lighting?	1	Yes there will be lighting along the main commuter route pathways and some lighting associated with the pavilion
17.2	Additional lighting needed on the corner of Bridge St and Cameron Rd for play and picnic	1	Lighting is only provided on commuter routes as per Council's public lighting guidelines
17.3	General Security & lighting of the Reserve and its interface with the back of the Cross Keys Hotel needs to be carefully considered to keep it as a safe	1	The lighting and general security of the car park and pavilion will be considered in the detailed design of these elements
<b>18</b>	<b>Traffic</b>		
18.1	Blind spot at laneway/Woodlands St entrance – currently difficult to enter Woodland Street from Laneway	2	Visibility from the entrance will be considered in the detailed design of the car park as will keep clear line marking on Woodland Street to facilitate safer exit from laneway – subject to approval from Vic Roads
18.2	Concern about the traffic increase in Cameron Road by providing new facilities	1	Entrance to and exit from the main car park at Cross Keys Reserve will be via Woodland Street. It is foreseen that there would be decrease of traffic in Cameron Road due to removal



	Issue	No. of Responses	Master Plan Response
			of existing car park access from Cameron Road
18.3	Locate entrance to car park further east on Woodland Street	1	This would require roadway through the Reserve reducing the area of open space. Visibility from the entrance will be considered in the detailed design of the car park as will keep clear line marking on Woodland Street to facilitate safer exit from laneway
18.4	Widen Cameron Road/Cameron road is too narrow	2	Issues associated with the width of Cameron Road are to be considered by the Traffic and Transport unit
18.5	The pedestrian crossing will assist local residents access the park	1	Noted
18.6	Concern about rat-run down the laneway	1	The Master Plan has been updated to not link laneway to Bridge Road
18.7	Concern about lights shining into the front window of house across the road (corner Cameron and Bridge)	1	The Master Plan has been updated to not link laneway to Bridge Road
18.8	Keep traffic flow in and out at Woodland Street	1	Incorporated in the Master Plan
18.9	The new two way laneway (connecting Woodland St and Bridge St) will need to have a strict low speed limit along with a series of speed humps to not only control speed of vehicles along this new laneway but also to discourage drivers from wanting to make the new laneway a "Shortcut" to avoid the Pascoe Vale Rd /Woodland St traffic lights	1	Council's Traffic and Transport unit did not support opening the southern end of laneway to Bridge Street due to concerns about cars short-cutting to avoid Pascoe Vale Road and Woodlands Street intersection. The main car park is to be accessed via Woodland Street only
<b>19</b>	<b>Play space</b>		
19.1	Make sure play is multi-ages and multi-ability so a range of ages catered for	1	Incorporated and will be considered in the detailed design of the playspace
19.2	Car parking needs to be closer to playground	1	The playspace will be located approximately 50m from the car

	Issue	No. of Responses	Master Plan Response
			parking area which is generally considered an acceptable walking distance and is consistent with many popular playspaces such as Woodlands Park
19.3	Would like to see a structure such as teen monkey bars for parkour activities (perhaps in the woodlands street grassland area)	1	The playspace will include equipment for all ages – the woodlands street grassland area is removed from the main play area and toilets. It would be close to residents and require children to cross road from main park
19.4	Request for skate park	1	Cross Keys Reserve is not large enough to provide a skate park. Incidental skate elements could be incorporated around the half court area. This can be considered in the detailed design stage of this area
19.5	Request for scooter park/track next to BBQ half court	1	Incidental skate elements could be incorporated around the half court area. This can be considered in the detailed design stage of this area
19.6	Incorporate sound elements and other for kids with low sight	1	Access for all abilities will be incorporated into the detailed design of playspace
19.7	Provide for multiple age-groups	1	Large playspace proposed which provides for all age-groups (junior, intermediate and senior)
19.8	Concerned about proximity of play to road	1	Partial fencing to road side edge and planting will be incorporated into the playground design – closest point is 10m to road
19.9	Playspace not needed	1	Moonee Valley City Council's Playspace Plan found a lack of play opportunity in this area
<b>20</b>	<b>Fitness stations</b>		
20.1	Fitness stations are an excellent idea	1	Noted

	Issue	No. of Responses	Master Plan Response
20.2	Include fitness equipment for all abilities and seniors	1	Noted. Equipment selection to be determined in the detailed design phase
20.3	Make sure the circuit is designed to work the whole body	1	Noted. Equipment selection to be determined in the detailed design phase
<b>21</b>	<b>Dogs</b>		
21.1	Dog off leash area currently too small	2	Existing dog off leash area to be maintained and is of similar size as other popular dog off leash parks
21.2	Needs fencing between dog off leash and road	2	Has been incorporated into the Master Plan
21.3	Allow more of the Reserve to be used for dog off leash when sport is not being played	2	Existing dog off leash area to be maintained and is of similar size as other popular dog off leash parks
21.4	Make the Woodlands Street Grassland Area into fenced dog off leash area	1	Not appropriate to fence entire open space area for one use
21.5	Annotate dog off leash space on Master Plan to ensure its kept - make sure there's still a dog off leash area	5	The dog off-leash area has been shown on the final Master Plan. It is the same area as is currently provided
21.6	If dogs are going to be allowed then the play park to have a fence around it to prevent dogs getting inside	1	Dogs are to be on leash within 15m of play – dog off leash area is a long way from play space
21.7	Ensure that adequate dog waste bags dispensers are located throughout the park (I understand that that level of detail wouldn't be shown on this Master Plan)	1	Dog waste bag dispensers will be provided in the dog off leash area and in other key locations
<b>22</b>	<b>Vegetation</b>		
22.1	Don't plant trees that are likely to lose limbs and damage paving i.e. large Eucalyptus	1	Tree selection will be based on what is appropriate for the park users, surrounding infrastructure and urban ecology
22.2	Plant small prickly shrubs to protect birds from cats	1	Species selection will be based on what is appropriate for the



	Issue	No. of Responses	Master Plan Response
			park users and urban ecology
22.3	Some of the <i>Geditsia</i> sp on Bridge Street are splitting	1	Referred to Parks and Gardens unit for assessment
22.4	Plant <i>Gleditsia</i> sp Down the other side of Bridge Street	1	Tree selection will be based on what is appropriate for the park users, surrounding infrastructure and urban ecology
22.5	More vegetation to meet the needs of local wildlife, more grassland and lower shrubs as well as wetland perhaps, like Afton Street Wetland	1	Draft Master Plan includes a small wetland and understorey plantings
22.6	Lots of shade for both the children to play, to watch the sports taking place etc.	1	Shade trees to be incorporated into activity areas
<b>23</b>	<b>Community Garden, Weekend Market and Cafe</b>		
23.1	What about community gardens and weekend markets	1	Community gardens are developed and run by the community under a lease agreement and would need to follow a formal request process, proof of community interest would be required. Groups that organise weekend markets would need to apply to Council to use the Reserve
23.2	Add a small cafe at the eastern end of the Reserve on the basis of increase of amenity, lack of existing accessible cafes nearby, and lack of suitable commercial sites for a cafe nearby	1	Cafe locations more suitable in the adjacent retail area - this will have better links to the shared path through shared paths and signage. A kiosk could be considered as part of the pavilion design. Drinking fountains and seating will be provided in the picnic area as a stopping spot along the shared path
<b>24</b>	<b>Quantity of open space</b>		
24.1	Plan seems to reduce open space	1	The footprint of the new pavilion and car-park equals the existing.
24.2	Land swap between State Government (Strathmore Secondary College) and Moonee	1	Referred to Strategic Planning unit as part of broader precinct planning

	Issue	No. of Responses	Master Plan Response
	Valley Council		
<b>25</b>	<b>Maintenance</b>		
25.1	No one collects rubbish	1	Referred to Operations unit for action
25.2	No maintenance is carried out aside from mowing	1	Referred to Parks and Garden unit
<b>26</b>	<b>Current Users</b>		
26.1	Relocate the Gem and Lapidary Club to the Woodlands Street Grassland Area	1	Council works towards multi-use buildings to avoid multiplication of services and reduce the loss of open space
26.2	Would like to see Aussie Rules football represented to continue legacy of Syd McGain	1	AFL is not played at Cross Keys. The flexibility of the space will allow for it in the future if required
26.3	Have multi-use goal posts (Aus Rules, rugby, soccer, gridiron)	1	Aus Rules and rugby are not played at Cross Keys Reserve
26.4	Would like to see the cricket oval moved closer to the pavilion, the smaller cricket field increased in size and the soccer fields reorientated to allow this	1	The shape and size of the Reserve doesn't allow for this without a loss of the number of senior soccer fields possible. Consultation undertaken with Cricket Victoria has indicated that this distance is not a concern as clubs can bring out temporary marquees, a permanent shelter is being provided at the eastern end for timekeepers and scorers and the main pavilion can be locked during match times to allow for security
<b>27</b>	<b>Sports Clubs</b>		
27.1	Concern about distance of cricket ground from pavilion due to distance to carry equipment, location for time-keepers and scorers and concern about security of items left in the main pavilion	1	The shape and size of the Reserve doesn't allow for this without a loss to the number of senior soccer fields. Consultation undertaken with Cricket Victoria has indicated that this distance is acceptable, clubs can bring out temporary marquees, a permanent shelter

	Issue	No. of Responses	Master Plan Response
			is being provided at the eastern end for timekeepers, scorers and the main pavilion can be locked during match times to allow for security
27.2	More cricket nets and of a longer length	1	Has been incorporated into the Master Plan
<b>28</b>	<b>Cross Keys Hotel</b>		
28.1	Seek to know the stages of works so it does not adversely affect the hotel trade whilst in construction	1	There will be a traffic management plan and consultation with local traders will be undertaken to determine best timing of works and other details
28.2	We would be supportive of parking time limit restrictions being imposed upon these areas to be constructed. We submit that a 3 hour parking time limit may be appropriate	1	This level of detail will be determined in the detailed design of the car park and referred to the Traffic and Transport unit
<b>29</b>	<b>Miscellaneous</b>		
29.1	Note #17 is doubled up on the plan – needs to be amended	1	Has been amended in final Master Plan
29.2	Medium and high voltage lines run above the future new car parks as well as the new playground – will these be buried underground	1	Noted. Requirements of building under power lines will be adhered to
29.3	Bridge Street 'Government Road' land title - road should be formally discontinued.	1	Land ownership and use to be addressed in the next stage of design
29.4	The Reserve and road reserve boundaries should be realigned to reflect the Master Plan boundaries. Property boundary 1F and 1B-1D Woodland Street should be extended north or a new parcel of Reserve be created on the north side of the properties	1	Land ownership and use to be addressed in the next stage of design
29.5	The lane should be formally created as a road through to	1	Council's Traffic and Transport unit did not support opening the



	Issue	No. of Responses	Master Plan Response
	Bridge Street with the Reserve boundary of 1F Woodland Street moved eastwards		southern end of laneway to Bridge Street due to concerns about cars short-cutting to avoid Pascoe Vale Road and Woodlands Street intersection. The main car park is to be accessed via Woodland Street only
29.6	This proposal looks very encouraging and exciting, we look forward to the walking track	1	Noted
29.7	Overall looks good	1	Noted
29.8	Overall I think the draft Master Plan looks fantastic	1	Noted
29.9	Great ideas for Cross Keys Reserve – hopefully they will be implemented	1	Noted
29.10	I like it!	1	Noted
29.11	Impressed by the scale of the plan	1	Noted
29.12	The plans seem a good improvement	1	Noted
29.13	Great Plan. Do it!	1	Noted
29.14	Very good planning. Good luck.	1	Noted
29.15	The whole proposed work on the area looks great. Congratulations.	1	Noted
29.16	It's a great plan. Normally I am against anything Council proposes, but this time you've excelled yourselves. Congratulations	1	Noted
29.17	I am really pleased to see this area will have a much needed upgrade	1	Noted
29.18	I think it sounds great	1	Noted
29.19	A great plan thank you for sharing with residents!	1	Noted
29.20	Sounds fantastic, love the concept of natural surroundings amongst sporting facilities and walking tracks, with new	1	Noted

	Issue	No. of Responses	Master Plan Response
	apartments being built within the area will allow these residents to enjoy open spaces		
29.21	I fully approve of all the changes which will enhance the recreational activities for all in the area	1	Noted
29.22	Excellent plan – looking forward to the roll out	1	Noted
29.23	Overall the Master Plan has a good flow and will be a great improvement to the Reserve	1	Noted
29.24	I like the Master Plan and it's great to see such a valuable community asset being re developed for future generations	1	Noted
29.25	The Master Plan is very good	1	Noted
29.26	I love the new plan and hope all of it is implemented	1	Noted
29.27	I just reviewed the plans and they look good	1	Noted



Prepared For:

**Moonee Valley City Council**

By:



**Barry Hedley**

For

**Hedley Rail Consulting Pty Ltd**



**11 July 2016**



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## 1.0 INTRODUCTION



Moonee Valley City Council engaged the services of Mr. Barry Hedley of Hedley Rail Consulting in July 2016 to undertake an independent study of the risks associated with soccer balls leaving the Cross Keys Reserve soccer pitches and entering Woodlands Street Essendon. The reserve has been in use as a soccer and cricket ground for many years however proposed redevelopment includes the repositioning and changed orientation of the soccer pitches. This has potentially increased the exposure of passing traffic and pedestrians on Woodland Street to the effects of stray soccer balls.

The objectives were:

- a) To identify the potential risks of stray soccer balls to passing and parked vehicles, cyclists and pedestrians on Woodlands Street
- b) To assess the effectiveness and dimensions of a series of fences aimed at reducing the likelihood of stray soccer balls escaping beyond the boundaries of the reserve.



Fig 1 Aerial View of Proposed Soccer Pitch and Barrier Fence Locations.

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## 2.0 EXECUTIVE SUMMARY

### 2.1 Findings:

A previous study was conducted in April 2011 for the Quinn Reserve soccer pitch at East Keilor where soccer balls were flying over the original barrier fence and entering properties. That study involved extensive research and analysis of soccer ball aerodynamics and trajectories to determine the necessary fence height extension required to reduce the probability of balls escaping the field. MVCC advise that since completion of the fence extension works there have been no further resident complaints at that site. This study for Cross Keys reserve relies partially on that previous study as a technical basis for its recommendations.

The probability of soccer balls entering the road reserve with no fence present is high. The majority of these instances will involve the ball bouncing or rolling along the ground at low level. The presence of a waist high barrier and shrubs adjacent to the kerbside footpath would stop most of these. Cars parked on the southern side of Woodland St will also provide some effectiveness as a barrier should MVCC decide not to provide other protection in the form of a positive barrier fence adjacent to the soccer pitch.

The major residual safety risks relate to soccer balls flying out of the ground at a height capable of clearing a low barrier and parked cars. While there is little risk of direct damage by a ball strike, this creates the potential for bicycle or road vehicle collisions due to distraction or attempted avoidance. Of secondary risk is that of a bicycle or road vehicle striking a pedestrian who is retrieving a soccer ball from the road reserve.



An assessment of the effectiveness of the existing line of eucalypt trees in providing a barrier, determined that depending on barrier fence height, more than 50% of ball flights would pass through and onto Woodland St. In the absence of any high barrier fence adjacent to the soccer pitches, the risk of ball flights creating the potential for an accident on Woodland St is calculated to be once weekly which is considered to be unacceptable. It is therefore recommended that MVCC provide a high level fence to reduce the risk to acceptable levels.

With the exception of intentional acts, this assessment concludes that approximately 98% of likely soccer ball trajectories would be intercepted and prevented from entering the road reserve by a barrier fence of 10m height and extending from corner post to corner post of each soccer pitch, 3m behind the goal line. At 12m high it would stop 99% and a further 3m extension to 15m high would control all unintentional ball flights.





Fig 2 Northward Looking Impression of 15m High Barrier Fences with an 8m High Offset Fence Across the Gap Between



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Having cleared the barrier, a combination of current tree canopy interference and traffic frequencies on Woodland St would further reduce the likelihood of an accident event. A conservative estimate based on assumed frequency of soccer pitch use and for current traffic would suggest an accident return period of 5 years for an 10m high barrier, 10 years for a barrier of 12m height and greater than 20 years for 15m. A 20m high barrier should eliminate any likelihood of accidents caused by high trajectory ball escape from the Cross Keys soccer pitches onto Woodland St. A gap in between the fences could be adequately protected by an 8m high fence, offset to the north by 2m with a 2m overlap.

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### 3.0 BACKGROUND

Moonee Valley City Council is responsible for the public safety of the sporting fields at Cross Keys Reserve Essendon. The reserve has been in use as a soccer and cricket ground for many years however proposed redevelopment includes the repositioning and changed orientation of the soccer pitches. This has potentially increased the exposure of passing traffic and pedestrians to the effects of stray soccer balls escaping from the soccer pitch and entering onto the adjacent Woodland Street.



MVCC has erected barrier fences at other new and redeveloped playing fields to reduce the potential for accidents resulting from changes to the usage or operation of those fields. The major change at Cross Keys reserve is the repositioning and reorientation of the soccer pitches to run in a north / south direction rather than east / west. The result is that the two northern goals are immediately adjacent to Woodland St and a player striking the ball past or over the goal will be kicking it in the direction of the road only 25m away.

Woodland St is a busy road by virtue of its connection to Reynard St which carries traffic over the Tullamarine freeway, connecting Pascoe Vale Road with suburbs to the east. It also provides for bicycle traffic which could be exposed to soccer ball strike. Parking along Woodland St adjacent to Cross Keys reserve, while providing a level of barrier for wayward soccer balls, may also obscure the visibility of stray balls from cyclists and drivers until they are struck. Especially for west bound traffic due to the curve.

There is a line of trees and shrubs along the northern edge of the reserve parallel to Woodland St which also provides some degree of protection. The proposed redevelopment of the site includes some additional landscaping and low level vegetation which could assist, however the mature trees along this strip are spaced out and their canopies provide limited protection against a ball travelling at height. While the planting of additional trees might eventually form an effective high soccer ball barrier, it may also increase the risk of fall from height injury by those retrieving balls lodged in trees.

Since the reserve is also used for cricket with the cricket and soccer pitches aligned, any barrier that is provided for soccer would also represent a level of protection for stray cricket balls. It is understood however that the cricket pitches are not intended to significantly change from their current position, alignment or operation.

Apart from considerations for height and length, any design for a high barrier will need to consider the impact on trees and the need to remove interfering branches. Maintenance issues and costs for the fence and the suitability of foundations required to withstand the wind loadings of a high barrier will also need to be taken into account. Aesthetics of any barrier will be of significant importance due to its visual exposure by passers-by and residents living immediately opposite Cross Keys reserve on the northern side of Woodland St.

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#### 4.0 TECHNICAL ASSESSMENT

The following information is largely drawn from the previous study for Quinn Reserve at East Keilor and tailored for the Cross Keys reserve configuration.

##### 4.1 Soccer Ball Physics

Soccer balls used for competition in Australia are manufactured to conform to FIFA standards for size, weight, inflation pressure, roundness and rebound performance:

- Diameter 22cm
- Mass 430gm
- Terminal Velocity if dropped 9.28ms-1
- Terminal Velocity Reached in 15m
- Rebound Energy Loss 30%





Fig 3. Kicking a Soccer Ball from the Ground

The ball in soccer is most often kicked from the ground although at times it will be kicked from a bounce. A soccer ball kicked from the ground such as for a free or penalty kick can only be effectively kicked at about 35 degrees from the horizontal due to the ground restricting boot access to the ball low enough to launch at a higher angle. Because the lowest contact point is well below the centre of gravity, a ball launched at higher angles will be subject to a reverse spin which is typically in the order of 10 to 15 revolutions per second, depending on the angle of attack of the boot. Fig 3 shows likely contact angles for a ball launched at 35 degrees, with the blue rising contact generating a greater speed but lower backspin for the same kicking velocity than the red horizontal contact. A kick which is directed through the centre of gravity shown by the yellow arrow, will produce the maximum ball velocity but with no backspin and will not climb as high.

Backspin is a significant factor in the height that a soccer ball can fly as it produces an aerodynamic effect known as a Magnus force, which acts in the opposite direction to gravity and allows the ball to fly upwards



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for a greater distance before gravity causes it to return to earth. It is this Magnus force which causes a soccer ball to curve horizontally and confound goal keepers if kicked with a side spin. A ball which is kicked off the ground at angles above about 35 degrees by driving the players boot below the ball, will absorb most of the kicking energy in ball rotation and ground strike and have a much lower velocity, hence not rising as far off the ground or travelling as far.

Soccer balls are relatively light for their cross-sectional area and due to their smooth surface compared to a golf ball or tennis ball, they exhibit a markedly stepped air resistance drag characteristic. At velocities above 25 m/sec the co-efficient of drag acting on the ball is a low 0.07, however below this speed the turbulent air flow over the ball becomes smooth or laminar and the drag co-efficient quickly increases by more than seven fold to 0.51. The result is that the ball suddenly slows in flight at this critical speed and drops to the ground quite gently under the influence of gravity but with high air resistance and a continued Magnus downward curve.

These two aerodynamic effects produce a characteristic flight trajectory which results in the highest point of the flight being shifted toward the landing point and the falling part of the trajectory becoming quite steep. Typical flight curves are shown in Fig 4, along with bounce trajectories shown as dotted lines.

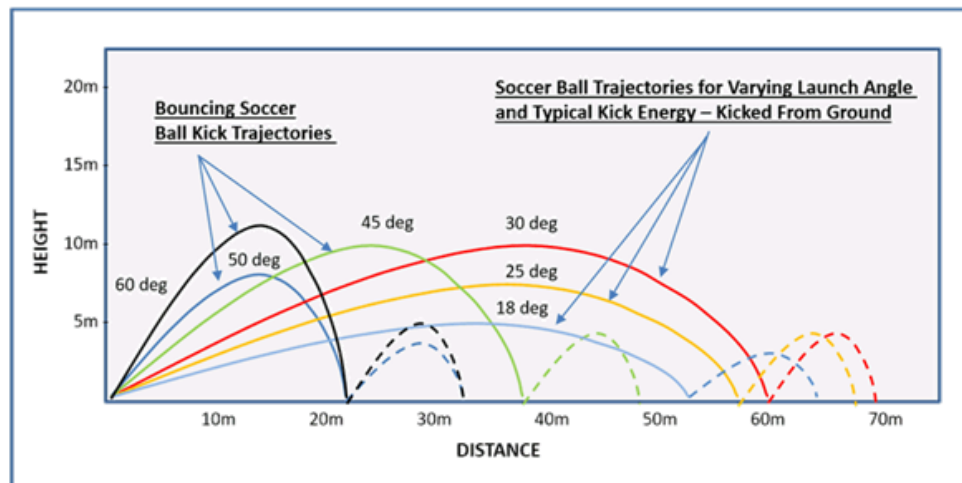




Fig 4. Soccer Ball Trajectories at Constant Typical Kick Energy

#### 4.2 Soccer Ball Kicked While Bouncing

A bouncing soccer ball provides direct access of a players boot under the ball and will permit higher ball trajectories than from the ground. A strong intentional high kick such as that made by a goal keeper, can generate ball speeds of up to 45 m/sec and result in a soccer ball reaching a height of 17m despite the forces of drag and gravity. As an indicator, AFL goal posts are 15m high and are regularly exceeded by set goal kicks in that game. Such a kick made intentionally by a soccer player from within an attacking half

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would be rare since unlike Australian Rules, it would make no tactical sense. More likely it would result from a missed kick intended to be low and hard but where the players boot struck the ball below the centre of gravity sending it upwards. Because the ball travels at an angle to the boot direction, the ball speed would be significantly less than an intended high kick and would not achieve the same height, but probably in the order of 10 to 12 metres.

#### **4.3 Soccer Ball Rebounding from Cross-Bar**

A soccer player kicking for goal and attempting to evade the goal keeper will tend to either kick the ball close to the ground or just below the goal cross-bar where it could be out of reach. Since the cross-bar is close to a goal shooting target, it is not unusual for it to be hit by a fast flat trajectory ball strike. Such a kick if made from within the penalty box area will have little time to slow to the critical speed where drag increases and may still be travelling at 30-35 m/sec. Despite rebound energy losses, such a ball could be deflected sharply upward of the cross-bar and reach a height of 12 m. Any rebound angle towards the barrier of between 60 and 80 degrees to the horizontal will risk clearing a 12m high fence. Flatter than 60 and the ball will hit the barrier fence. If steeper than 80 degrees, it will fall between the goal line and the barrier.

It is important to note that given the approximate 22m distance between the barrier and the road reserve and the near vertical trajectory of a rebound ball, it is unlikely that such a ball clearing a 12m high fence would have sufficient horizontal velocity to bounce onto the road reserve, particularly if that boundary zone is landscaped as part of the project and opportunities for high bounce or deflection are reduced.



#### **4.4 Soccer Ball Headed by Player near Goals**

The prospect of a ball being headed over the existing barrier fence, is highly unlikely if not impossible. Given the high deflection angle the rebound energy losses on such an unfixed object, the velocity required would be over 50 m/sec which is virtually unprecedented. Such an act and with the resulting impact energy absorption, would probably render the participant unconscious.

#### **4.5 Soccer Pitch Dimensions and Kicking Locations**

The two soccer pitches at Cross Keys Reserve are each 100m in length and 58m wide. They are aligned north / south with the northern goals proposed to be 3m from a high barrier fence of undetermined design, which is separated by a 22m wide strip of partially wooded and landscaped land before a proposed low boundary fence along the road reserve is reached. There is a gap of approximately 10m between the two pitches that provides a location for a cricket pitch which also runs in a north / south direction.

Penalty kicks are taken off the ground from the penalty spot, 11 m out from the goal and directly in front. From this position, a ball would have to rise at an angle of 30 degrees to just clear an 8 m high barrier fence. A kick rising at 35 degrees would strike a point on the proposed barrier approximately 9m above the ground. Such a kick would obviously be unintentional but possible. In order for such a kick to be contained the fence would need to be approximately 12 m high resulting from maximum a rise angle of 40 degrees.

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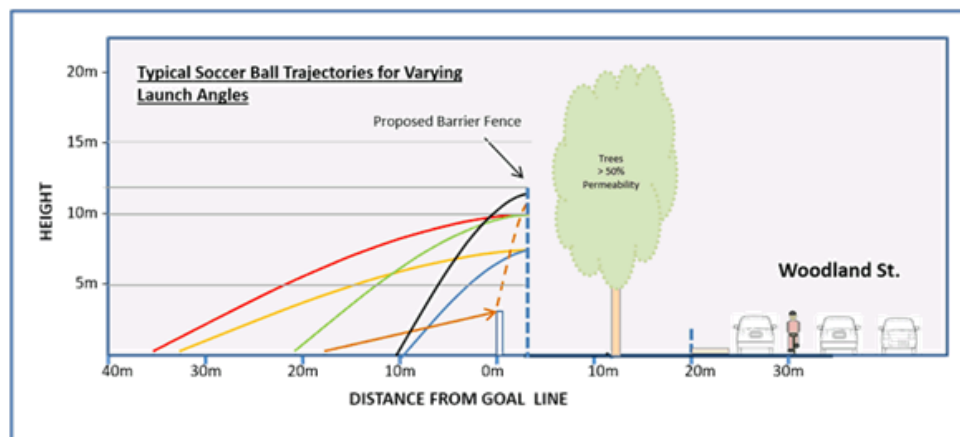


Fig 5. Effect of Barrier Fence on Ball Trajectories. (Not to Scale)

A free kick from a location just outside the penalty box or arc is more common and problematic. For such a kick the rise angle to the top of an 10m high fence is just 30 degrees and is within the possible clearance trajectory if miss-kicked (green line in fig 5). Such a ball trajectory without any further obstruction would land just outside the kerb line of Woodland St and bounce into passing traffic if present. From such a free kick position, a soccer player would be aiming for a lifted kick to clear a wall of defending opposition players, however, in such a circumstance, the kicker will be attempting to kick the ball at a much slower speed and with top and side spin in order for it to slow below the critical 25 m/sec after clearing the defenders and causing it to curve or dip sharply due to its Magnus effect before reaching and hopefully evading the goal keeper. If kicked at this lower speed, a miss-kicked ball will only just reach the top of an 8 m high barrier fence, irrespective of angle of rise. Such free kicks typically occur 4 or 5 times at each end of the pitch during a match, but obviously far more frequently during kicking practice.

In terms of the lateral extent of a barrier along the goal line, it is the corner kick which presents the most significant influence. Such kicks are generally directed to a point within or near the goal square and are intended to provide an opportunity for attacking players to rise up and head the ball into the goal. Corner kicks can occur quite frequently during games and are often practiced outside of game time. Frequently the kicker will curve the ball from the corner towards the goal and on rare occasions will kick a goal directly with no other player contact. In terms of the barrier fence risk, the ball is often kicked too high for players in the goal square to head. In such cases and provided that sufficient curve is imparted by the kicker, the ball could fly over the goal line at moderate height beyond the goal and bounce toward Woodland St. To protect against this possibility there is a need for the barrier to extend along the goal line to a point at least aligned with the side line of the pitch. While it is unlikely that such a ball trajectory would be as high as others discussed above, there would seem little to be gained by reducing the barrier height in this zone.

The layout and dimensions of two standard soccer pitch relative to Woodland St is shown in Fig. 6



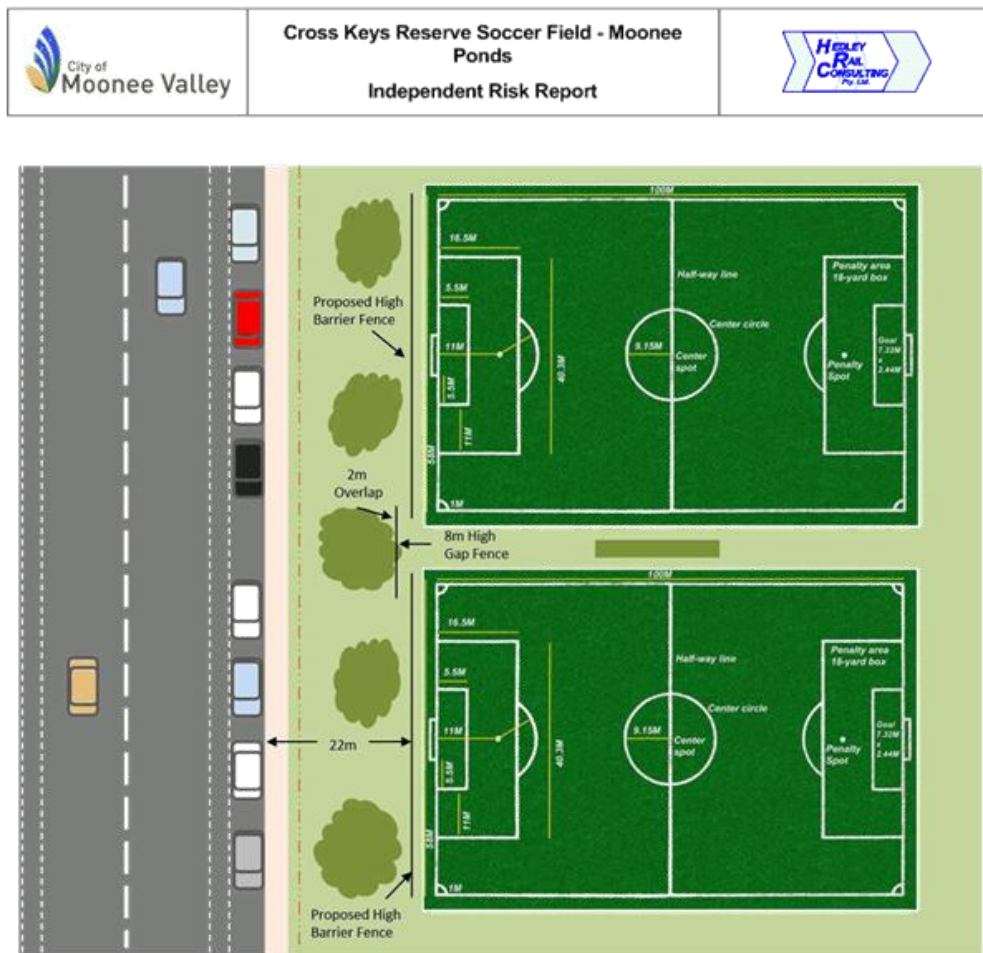




Fig 6. Proposed Cross Keys Reserve Soccer Pitches

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## 5.0 RISK ASSESSMENT

### 5.1 Identification of Risks

Council's decision regarding the extent and need for a soccer ball barrier fence between Cross Keys reserve and Woodland St will be influenced by the costs and risks involved. Since many of the common risks associated with playing field activities such as minor injuries to players and bystanders are already generally accepted by council, clearly the additional risks for this site relate to soccer balls escaping the field and entering the road reserve. This risk and the associated consequences are influenced by the following environmental factors:



#### Environmental factors.

- The 2 planned full sized soccer pitches at Cross Keys reserve face north / south, with the northern goals backing onto Woodland St and approximately 25m from the southern kerb line. (Fig 6)
- There is a row of well-established eucalypt trees approximately mid-way between the goal posts and ranging in height from 15 to 20m. The spacing of these trees is irregular with gaps of up to 20m (see photo). The tree canopy provides a partial barrier against soccer balls flying over the fence and this varies with height.



Fig 7 50m wide view from soccer pitch looking north toward Woodlands St. Tree canopy provides limited effectiveness as a soccer ball barrier. Numbers represent ball penetration probability as a percentage.

- Woodland St adjacent to the proposed soccer pitches consists of two traffic lanes plus a bicycle lane and parking on either side.
- Traffic studies conducted in 2013 indicate vehicle frequencies in the order of 150 – 300 per hour in each direction during PM peak on weekdays which would coincide with possible school game and

	<b>Cross Keys Reserve Soccer Field - Moonee Ponds</b> <b>Independent Risk Report</b>	
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practice kicking times. This equates to a vehicle in either direction each 5 to 10 seconds. During weekends traffic rates are lower but less time of day dependent, with rates of between 100 and 150 vehicles per hour in each direction during likely soccer game hours. This equates to a vehicle in either direction each 10 to 15 seconds. No information was provided for bicycle traffic frequency.

- Woodland street adjacent to Cross Keys reserve has a 40kph speed limit. The average recorded road traffic speed was approximately 45kph with a small number approaching 60kph.
- There is a well formed and delineated bicycle lane on each side of Woodland St between the kerbside car parking zone and the road traffic lanes. As normal, bicycle traffic flows in the same direction as the adjacent road traffic so cyclists may hear but not see road traffic approaching from behind.
- A car parking study for Woodland St in the vicinity of the Cross Keys reserve indicated a normal occupancy rate of less than 50% however those measurements did not coincide with soccer matches.

## 5.2 Safety Consequences (Severity)



Sporting fields share a common safety hazard of spectators and other persons not directly involved in a game being struck by a variety of balls. Councils are well aware of this hazard and generally accept the risk based on being able to obtain insurance cover. High level protecting barriers are not generally applied unless there is a specific high risk hazard such as behind a baseball catcher or around a discus or shot put throwing position.

Balls escaping from the soccer pitches and entering the Woodland St reserve however represent a different situation due to potential impact on traffic and the potential for a high energy secondary accident. A soccer ball with a high trajectory clearing an inadequate barrier fence and/or trees and landing within the road reserve could result in a number of serious outcomes:

- a) A ball landing on or immediately in front of a vehicle driver could startle the driver and cause a collision with on-coming or parked vehicles or cyclists;
- b) A ball landing on or ricocheting onto a vehicle windscreen could cause it to shatter with a subsequent collision due to loss of driver visibility;
- c) A ball striking a cyclist could cause them to swerve or fall into the path of a following vehicle which is unable to stop in time;
- d) A ball ricocheting off a moving vehicle would increase in energy and could cause injury to pedestrians or cyclists.
- e) Persons chasing stray soccer balls could be struck by passing bicycles or vehicles as they emerge from between parked cars and enter the road reserve.

Any of these scenarios could result in serious injury or fatality, or significant property damage.



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### 5.3 Likelihoods

Total risk is a combination of consequence and likelihood of occurrence. Since the focus of this study is the erection of a high level barrier fence, it is appropriate to establish the relative probabilities of the types of incidents described in 5.2 occurring with no barrier compared to a variety of different height barriers.

Some assumed likelihoods will remain constant for different barrier scenarios such as total number of elevated ball trajectories per week or motor vehicle passing frequency. Others such as the permeability of the exposed tree canopy and probability of ball escape vary with height of the barrier. However, in absolute terms the risk will depend on a number of assumptions such as the frequency of soccer matches on the reserve and the growth in traffic numbers.

#### Assumptions

- For the purpose of this study it is assumed that both pitches are in use for games for a total maximum of 18 hours per week and only during daylight hours.
- Passing road and bicycle traffic remain constant at most recently recorded frequency.
- A game lasts for 90 minutes with an average of 12 kicks at each goal per game including penalty attempts. 3/4 of these kicks will be high or wide of the goals or both.
- One in 10 kicks at goal is miss-hit and could fly high.
- Half of all miss-hit kicks are from bouncing balls and not from the ground.
- Since the existing trees are mature, the average soccer ball permeability will vary little over time.
- Vehicles travelling at 45kph will pass through an assumed 20m ball danger space in approx. 1.5 seconds, with assumed vehicle frequency of 1 every 15 seconds in each direction.
- At 45kph the average stopping distance for a car is approximately 22m.
- The likely frequency of 2 vehicles passing each other from opposite directions within a particular 20m long danger zone is once every 6.1 hours.



### 5.4 Risk Levels

#### Scenario 1. No High Barrier Fence

##### Result (Event Frequency Daily, Accident Frequency 2 Monthly)

For the situation where no barrier fence is provided apart from a waist high fence at the reserve boundary, it will be assumed that at least 6 balls per hour will pass the goals or one every 10 minutes. Most of these will be within the 2.4m height of the goals so roughly half will be candidate balls to clear the low boundary fence. At low heights there is less tree foliage to stop a ball than at greater heights however there will be more shrubs, so a permeability of 50% is assumed unless more advance shrubs are planted as part of the redevelopment.

Assuming that some of the candidate balls of sufficient height also clear or pass between parked cars, there should be a reasonable probability that during game and practice hours, one ball will enter the bicycle or

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motor traffic lanes and pose a risk to traffic every 60 minutes. Given that motor vehicles pass at an average frequency of one every fifteen seconds in each direction during game times and clearance time of any 20m road section is 1.5 seconds, exposure to an accident causing event is approximately once per week. High ball trajectories of the kind which would be stopped by a high barrier fence were it present, would probably double this exposure to 2 per week.

It must be recognised that the entry of a ball onto the road reserve coinciding with a car or bicycle passing in either direction through that 20m braking distance space is much lower at approximately once every 2 weeks. Coincidence with 2 cars passing in opposite directions at the same point and creating the opportunity for a moving vehicle collision is much less frequent again at approximately once every 60 days.

With one ball escaping the reserve and onto the roadway every hour, that creates an opportunity for vehicle pedestrian collisions which would otherwise not occur, particularly for children who may be more focussed on the ball than approaching traffic, particularly towards the east where the road is curved and visibility restricted. Signage may assist to reduce such a risk.

#### **Scenario 2. 10m High Barrier Fence**

**Result** (Event Frequency 6 Monthly, Accident Frequency 5 Yearly)



Any continuous barrier fence of at least 3.4m height (1m above goal height) which reaches down to ground level will stop all low and bouncing balls from reaching the road reserve. These represent the majority of stray balls considered in scenario 1 above and would be effective in significantly reducing the probability of stray ball down one per year. The obvious question then is how high should it be to reduce the probability to an acceptable level and how is that acceptable level decided. These decisions are generally made either on a cost / benefit or insurable risk, or on the basis of public acceptance. Public risk acceptance varies significantly depending on whether the person at risk has some control over the risk event (e.g. exceeding speed limit), or not (e.g. risk as an aeroplane passenger). For the motor vehicle collision accidents considered here, the public would consider the sudden appearance of a bouncing ball causing an accident to be out of their control so public risk tolerance is likely to be low.

As a first scenario and based on the typical soccer ball trajectories during a game or practice, an assessment is made of the likelihood of balls flying or rebounding over a 10m high barrier fence is considered. 10m is near the upper boundary height for both a ball kicked from the ground or from a bouncing ball for normal play. Although there will be a number of exceptions for miss-kicked bouncing balls and hard kicks rebounding from the goal cross bar, 98% of ball trajectories will be stopped by such a fence. Given the event probabilities and road vehicle exposure probabilities, this represents a likely accident return period in the order of every 5 years. It must be considered that such a vehicle accident could conceivably be a fatal collision between vehicles.

In addition, barrier fences of 10m or above would almost eliminate the risk of accidents involving pedestrians retrieving stray balls from the road reserve.

#### **Scenario 3. 12m High Barrier Fence**

**Result** (Event Frequency 2 Yearly, Accident Frequency 10 Yearly)

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The next scenario considers the likelihood of balls flying or rebounding over a 12m high barrier fence. 12m is the upper height limit for both a ball miss-kicked strongly while bouncing in normal play and hard kicks rebounding from the goal cross bar. 99% of ball trajectories will be stopped by such a fence. Given the event probabilities and road vehicle exposure probabilities, this will double the accident return period to approximately one every 10 years.

#### **Scenario 4. 15m High Barrier Fence**

**Result** (Event Frequency 4 Yearly, Accident Frequency 20 Yearly)



Scenario 4 considers a 15m high barrier fence. For scale, 15m is the height of an AFL goal post which for a soccer ball is highly unlikely to be reached during any soccer game or practice unless in an intentional attempt and then only by skilled and trained person. With this one exception, a review of soccer ball aerodynamics and potential trajectories show that 100% of trajectories will be stopped by a 15m high fence. It is believed therefore that subject to effective maintenance of a 15m barrier fence, an accident return period in excess of one every 20 years can be expected.

#### **Scenario 5. 20m High Barrier Fence**

**Result** (Risk Events Eliminated, Accident Frequency Never)

As a final scenario and as a barrier against an intentional attempt to kick a soccer ball over the fence a 20m barrier is considered. It provides some comfort that the 20m barrier fence built by MVCC at Quinn Reserve East Keilor has resisted such attempts. In addition, a soccer ball trajectory able to scale a 15m high barrier would need to be so near vertical that it would be likely to land in the landscaped space between the barrier and the Woodland St boundary. It is believed therefore that such a barrier would represent an unnecessary investment and environment impact for the additional risk reduction achieved.





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## 6.0 RECOMMENDATIONS

The following recommendations are made as a result of this study:

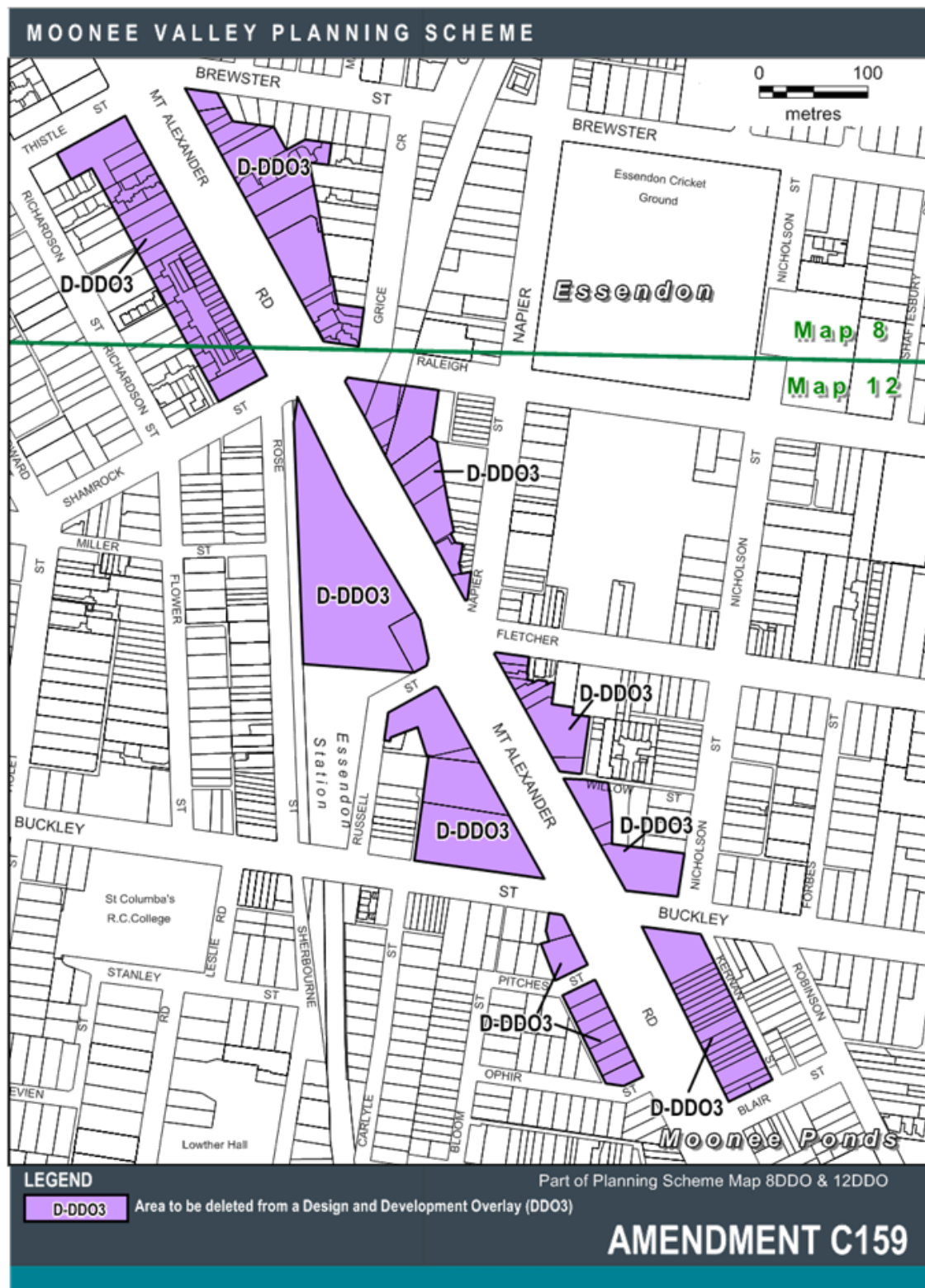
1. That the option to provide only a low level fence on the reserve boundary adjacent to the proposed soccer pitches represents an unacceptable risk of serious motor vehicle and bicycle accidents resulting from stray soccer balls entering the Woodland St road reserve.
2. That a barrier fence of 15m height extending for the full width of each soccer pitch northern goal line be considered by council as the best value option delivering an accident return period in excess of 20 years. Stray ball access through the gap provided for access purposes between these two fences should be protected with a barrier of at least 8m height and staggered 2m to the north of the main barrier alignment. That fence should overlap the ends of the main barriers by at least 2m.
3. MVCC consider the planting of additional tall trees and low level vegetation in the space between the barrier fence and Woodland St. as both a means of controlling bounce of intentionally kicked soccer balls and as a means of reducing the visual impact of the barrier to passing motorists and northern residents.
4. The proposed low level fence adjacent to the road reserve and either side of the soccer pitches is required to control escape of soccer balls kicked across the sidelines. It also provides additional protection against the escape of stray cricket balls

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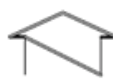
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3. R D Mehta 1985 Aerodynamics of sports balls - Ann. Rev. Fluid Mech.
4. NASA Glenn Educational Programs – Soccer ball trajectory simulation.
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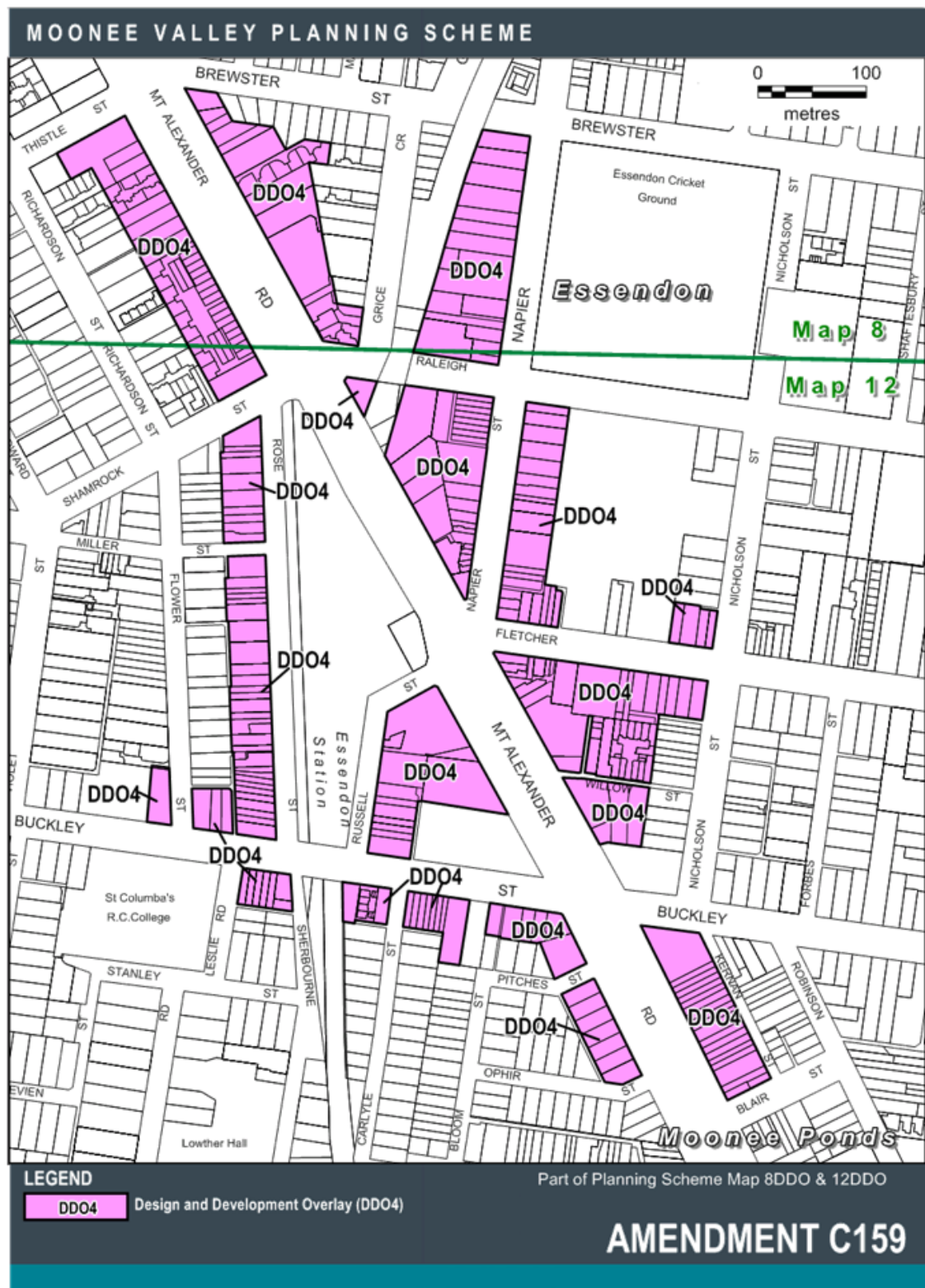


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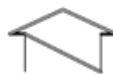


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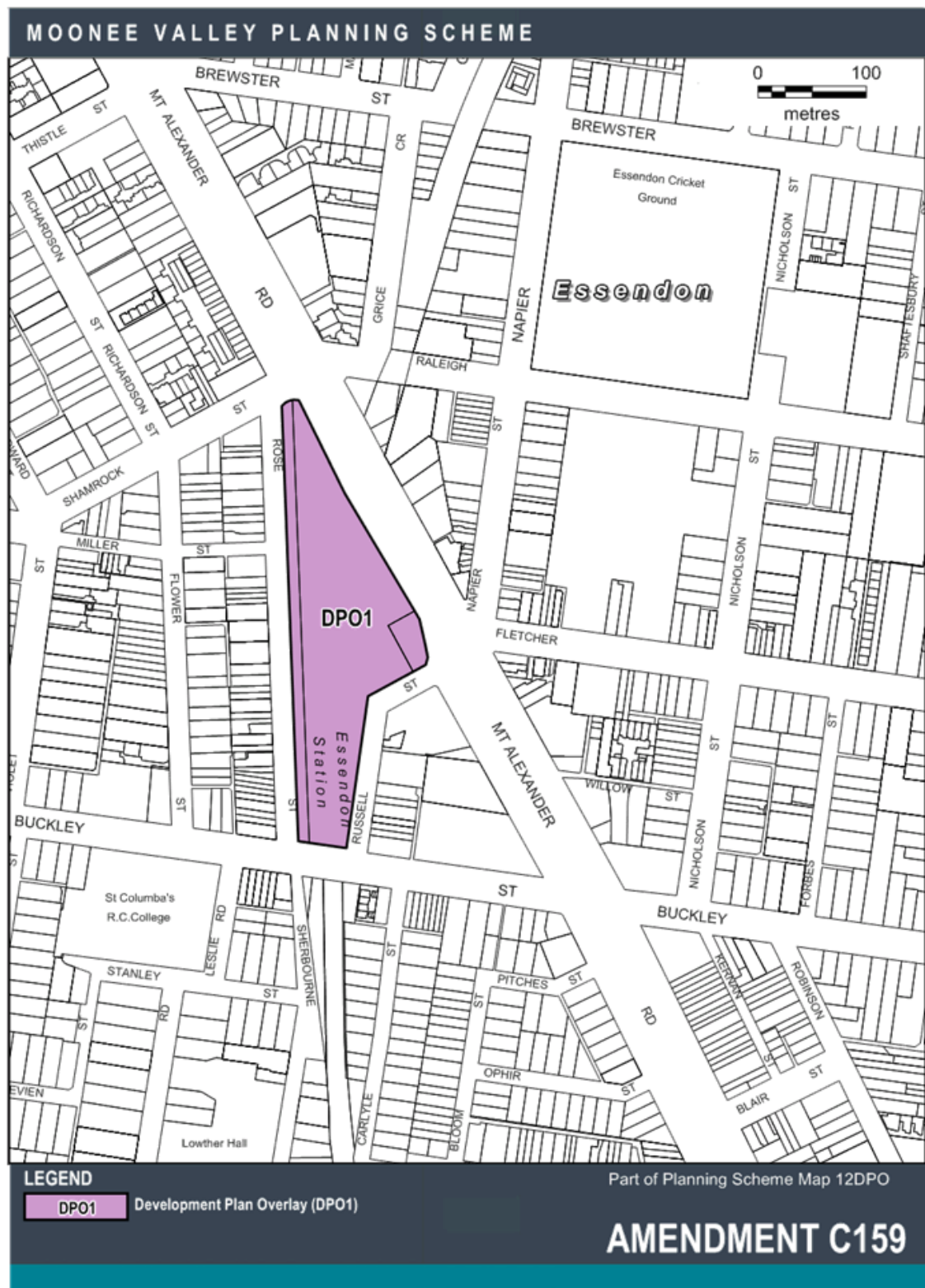


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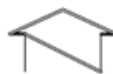


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003

MOONEE VALLEY PLANNING SCHEME

**21.07 ACTIVITY CENTRES**

21.07-1  
30/03/2015  
C100

Moonee Valley has six activity centres identified in Plan Melbourne, as well as a number of neighbourhood activity centres. Each has its own role and function. This clause focuses on the implementation of the respective structure plan for each activity centre identified in *Plan Melbourne*.

**21.07-1 Moonee Ponds Activity Centre**

The central hub of Moonee Ponds functions as a regional retail centre and the major centre for professional and financial services in Melbourne's northwest region. Its proximity to key tourism venues, good public transport and a community with a high level of disposable income are significant competitive advantages.

**Vision**

- To develop the area into one of the region's most vibrant, pedestrian-centric, culturally diverse and historic areas.

**Strategy**

- Ensure that any proposed use or development within the Moonee Ponds Activity Centre is generally consistent with the *Moonee Ponds Activity Centre Structure Plan 2010*.

**Policy Guidelines (Exercise of discretion)**

- Ensure that development achieves a compact urban form that consolidates land use so as not to underutilise land for its intended purpose and proposed intensity.
- To reinforce the Moonee Ponds Activity Centre's local and regional role in providing a diverse and comprehensive range of community and cultural services.
- Improve traffic management, car parking facilities and pedestrian networks within and surrounding the centre.
- Discourage the expansion of gambling venues or electronic gaming machines within the centre.
- Continue to support and encourage medium to higher density development in the Moonee Ponds Activity Centre
- Ensure that the scale of new development will not be detrimental to residential areas surrounding the activity centre.
- Encourage increased housing densities that provide a range of densities and housing types as provided for in the Activity Centre Zone.





MOONEE VALLEY PLANNING SCHEME

**21.07-2**  
05/03/2015  
C134

**Airport West Activity Centre**

Airport West is a triangular-shaped suburb with significant transport infrastructure along its borders. The centre comprises of a mix of retail, commercial, industrial and residential development. It is anchored by the Westfield Shopping Centre and Skyways Tavern to the north, which form the retail core.

**Vision**

- To develop the centre into a vibrant, attractive, safe and sustainable activity hub which strengthens the identity of Airport West, maintains its varied commercial function and strong employment base, and defines the character of the area through built form and landscape treatments.

**Strategy**

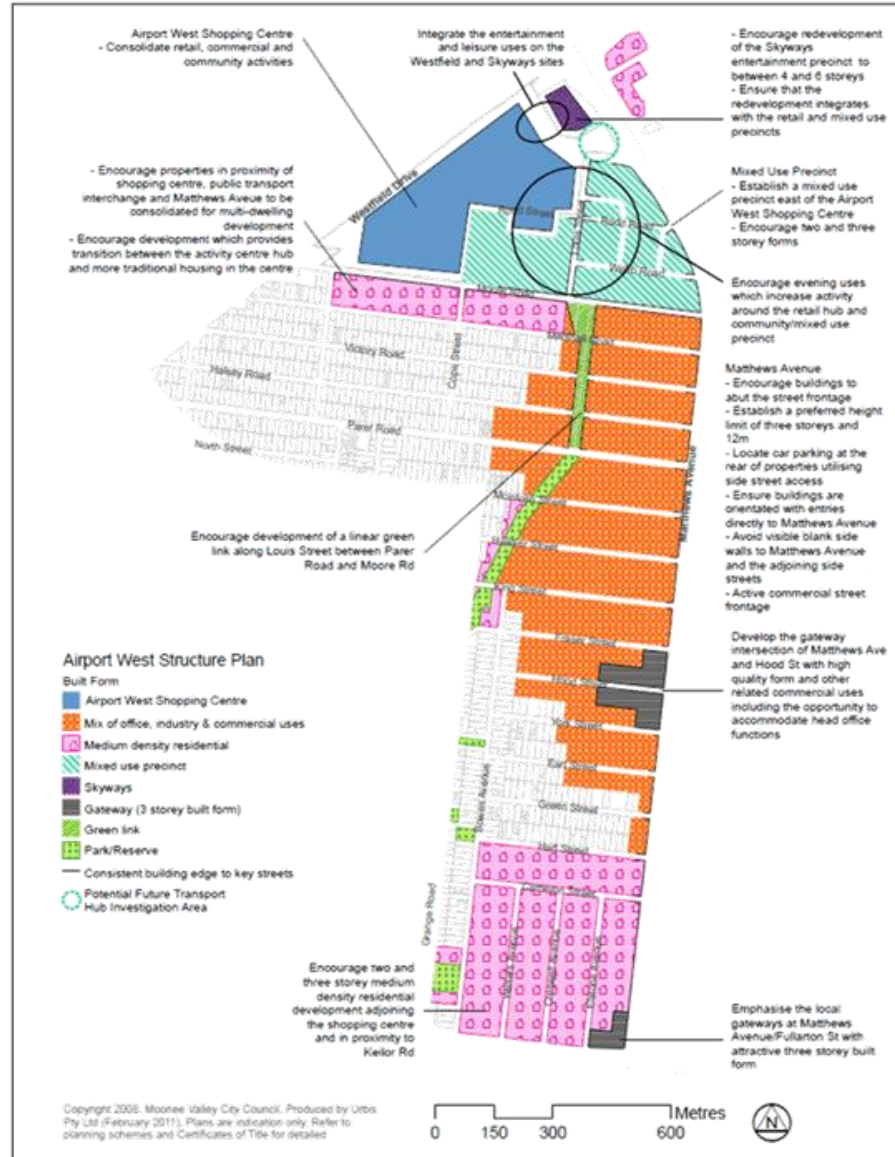
- Ensure that any proposed use or development within the Airport West Activity Centre is generally consistent with the *Airport West Activity Centre Structure Plan 2008*.

**Policy guidelines (Exercise of discretion)**

- Encourage the growth of retail, commercial and commercial activities at the Airport West Shopping Centre and adjacent mixed use precinct.
- Encourage an increase in residential densities and affordable housing opportunities through development near the Airport West Shopping Centre to the north and Keilor Road to the south.
- Encourage appropriate leisure, recreational and entertainment uses near and within the Airport West Shopping Centre.
- Support commercial uses, including an office at the Hood Street and Matthews Avenue gateway where it achieves the desired built form outcome.
- Enhance the image and identity of the centre through changes to the built form.
- Establish an active streetscape to Matthews Avenue by encouraging building which provide articulation and visual interest.
- Facilitate increased building heights which provide opportunities for growth and improvement while still considering any residential amenity impacts.
- Enhance the urban structure of the centre through development that emphasises the precinct gateways, landmark sites and important views.
- Ensure built form integrates with the public realm through active frontages, maintaining solar access, preventing negative wind effects and buildings which have a human scale.
- Encourage all new development to incorporate sustainable building practices and water sensitive urban design.
- Support the development of a public transport interchange to facilitate convenient transfers between public transport services.

MOONEE VALLEY PLANNING SCHEME

Figure 2 - Airport West Structure Plan





MOONEE VALLEY PLANNING SCHEME

21.07-3  
05/03/2015  
C134

### North Essendon Activity Centre

The North Essendon Activity Centre is a linear retail centre, including the commercial core of Mt Alexander Road within the suburb of North Essendon and extending outwards to include a small amount of established residential land on the periphery.

#### Vision

- To develop the centre into a vibrant, safe and sustainable urban village where complementary residential, business, leisure and community land uses and development are co-located to create a strong sense of local identity and gateway to the inner-northern suburbs of Melbourne.

#### Strategy

- Ensure that any proposed use or development within the North Essendon Activity Centre is generally consistent with the *North Essendon Activity Centre Structure Plan 2011*.

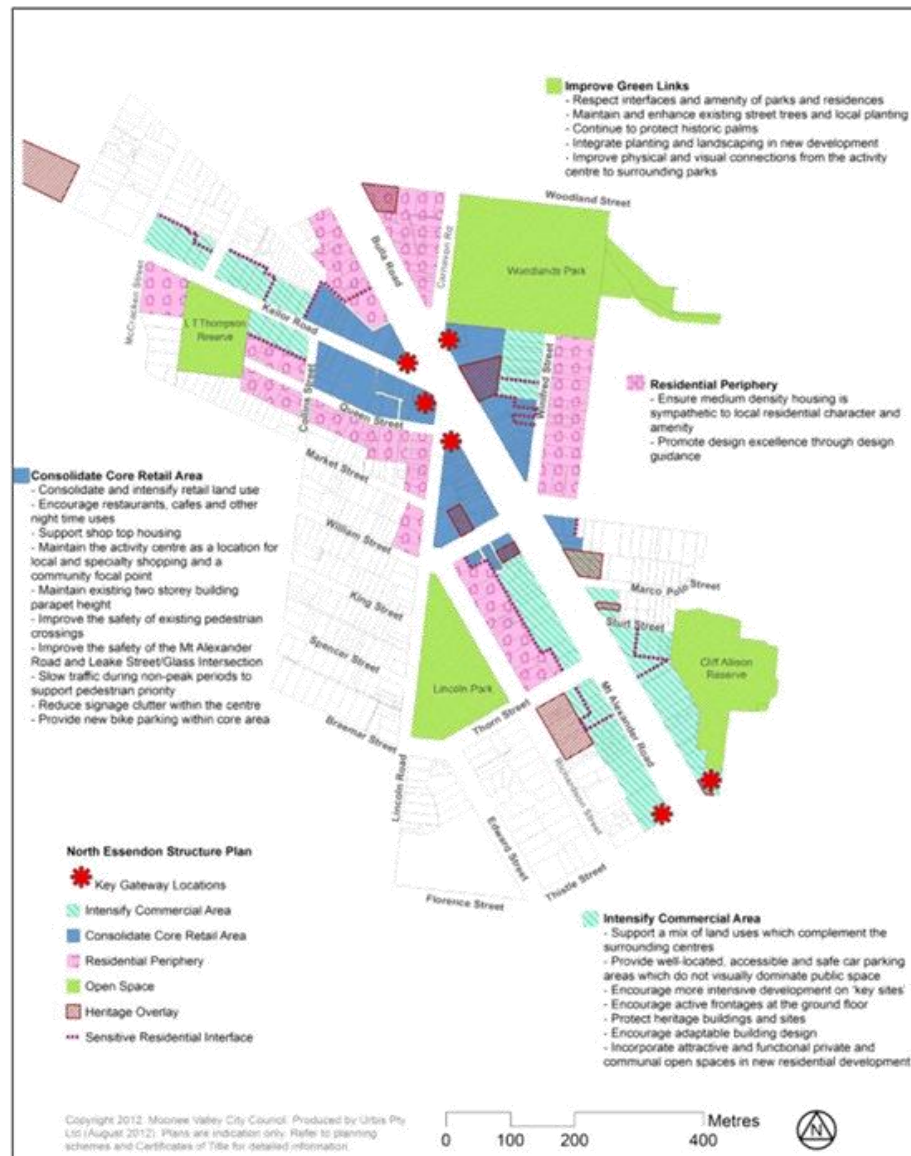
#### Policy guidelines (Exercise of discretion)

- Encourage the establishment of upper level residential uses (shop top housing) within the activity area.
- Encourage all new retail and commercial developments within the activity area to provide active ground floor frontages.
- Provide well-located, accessible and safe car parking areas which do not visually dominate the public realm.
- Enhance the core retail area as a community focal point of the activity centre and maintain it as a location for local and specialty shopping.
- Encourage stronger 'green' connections from the activity centre to existing, substantial open spaces surrounding the activity area.
- Encourage residential densities around the centre which are respectful of neighbourhood character and amenity.
- Ensure new development provides a sensitive and appropriate interface to adjoining streetscapes, parkland (where relevant), buildings and established residential areas.
- Ensure new development at gateway locations and key sites acts as a focal point through high quality architecture and the use of appropriate building detailing, material differentiation, or height, as appropriate to the context.
- Reduce pedestrian, vehicular and cyclist conflicts through the centre.
- Reduce vehicular conflict at the Leake St/Glass St and Mt Alexander Road intersection.
- Improve the safety of the Mt Alexander Road/Lincoln Road/Keilor Road intersection for all road users.
- Improve public transport movement and facilities within the activity centre.
- Improve the safety of existing pedestrian crossings within the activity centre.
- Provide improved bicycle amenities throughout the activity centre; including bicycle parking, and storage areas.
- Improve on and off-road bicycle facilities to better link to key destinations and public transport nodes.

MOONEE VALLEY PLANNING SCHEME

- Mitigate the impact of any new development proposals on access to and the operation of public transport, walking and cycling by encouraging an Integrated Transport Plan to be provided with any new applications.

Figure 3 - North Essendon Structure Plan



MOONEE VALLEY PLANNING SCHEME

**21.07-4**  
05/03/2015  
C134

**Keilor Road Activity Centre**

The Keilor Road Activity Centre encompasses land around the core commercial area of Niddrie, and North Essendon to the east. The centre is a predominantly linear strip that extends outwards to include a small amount of established residential land on the periphery.

**Vision**

- To develop the centre into a vibrant, attractive, safe and sustainable centre that offers places to live, work and relax, which attracts visitors, business, services and investment from within the City of Moonee Valley and beyond.

**Strategy**

- Ensure that any proposed use or development within the Keilor Road Activity Centre is generally consistent with the *Keilor Road Activity Centre Structure Plan 2011*.

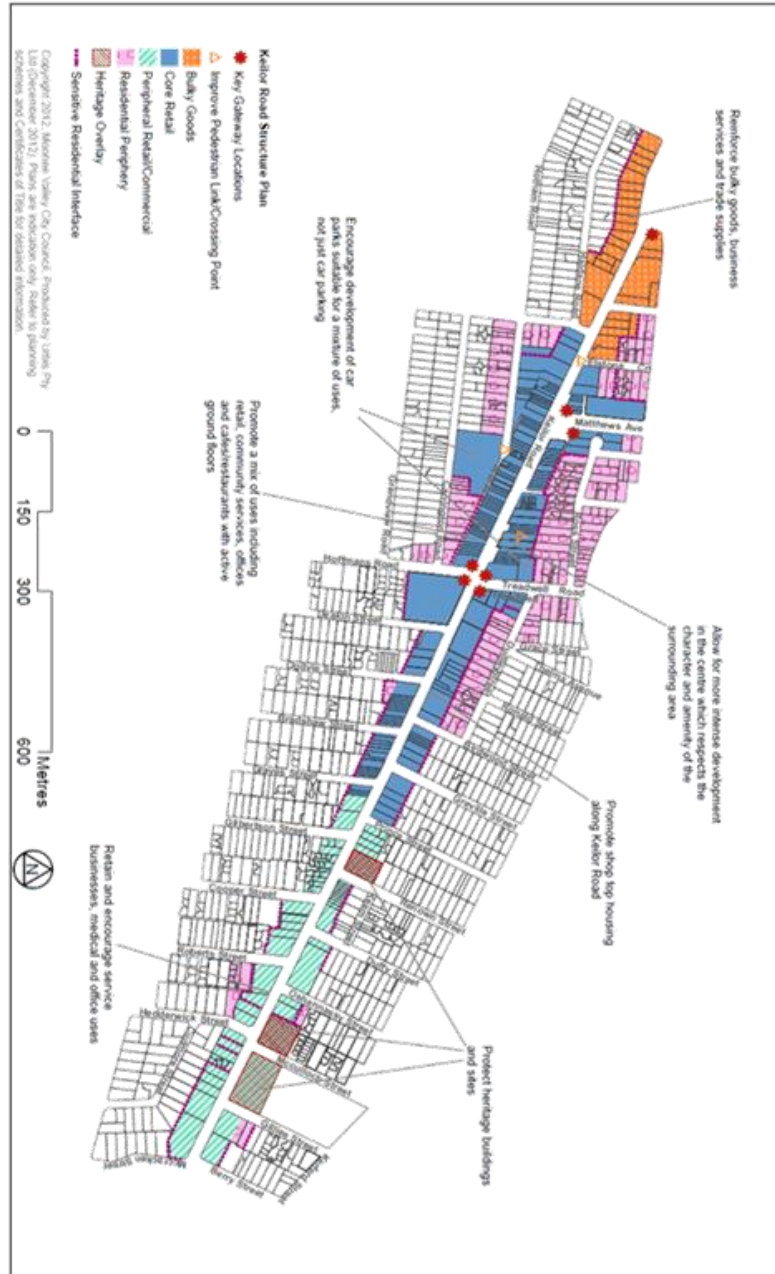
**Policy guidelines (Exercise of discretion)**

- Accommodate a mixture of land uses to maximise opportunities for local employment, day and night time activity and active ground floor frontages.
- Provide new and improved pedestrian links within and through the centre.
- Encourage an increased density of development in the activity area which is respectful of the transition to residential streets adjoining the activity area.
- Encourage residential and office uses in upper levels of buildings with retail uses on the ground floor in properties fronting Keilor Road.
- Provide a consistent public domain treatment and landscaping theme for Keilor Road.
- Provide a diversity of housing sizes.
- Improve on and off-road bicycle facilities to provide better linkages to public transport and key destinations.
- Provide improved bicycle amenities throughout the activity centre; including bicycle parking, and storage areas.
- Provide well-located, accessible and safe car parking areas which do not visually dominate the public realm.
- Encourage the development of underground car parking areas where practical.
- Enhance the streetscape and provide a safe, accessible and high quality environment for pedestrians.
- Improve the movement of trams and buses through the intersection of Keilor Road and Matthews Avenue.
- Provide new and improved pedestrian links that better connect and assist safe access into and through the activity centre.
- Mitigate the impact of any new development proposals on access to and the operation of public transport, walking and cycling by encouraging an Integrated Transport Plan to be provided with any new applications.
- Support the development of a public transport interchange to facilitate convenient transfers between public transport services.



MOONEE VALLEY PLANNING SCHEME

Figure 4 - Keilor Road Structure Plan



MOONEE VALLEY PLANNING SCHEME

**21.07-5 Essendon Junction Activity Centre**

21.07-5  
C-

The Essendon Junction Activity Centre consists of primarily commercial land use surrounding the Essendon Train Station. It is well-located in terms of public transport access, with 11 bus routes, a tram line and a train line servicing the centre. There are also a number of institutions located in the area, including Windy Hill, Essendon Primary School, Penleigh and Essendon Grammar School, St Columba's College and several religious institutions.

**Vision**

- To develop the centre in to a great place to live and work and a vibrant destination to visit, with attractive streetscapes and a seamless transport interchange. This also includes developing the junction into the cultural and entertainment heart of Essendon, offering an integrated network of streets with innovative developments complementing the existing heritage.

**Strategy**

- Ensure that any proposed use or development within the Essendon Junction Activity Centre is generally consistent with the *Essendon Junction Activity Centre Structure Plan 2015*.

**Policy guidelines (Exercise of discretion)**

- Encourage the provision of retail services, including the establishment of Russell Street as the retail core of the centre.
- Encourage secondary retail and entertainment uses along Rose, Napier and Fletcher Streets and Mt Alexander Road.
- For properties within a commercial zone fronting Rose Street, Buckley Street and Fletcher Street, encourage retail and entertainment uses at ground floor level with offices and dwellings above.
- For properties fronting Russell Street, encourage retail uses at ground floor level.
- For properties fronting Mt Alexander Road, encourage mixed use developments which complement the retail role of Russell Street and the retail and entertainment roles of Napier and Fletcher Streets.
- Encourage the further development of the medical precinct that has established around the intersection of Raleigh and Napier Streets.
- For properties fronting Mt Alexander Road, encourage mixed use developments which complement the retail role of Russell Street and the retail and entertainment roles of Napier and Fletcher Streets.
- For the properties located at 51-53 Brewster Street and 99-11 Napier Street, encourage the development of this land and consolidation of the existing carparks into the Windy Hill Facility.
- For properties within a residential zone and fronting Napier Street, Mt Alexander Road or Buckley Street, encourage the continuation of residential uses as well as other complementary uses, such as medical centres or convenience shops.
- For all other properties within a residential zone, encourage the continuation of existing residential uses.
- Encourage the provision of a full-line supermarket within the centre (preferably within the commercial core) as a catalyst for further economic growth.

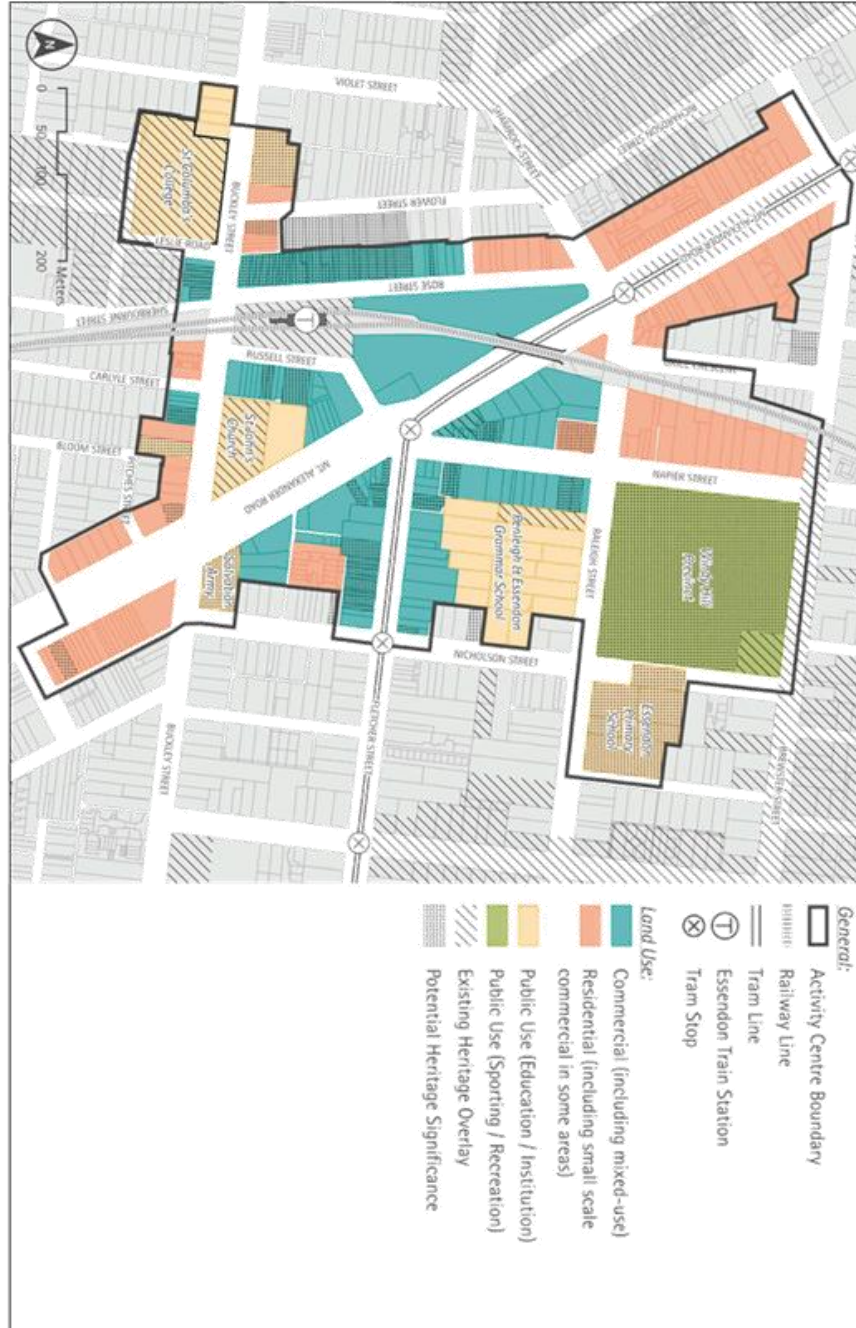
MOONEE VALLEY PLANNING SCHEME

- Encourage the incorporation of professional office uses within new developments.
- Encourage the redevelopment of underutilised properties within the centre, including the significant VicTrack landholdings.
- Within the commercial areas of the centre, encourage the incorporation of residential uses within mixed-use developments.
- Encourage taller building forms to occur in the central areas of the activity centre, providing a transition to the existing lower density character of the surrounding residential areas on the periphery of the centre.
- Encourage building forms within the activity centre to provide consistent street walls, in accordance with the relevant setbacks specified within Schedule 4 to the Design and Development Overlay.
- Encourage a mixture of modern and attractive architectural forms which blend with the built form of existing heritage structures.
- Provide new public open spaces within the centre on available sites, in line with the recommendations of Council's Open Space Strategy.
- Increase street tree/vegetation planting across the centre.
- Enhance the character of the centre through urban design and public art initiatives which are unique and encourage people to spend more time in the centre.
- Encourage the availability of 'ancillary open space', such as partnering with local schools to make some of their grounds open to the general public outside of school hours.
- Create a community focal point and build a sense of place.
- Encourage the provision of new community facilities within significant developments on large sites, where practical.
- For properties within a commercial zone, encourage the reinstatement of rear laneways for primary vehicle access.



MOONEE VALLEY PLANNING SCHEME

Figure 5 – Essendon Junction Structure Plan



MOONEE VALLEY PLANNING SCHEME

**21.07-6 Other Centres**

05/03/2015  
C134

**Union Road and Racecourse Road**

- Both these centres are identified as Activity Centres in Plan Melbourne.

**Neighbourhood Centres**

Neighbourhood Centres, which currently fulfil a commercial and retail role, and which also have the potential to fulfil a residential role include land at:

- Essendon Junction Neighbourhood Activity Centre
- McNamara Avenue, Airport West
- Glass Street near Glenbervie Railway Station
- Napier Street, Strathmore
- Woodland Street and Pascoe Vale Road near Strathmore Railway Station
- Buckley Street near Lincoln Road (Buckley Hollow)
- Military Road
- Milleara Road
- Centreway

Smaller local centres also fulfil a basic convenience role to the local community.

Essendon Junction Activity Centre is identified as an Urban Renewal Precinct in Plan Melbourne and a Structure Plan is currently being developed.

Further work needs to be developed for the remainder of the centres.

**21.07-7 Implementation**

30/03/2015  
C100

- Apply *Commercial 1 Zone* to principal shopping areas.
- Apply *Commercial 2 Zone* to commercial areas on the fringes of activity centres and peripheral sales areas.
- Apply *Design and Development Overlay Schedule 3* where land is located along Mt Alexander Road to ensure future development is in accordance with the design objectives of the Mt Alexander Road Corridor Urban Design Guidelines.
- Apply *Design and Development Overlay Schedule 7* to the Keilor Road Activity Centre to ensure future development is in accordance with the built form objectives.
- Apply *Design and Development Overlay Schedule 10* to the North Essendon Activity Centre to ensure future development is in accordance with built form objectives.
- Apply *Design and Development Overlay* to implement future built form guidelines for Airport West Activity Centre, Neighbourhood Activity Centres and local centres.

**21.07-8 Further Strategic Work**

24/11/2015  
C100

- Prepare Union Road Activity Centre Structure Plan
- Prepare Racecourse Road Activity Centre Structure Plan

MOONEE VALLEY PLANNING SCHEME

- Prepare neighbourhood and local centre structure plans and strategies

**21.07-9**

21.07-9  
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**Reference Documents**

- Airport West Activity Centre Structure Plan 2008
- North Essendon Activity Centre Structure Plan 2011
- North Essendon Activity Centre Built Form Guidelines 2012
- Keilor Road Activity Centre Structure Plan 2011
- Keilor Road Built Form Guidelines 2012
- Moonee Ponds Activity Centre Structure Plan 2010 (updated 5 June 2012)
- Essendon Junction Structure Plan 2015



MOONEE VALLEY PLANNING SCHEME

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#### **SCHEDULE 4 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO4**.

#### **Essendon Junction Activity Centre**

##### **1.0**

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##### **Design objectives**

- To ensure that new developments within the centre provide a positive urban design outcome.
- To encourage taller building forms to occur in the central areas of the activity centre, providing a transition to the existing lower density character of the surrounding residential areas on the periphery of the centre.
- To encourage building forms within the activity centre to provide consistent street walls.
- To ensure that new development preserves the development equity of adjoining sites.
- To encourage a mixture of modern and attractive architectural forms which blend with the built form of existing heritage structures.

##### **2.0**

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##### **Buildings and works**

An application must be accompanied by a statement detailing how the proposed building or works will achieve each of the Design Objectives in this schedule.

No permit is required for any application which does not exceed the preferred maximum building heights and setbacks specified in Tables 1 and 2 of this schedule.

##### **3.0**

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##### **Building Height**

For the purposes of this schedule, the preferred maximum building heights do not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment provided the following criteria are met:

- No more than 50 per cent of the roof area is occupied by the equipment.
- The equipment is located in a position on the roof so as to minimise overshadowing of neighbouring properties and public spaces.
- The equipment does not extend higher than 3.6 metres above the Preferred Building Height as specified in Table 1 of this schedule.
- The equipment is designed and screened to the satisfaction of the responsible authority.

Refer to Map 1 for the location of each Precinct referred to in Table 1.

**Table 1 – Building Heights**

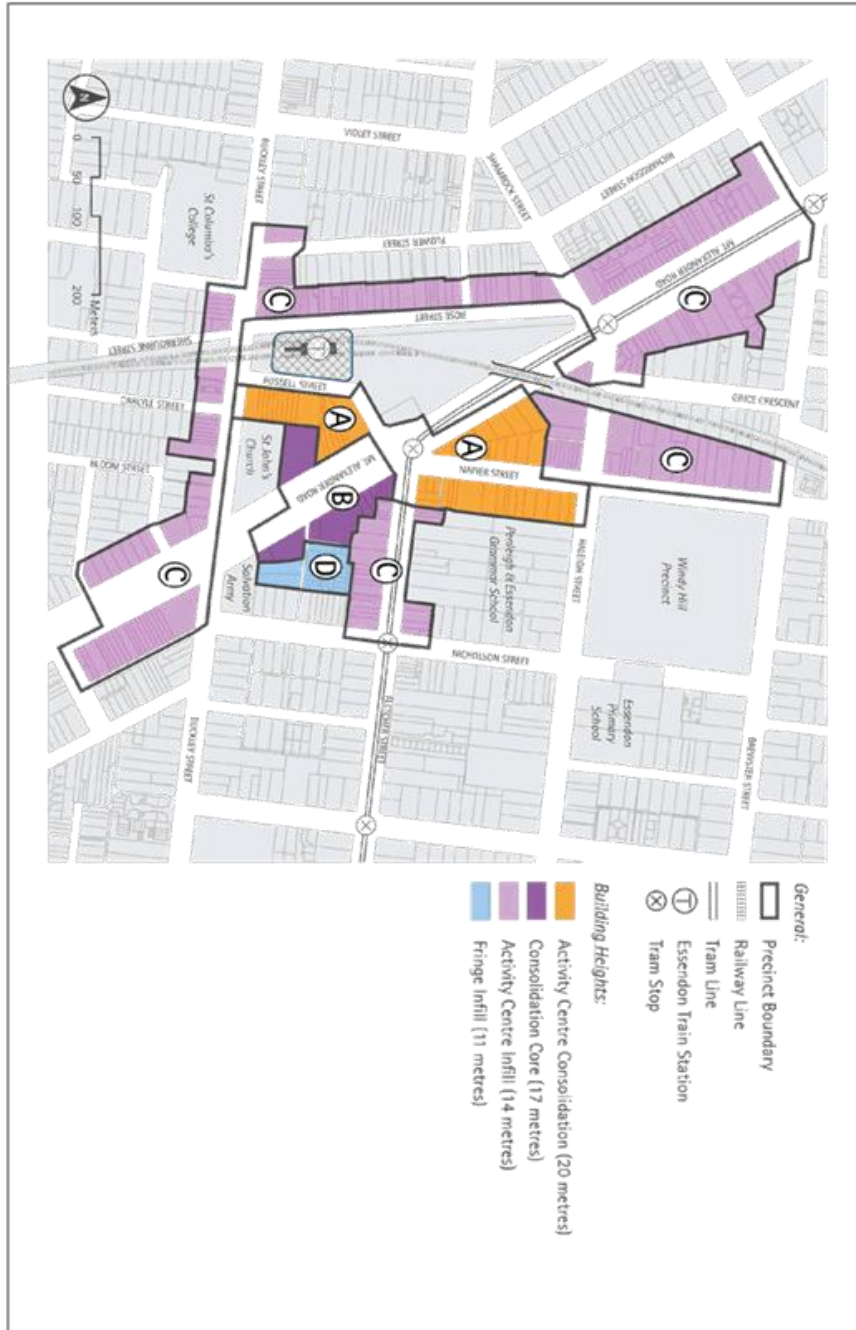
Precinct	Preferred Maximum Building Height (excluding basement)
A	20 metres
B	17 metres
C	14 metres

MOONEE VALLEY PLANNING SCHEME

D	11 metres
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MOONEE VALLEY PLANNING SCHEME

Map 1 – Building Height Precincts





MOONEE VALLEY PLANNING SCHEME

**4.0 Setbacks**

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**Table 2 - Setbacks**

Interface Type	Mandatory Setback	Preferred Setback
Core Interface – properties fronting Mt Alexander Road (south of the railway line and north of Buckley Street), Napier Street (south of Raleigh Street) and Russell Street.	0 metres from the frontage for any built form under 14 metres in height.  5 metres from the frontage for any built form above 14 metres in height.	8 metres from the frontage for any built form above 17 metres in height.
Core Transition Interface – properties fronting Mt Alexander Road (north of the railway line) and Napier Street (north of Raleigh Street)		5 metres from the frontage. This setback area should include appropriate landscaping.
Infill Interface – properties fronting Buckley Street, Rose Street, Grice Crescent, Fletcher Street and Mt Alexander Road (south of Buckley Street).	0 metres from the frontage for any built form under 11 metres in height.  3 metres from the frontage for any built form above 11 metres in height.	Additional built form should not be higher than a 52 degree angle from the centre of the adjacent road.
Laneway Interface – all properties which directly abut a laneway.		4.5 metres from the centre of the adjacent laneway.  Built form above 11 metres in height should be setback from the laneway, with further built form not higher than a 45 degree angle from the corresponding wall along the laneway boundary.
Rear/Sensitive Interface – all properties which directly abut a residential property outside of the activity centre boundary or a school, church or property affected by a heritage overlay.		4.5 metres from the rear property boundary.  Built form above 11 metres in height should not be higher than a 45 degree angle from the corresponding street wall along the rear property boundary.

**5.0 Decision guidelines**

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Before deciding on an application, the responsible authority must consider:

- Whether the built form generally aligns with the preferred building heights and setbacks specified in Tables 1 and 2 of this Schedule.

MOONEE VALLEY PLANNING SCHEME

- For proposed departures from the preferred building heights and setbacks (excluding mandatory setbacks), whether the following outcomes are achieved:
  - A high standard of architectural design.
  - The incorporation of environmentally sustainable design features.
  - Minimal overshadowing of adjoining streets, public spaces and residential properties.
  - Minimal impact on the amenity of adjoining residential precincts.
  - Sensitive interfaces with properties subject to the Heritage Overlay.
  - The retention and successful integration of on-site heritage forms.
  - A design response which does not negatively impact on adjacent heritage forms.
  - A dominant heritage street wall through visually recessive upper level forms.
  - Transitions in scale to lower building forms.
  - New development which is complementary to existing built form within the surrounds.
  - The three-dimensional building envelope which exhibits a close proportional relationship to the width of the street frontage.
  - Clearly distinguished building parts (top and base) through material differentiation, design language or setbacks.
  - The functionality of upper level setbacks to accommodate open spaces or terraces which contribute positively to the public realm.
  - A positive contribution to the overall urban form and definition of the centre's character.
  - Outstanding contribution to the public realm.
- Whether new development furthers the design objectives of this schedule.

**6.0**

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**Reference Documents**

*Essendon Junction Structure Plan 2015*

MOONEE VALLEY PLANNING SCHEME

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## **SCHEDULE 1 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO1**.

### **VICTRACK SITE – ESSENDON JUNCTION**

#### **1.0**

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#### **Requirement before a permit is granted**

A permit may be granted before a Development Plan has been prepared and approved to the satisfaction of the responsible authority for any of the following:

- To construct or display a sign.
- To construct a building or to construct or carry out minor works. This is confined to preliminary or site preparation works prior to commencement of works in conformity with the Development Plan.
- To allow the continued use of the existing car park(s) on the site for those areas not under development.
- To construct a building, construct or carry out minor works or used land for the purposes of a temporary use to activate the site or for a display suite.

#### **2.0**

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#### **Objectives for development plan**

The development plan must achieve the following objectives:

- For land fronting Russell Street, encourage retail uses at ground floor level.
- Encourage community uses within any vacant spaces.
- For land fronting Mt Alexander Road, encourage mixed use developments which complement the retail role of Russell Street and the retail and entertainment roles of Napier and Fletcher Streets.
- For land fronting Rose Street and Buckley Street, encourage retail and entertainment uses with offices and dwellings above ground floor level.
- Ensure that the site design is configured as a precinct of buildings and open space and not as a singular development envelope.
- Ensure that the site layout allows for visual and physical permeability through a careful arrangement of built form, access roads, pedestrian paths, service lanes and possible future open spaces.
- Provide a clear distinction in built form type at the transition between the east and west side of the railway alignment through building heights and contextual response to Rose Street.
- Carefully manage topography across the site to ensure direct connection between open space, external and internal streets (space) and the ground level of buildings.
- Encourage building heights across the site which appropriately transition to those proposed in the surrounding area.
- For land fronting Rose Street, encourage a built form response which complements the fine-grain character of the Rose Street shopping precinct.
- Encourage the highest built form to generally occur at the the centre of the site.



MOONEE VALLEY PLANNING SCHEME

- Encourage the utilisation of roof spaces in order to provide communal gathering space, urban landscaping and/or a high quality outlook (when viewed from upper level dwellings).
- Improve pedestrian access between Russell Street and Rose Street.
- Improve public transport transitions and interchanges.
- Improve north/south access for cyclists through the site, potentially including a new pedestrian/cyclist connection across Mt. Alexander Road and adjacent to the existing rail bridge.
- Encourage no net loss of commuter car parking across the site.
- Discourage new vehicle access to and from Mt Alexander Road.
- Ensure that, as part of any redevelopment of the site, parking areas are not viewable from street frontages.
- Consolidate vehicular access, loading and services away from the intersection of Mt Alexander Road, Fletcher Street, Napier Street and Russell Street and avoid locating prominent loading and car parking facilities close to Rose or Russell Streets.
- Enhance the landscaping at the southern ends of both Rose Street and Russell Street.
- At the intersection of Rose Street and Mt Alexander Road, enhance the open space which is currently leased to Council to serve as a gateway to the Essendon Junction Activity Centre, potentially including public art.
- Encourage the provision of a new small local open space with a frontage to Rose Street.

**3.0**

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**Requirements for development plan**

The development plan must show:

- A detailed site analysis plan showing existing conditions on the subject land and adjoining properties.
- The proposed pedestrian, vehicular and cycling linkages between and through the land to and from adjoining land.
- Key pedestrian desire lines and viewlines to, from and through the site.
- Indicative location of all buildings, works and uses on the site.
- The provision and location of public open space, road verges and linear walkways.
- Indicative building envelopes and building heights.
- Design approach to podium form and setbacks above podiums, where applicable.
- The staging, if any, of subdivision or development including roads, footpaths and open space.
- The location of potential landmark sites in the development.
- Urban design principles that will ensure a quality result.
- Both a traffic and drainage assessment of the site.
- Anticipated approach for the provision of car and bicycle parking spaces.
- Loading bays and waste collection strategies.

MOONEE VALLEY PLANNING SCHEME

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### SCHEDULE 3 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO3**.

#### MT ALEXANDER ROAD CORRIDOR

##### 1.0

24/01/2013  
C102

##### Design objectives

- To encourage building design and development that will enhance the visual appearance of the Mt Alexander Road Corridor.
- To minimise the impact of development on adjoining land uses in terms of appearance, amenity and streetscape presentation.
- To ensure any development adjacent to a heritage building does not compromise the building and is of a respectful scale and form.
- To achieve excellence and diversity in architecture, which incorporates Environmentally Sustainable Design initiatives.
- To prevent the visual intrusion caused by the inappropriate siting, massing and appearance of buildings and works.
- To provide a pedestrian friendly environment along all street frontages and active frontages in commercial areas.
- To enhance the role of sustainable transport modes and locate access to development so as to protect the transport function of the corridor.

##### 2.0

24/01/2013  
C102

##### Buildings and works

A permit is not required:

- To construct or extend a single dwelling, or carry out works in association with a single dwelling on a lot in excess of 300m<sup>2</sup>, provided this does not exceed the preferred building heights and front, side and rear setback requirements in Table 1 to this schedule.
- Construct or extend an out-building, garage or car port on a lot provided that it is behind the front line of the dwelling and does not exceed the preferred building heights and front, side and rear setback requirements in Table 1 to this schedule.

##### 2.0.1

24/01/2013  
C102

##### Fences

A permit is required to construct or extend a front fence or a fence that abuts Public Open Space except where the fence does not exceed 1.2 metres in height.

##### 3.0

24/01/2013  
C102

##### Building Heights

Preferred Maximum Building Heights are outlined in Table 1. The Preferred Maximum Building Heights do not include architectural features or building services. An application for a building height which exceeds the preferred maximum building heights outlined in Table 1 must be accompanied by a written statement justifying the variance. All applications must also be consistent with the objectives of the *Mt Alexander Road Corridor Urban Design Guidelines 2010*.

MOONEE VALLEY PLANNING SCHEME

**4.0**

24/01/2013  
C102

**Key Sites**

A site within Precinct B, C-2, D, F or H will be a 'key site' if it meets all of the following criteria.

- The site has a total land parcel area of greater than 1000 m<sup>2</sup> with a frontage width of greater than 20 metres
- The site is within 400 metres of a tram stop or train station
- New vehicle access to the site can be achieved via a side street or via a rear lane (where access is not more than 25 metres from the laneway entry)
- The additional height applicable to a 'key site' has no significant amenity impacts. This refers to overlooking, overshadowing or significant detriment to existing view lines.

A 'key site' within Precinct B, C-2, D, F or H should meet the Preferred Maximum Building Height specified in Table 1 to this schedule.

**5.0**

24/01/2013  
C102

**Setbacks**

Preferred setbacks are outlined in Table 1.

Eaves, porches, balconies and verandahs may encroach not more than 2.5 metres into the nominated setback.

An application for a building with setbacks which do not comply with those specified in Table 1, must supply a written statement which provides justification for this variance. All applications must be consistent with the objectives of the *Mt Alexander Road Corridor Urban Design Guidelines 2010*.

**6.0**

24/01/2013  
C102

**Precinct Specific Guidelines**

Precinct Specific Guidelines are outlined in Table 1.

An application which does not meet the guidelines specified in Table 1, must supply a written statement which provides justification for this variance. All applications must be consistent with the *Mt Alexander Road Corridor Urban Design Guidelines 2010*.

**Access**

The preferred location for new access points for all future developments across all precincts, with the exclusion of Precinct A, is off side roads or rear lanes rather than Mt Alexander Road.



MOONEE VALLEY PLANNING SCHEME

**Table 1 of Preferred Heights, Setbacks and Precinct Guidelines**

**Precinct A**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
For land in a Residential Zone:  10 metres (3 storeys)	<b>For land in a Residential Zone:</b>  Match the existing setbacks, with the front wall to be no greater than 7.5 metres in height.	<b>Where the rear of the lot abuts a rear lane:</b>  A 0.00 setback to the rear boundary, with the boundary wall no greater than 7.5 metres in height, and no wider than 6.5 metres.	Any part of a front fence that exceeds 1.2 metres should be 50% transparent.  Landscaping is the preferred screening method over 1.2 metres for a front fence.
For land in a Mixed Use Zone:  12 metres (3 storeys)	Built form above 7.5 metres must be set back a minimum of a further 2 metres or to match the average of the existing buildings on the abutting allotments (whichever is greater)  <b>For land in a Mixed Use Zone:</b>  A 0.00 setback (the front boundary line) with the front wall to be no greater than 8 metres in height.  Built form above 8 metres must be set back a minimum of 2 metres.	A 4 metre minimum setback to the rear boundary for all other built form.  <b>Where the rear of the lot abuts the rear of a residential property:</b>  A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.  A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.  A 7 metre minimum setback to the rear boundary for all other built form.  <b>Where the rear of the lot abuts a residential street:</b>  A 3 metre minimum setback to the rear boundary, with the wall to be no greater than 7.5 metres in height.  <b>Where the rear of the lot abuts the side of a residential property:</b>  A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres in height (single storey garages excluded).  A 5 metre minimum setback to the adjacent property boundary for all other built form	Residential development should address their frontage to the Bulla Road service road.  Lots abutting Orange Grove should address this street in addition to Bulla Road.  Garages should be set back from building frontages where they front a residential street and should be no more than 6 metres in width.  With the proximity of Essendon Airport to Mt Alexander Road referral advice should be sought with developments along the corridor as required.

MOONEE VALLEY PLANNING SCHEME

**Precinct B**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
15 metres (4 storeys)	<b>For land in a Residential Zone:</b>	<b>Where the rear of the lot abuts a rear lane:</b>	<p>Development should not incorporate front fencing in a business or mixed use area.</p> <p>Redevelopment of key sites should emphasise pedestrian movements and limit the amount of at-grade car parking</p> <p>Where new development fronts open space fences should be 50% transparent and be limited to 1.2 metres in height.</p> <p>Development of sites adjacent to Woodland Park should build on views to the park and include pedestrian access to it.</p> <p>Prominent corner sites leading into the precinct should provide a suitable gateway treatment and provide frontage to both Mt Alexander Road or Bulla Road and the adjacent street and incorporate visually prominent architectural features.</p>
21 metres (6 storeys) for key sites	<p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments, with the front wall to be no greater than 7.5 metres in height.</p> <p>Built form above 7.5 metres in height must be setback a minimum of a further 2 metres or match the average of the existing buildings on the abutting allotments (whichever is greater), plus 0.5 metres for every metre of height above 11 metres</p> <p><b>For land in a Business or Mixed Use or Public Use Zone:</b></p> <p>A 0.00 setback to the front boundary line with the wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of 2 metres, plus 0.7 metres for every metre of height above 11.5 metres.</p>	<p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height (and no wider than 6.5 metres).</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a residential street:</b></p> <p>A 3 metre minimum setback to the rear boundary, with the wall to be no greater than 7.5 metres in height.</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	

MOONEE VALLEY PLANNING SCHEME

**Precinct C**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
<p>C-1 18 metres (5 storeys)</p> <p>C-2 15 metres (4 storeys)</p> <p>18 metres (5 storeys) for key sites</p>	<p><b>For land in a Residential Zone:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments, with the front wall to be no greater than 7.5 metres in height.</p> <p>Built form above 7.5 metres must be set back a further 2 metres or match the average of the existing buildings on abutting allotments (whichever is the greater), plus an additional 0.5 metres for every metre of height above 11 metres.</p> <p><b>For land in a Business, Mixed Use or Public Use Zone:</b></p> <p>A 0.00 minimum setback (the front boundary line) with the wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of 2 metres, plus 0.7 metres for every metre of height above 11.5 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11m must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a residential street:</b></p> <p>A 3 metre minimum setback to the rear boundary, with the wall to be no higher than 7.5 metres in height.</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts public open space:</b></p> <p>A 3 metre minimum setback to the property boundary adjacent to public open space, with the wall to be no higher than 14.5 metres in height.</p> <p>Each additional 1 metre of built form above 14.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall</p>	<p>Any part of a front fence that exceeds 1.2 metres in height should be 50% transparent.</p> <p>Landscaping is the preferred screening method over 1.2 metres for a front fence. Where buildings front open space, fences should be 50% transparent and be limited to 1.2metres in height.</p> <p>Where the side boundary abuts a residential property, the design should have regard to the scale of the adjoining property, providing generous setbacks for building elements above 3 storeys to ensure adequate daylight and amenity to existing one and two storey dwellings.</p>



MOONEE VALLEY PLANNING SCHEME

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
		<p>to be no higher than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	

MOONEE VALLEY PLANNING SCHEME

**Precinct D**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
18 metres (5 storeys) – east side of Mt Alexander Road  21 metres (6 storeys) – west side of Mt Alexander Road  39 metres (12 storeys) for key sites greater than 10,000sqm	<p><b>For land in a Residential Zone:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments, with the front wall to be no greater than 7.5 metres in height.</p> <p>Built form above 7.5 metres must be set back a minimum of a further 2 metres or match the average of the existing buildings on the abutting allotments whichever is greater), plus an additional 0.5 metres for every metre of height above 11 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a residential street:</b></p> <p>A 3 metre minimum setback to the rear boundary, with the wall to be no greater than 7.5 metres in height.</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a business street:</b></p> <p>A 0.00 minimum setback to the rear boundary, with the wall to be up to 11.5 metres in height.</p> <p>Each additional 1 metre of built form above 11.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the</p>	<p>New development should be designed to address grade differences in the vicinity of the railway crossing and seek to improve pedestrian access to building entrances.</p> <p>New development in proximity to Buckley Street should not dominate the existing churches as the corner's major built form feature.</p> <p>Redevelopment of key sites should emphasise pedestrian movements and limit the amount of at-grade car parking.</p> <p>Development of key sites should locate the majority of building massing to the centre of the site, to reduce visual dominance and protect the amenity of surrounding area.</p> <p>Building elements greater than 18 metres should be restricted to less than 60% of the total site area and any building elements above 27 metres should be restricted to less than 40% of the total site area</p> <p>Development of sites greater than 10,000 sqm must be subject to a masterplanning process.</p>

MOONEE VALLEY PLANNING SCHEME

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
		adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).  A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.  Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.	



MOONEE VALLEY PLANNING SCHEME

Precinct E

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
15 metres (4 storeys)	<p><b>For all land:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments, with the front wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres in height must be setback a minimum of a further 2 metres or match the average of the existing buildings on the abutting allotments whichever is greater, plus 0.5 metres for every metre of height above 11 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane (includes Kernan Street):</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a residential street:</b></p> <p>A 3 metre minimum setback to the rear boundary, with the wall to be no higher than 7.5 metres in height.</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no higher than 7.5 metres (single storey garages excluded).</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	<p>Any part of a front fence that exceeds 1.2 metres in height should be 50% transparent.</p> <p>Landscaping is the preferred screening method over 1.2 metres for a front fence.</p> <p>Where buildings front open space fences should be 50% transparent and be limited to 1.2 metres in height.</p> <p>New development should respect the heritage interface with the church and heritage dwellings on the eastern side of Mt Alexander Road.</p> <p>Development on the eastern side of Mt Alexander Road should not restrict views of Queens Park from the north.</p> <p>Development on the western side of the road should respect the scale and rhythm of existing angled setbacks ensuring in all instances where angled setbacks exist, that the 'saw tooth' nature of front setbacks is maintained.</p>

MOONEE VALLEY PLANNING SCHEME

Precinct F

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
12 metres (3 storeys)  21 metres (6 storeys) for key sites	<p><b>For all land:</b></p> <p>Match the average distance of the front walls of existing buildings on the abutting allotments (the front boundary line) with the front wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of 2 metres, plus 0.5 metres for every metre of height above 11 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	<p>Redevelopment of key sites near the corner of Ormond and Maribyrnong Roads so as to accommodate a tram super stop within the road reserve if required (including any realignment of footpaths or boundaries required to facilitate this).</p> <p>Redevelopment of key sites should emphasise pedestrian movements and limit the amount of at-grade car parking.</p> <p>New development should ensure that locally significant heritage buildings are not compromised.</p> <p>New development that incorporates a 0.00 setback should also incorporate awnings to provide pedestrian shelter.</p> <p>The preferred location for new access points is off side roads or rear lanes rather than Mt Alexander Road.</p> <p>New development should build on key viewsheds along Ormond Road to Moonee Ponds Creek.</p> <p>New development should seek to reduce or eliminate areas of at-grade car parking within building frontages.</p>

MOONEE VALLEY PLANNING SCHEME

**Precinct G**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
12 metres (3 storeys)	<p><b>For all land:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments with the front wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of 2 metres or match the average of the existing buildings on abutting allotments whichever is greater), plus 0.5 metres for every metre of height above 11 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	<p>All new development should incorporate an awning to provide pedestrian protection.</p> <p>The preferred location for new access points is off side roads or rear lanes rather than Mt Alexander Road – in particular at key intersections where this does not impact on local amenity.</p> <p>New development should retain the scale and rhythm of the existing character with predominantly 2 storey frontages.</p>



MOONEE VALLEY PLANNING SCHEME

**Precinct H**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
12 metres (3 storeys)  18 metres (5 storeys) for key sites	<p><b>For all land:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments with the wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of a further 2 metres or match the average of the existing buildings on the abutting allotments whichever is greater), plus 0.5 metres for every metre of height above 11 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a residential street:</b></p> <p>A 4 metre minimum setback to the rear boundary, with the wall to be no greater than 7.5 metres in height.</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	<p>Any major development of the Tram Depot should be designed so as to accommodate a tram super stop within the road reserve (including any boundary realignment required to facilitate this).</p> <p>Where a side boundary abuts a residential property, the design should have regard to the scale of the adjoining property, providing generous setbacks for building elements above 3 storeys to ensure adequate day light and amenity to existing one and two storey dwellings.</p> <p>Redevelopment of key sites should emphasise pedestrian movements and limit the amount of at-grade car parking.</p> <p>New development that incorporates a 0.00 setback should also incorporate awnings where these are incorporated in surrounding buildings.</p> <p>The preferred location for new access points is off side roads or rear lanes rather than Mt Alexander Road.</p> <p>New development should seek to reduce or eliminate areas of at-grade car parking within building frontages.</p>

MOONEE VALLEY PLANNING SCHEME

**Precinct I**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
12 metres (3 storeys)	<p><b>For all land:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments (the front boundary line) with the front wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of 2 metres or match the average of the existing buildings on abutting allotments (whichever is greater), plus 0.5 metres for every metre of height above 11 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height, and no wider than 6.5 metres.</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	<p>Development within the precinct should preserve views to the city and Debney's Park.</p> <p>All new development should incorporate an awning to provide pedestrian protection.</p> <p>The preferred location for new access points is off side roads or rear lanes rather than Mt Alexander Road – in particular at key intersections such as Kent Street.</p> <p>New development should retain the scale and rhythm of the existing village character with single and double storey shopfronts.</p>

MOONEE VALLEY PLANNING SCHEME

**Precinct J**

Preferred maximum height	Setbacks		Precinct specific guidelines
	Front	Other	
12 metres (3 storeys)	<p><b>For land in a Residential Zone:</b></p> <p>Match the average distance of the setbacks of the front walls of existing buildings on the abutting allotments, with the front wall to be no greater than 7.5 metres in height.</p> <p>Built form above 7.5 metres must be set back a minimum of a further 2 metres or match the average of the existing buildings on the abutting allotments (whichever is greater)</p> <p><b>For land in a Business or Mixed Use Zone:</b></p> <p>A 0.00 setback (the front boundary line) with the wall to be no greater than 8 metres in height.</p> <p>Built form above 8 metres must be set back a minimum of 2 metres.</p>	<p><b>Where the rear of the lot abuts a rear lane:</b></p> <p>A 0.00 setback to the rear boundary, with the boundary wall to be no greater than 7.5 metres in height.</p> <p>A 4 metre minimum setback to the rear boundary, for all other built form, with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the rear of a residential property:</b></p> <p>A 4 metre minimum setback to the rear boundary with the wall to be no greater than 4 metres in height.</p> <p>A 6 metre minimum setback to the rear boundary with the wall to be no greater than 7.5 metres in height.</p> <p>A 7 metre minimum setback to the rear boundary with the wall to be no greater than 11 metres in height.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts a residential street:</b></p> <p>A 3 metre minimum setback to the rear boundary, with the wall to be no higher than 7.5 metres in height.</p> <p>Each additional 1 metre of built form above 7.5 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p> <p><b>Where the rear of the lot abuts the side of a residential property:</b></p> <p>A 3 metre minimum setback to the adjacent property boundary, with the wall to be no greater than 7.5 metres (single storey garages excluded).</p> <p>A 5 metre minimum setback to the adjacent property boundary with the wall to be no greater than 11 metres.</p> <p>Each additional 1 metre of built form above 11 metres must be set back a minimum of a further 0.7 metres from the rear boundary line.</p>	<p>Any part of a front fence that exceeds 1.2 metres in height should be 50% transparent.</p> <p>Development should not incorporate front fencing in a business or mixed use zoned area.</p> <p>Landscaping is the preferred screening method over 1.2 metres for a front fence.</p> <p>New development in the north of the precinct should seek to shape rather than interrupt viewlines to the city and open space.</p> <p>In steeper sections, new development should seek to retain the distinctive stepped entry to building frontages.</p>



MOONEE VALLEY PLANNING SCHEME

**7.0 Decision guidelines**

24/01/2013  
C102

Before deciding on an application to construct a building or carry out works, the responsible authority must consider:

- The response of the proposed development to each of the urban design objectives of this schedule and the *Mt Alexander Road Corridor Urban Design Guidelines 2010*.
- The preferred maximum heights, setbacks and Precinct Specific Guidelines specified in Table 1 to this schedule.
- The design, scale, height and visual bulk of the development in relation to surrounding land uses and built form character of the corridor.
- The treatment of surrounding sensitive interfaces and any impacts on residential amenity.
- The layout and appearance of areas set aside for car parking, access and egress and the location of any proposed off street car parking.
- The incorporation of environmentally sustainable initiatives and treatments.
- The accessibility of the development to sustainable transport modes as an alternative to car use.
- The need for a front fence or a fence abutting Public Open Space to minimise noise intrusion as well as the extent to which slope and retaining walls reduce any visual impacts of a higher front fence.
- Whether a proposed fence is a new fence or a replacement fence.

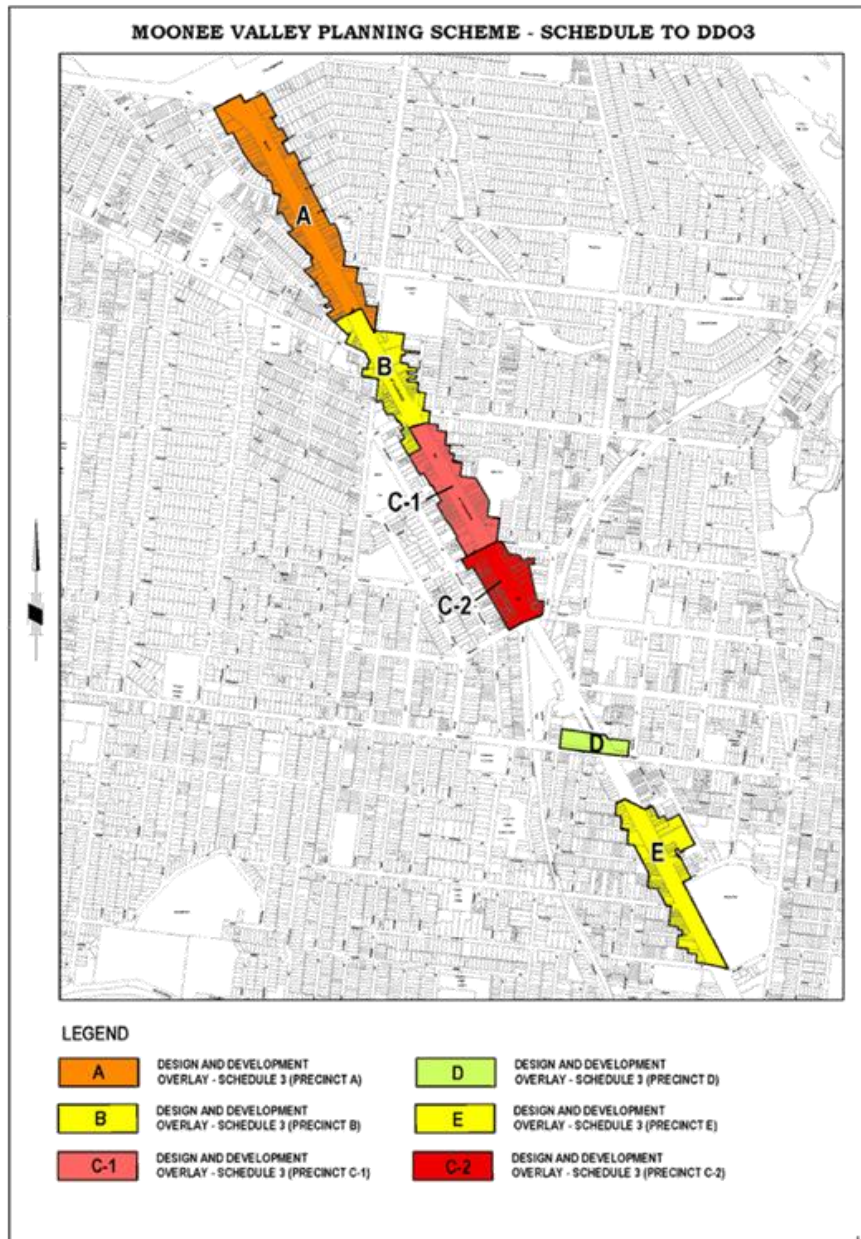
**8.0**

**Reference Documents**

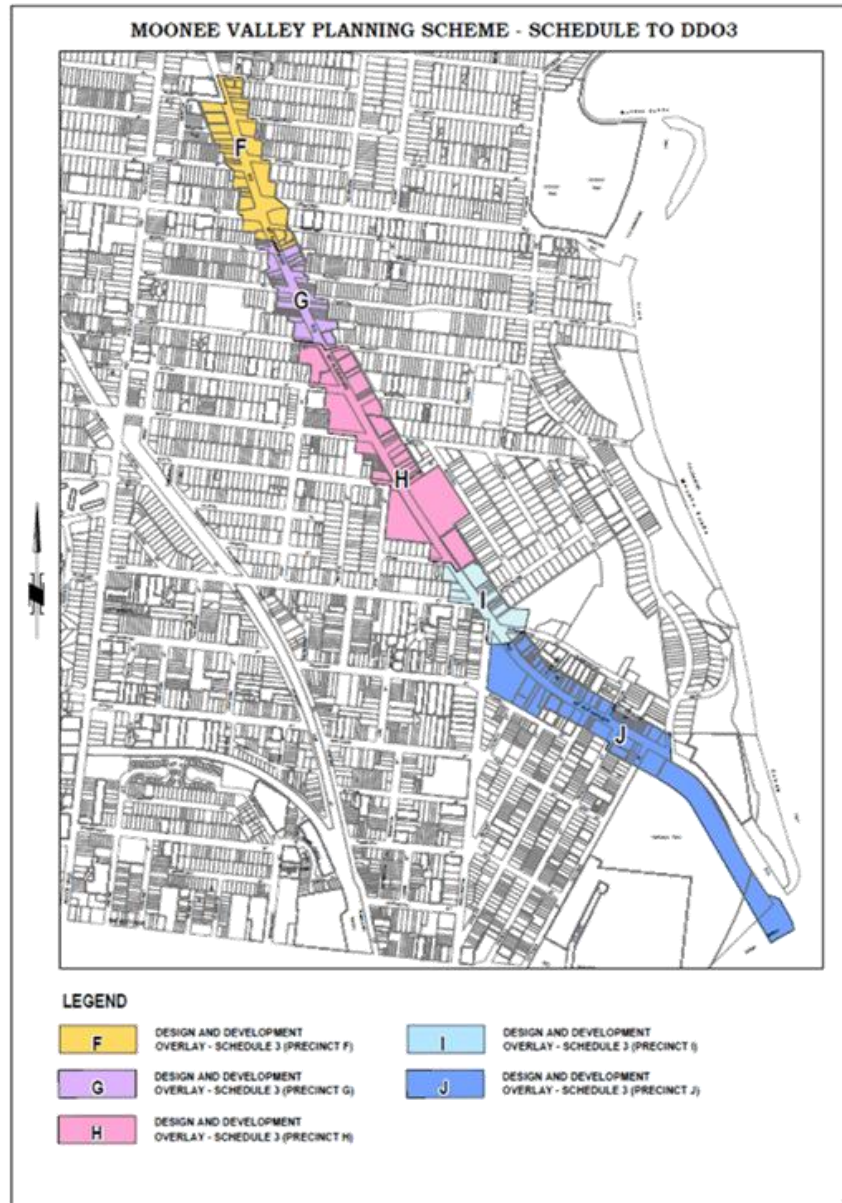
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C102

*Mt Alexander Road Corridor Urban Design Guidelines 2010*

MOONEE VALLEY PLANNING SCHEME



MOONEE VALLEY PLANNING SCHEME





MOONIE VALLEY PLANNING SCHEME

 28  
C

**SCHEDULE TO CLAUSE 61.03**

**Maps comprising part of this scheme:**

- 1, 1DDO, 1DPO, 1HO, 1MAEO,
- 2, 2DDO, 2DPO, 2EAO, 2ESO, 2HO, 2LSIO, 2SBO
- 3, 3DDO, 3EAO, 3ESO, 3HO, 3IPO, 3LSIO, 3PAO, 3SBO
- 4, 4DDO, 4HO, 4IPO, 4LSIO, 4PAO
- 5, 5DDO, 5DPO, 5ESO, 5HO, 5IPO, 5LSIO, 5MAEO, 5SBO
- 6, 6DDO, 6DPO, 6ESO, 6HO, 6LSIO, 6PAO, 6SBO
- 7, 7CLPO, 7DDO, 7ESO, 7HO, 7NCO, 7PAO, 7SBO
- 8, 8CLPO, 8DDO, 8EAO, 8ESO, 8HO, 8IPO, 8LSIO, 8SBO
- 9, 9DDO, 9ESO, 9HO, 9IPO, 9LSIO, 9MAEO
- 10, 10DDO, 10ESO, 10HO, 10IPO, 10LSIO, 10PAO, 10SBO
- 11, 11DDO, 11DPO, 11EAO, 11ESO, 11HO, 11IPO, 11LSIO, 11PAO, 11SBO
- 12, 12DDO, 12DPO, 12EAO, 12ESO, 12HO, 12IPO, 12LSIO, 12NCO, 12SBO
- 13, 13CLPO, 13DDO, 13HO, 13IPO, 13LSIO, 13NCO, 13PAO
- 14, 14DDO, 14DPO, 14ESO, 14HO, 14IPO, 14LSIO, 14PAO, 14SBO
- 15, 15DDO, 15EAO, 15ESO, 15HO, 15IPO, 15NCO, 15SBO
- 16, 16CLPO, 16DDO, 16DPO, 16EAO, 16ESO, 16HO, 16IPO, 16LSIO

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*Planning and Environment Act 1987*

## **MOONEE VALLEY PLANNING SCHEME**

### **AMENDMENT C159**

#### **EXPLANATORY REPORT**

##### **Who is the planning authority?**

This amendment has been prepared by Moonee Valley City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Moonee Valley City Council.

##### **Land affected by the Amendment**

The amendment applies to all land located within the Essendon Junction Activity Centre, excluding land within a Road Zone), the boundary of which is defined by the Essendon Junction Structure Plan.

##### **What the amendment does**

The amendment amends the Moonee Valley Planning Scheme to incorporate the content of the Essendon Junction Structure Plan.

The amendment:

- Amends Clause 21.07 (Activity Centres) to incorporate the content of the Structure Plan and include the Essendon Junction Structure Plan as a reference document.
- Introduces Schedule 4 to the Design and Development Overlay.
- Applies Schedule 4 to the Design and Development Overlay to land within the Essendon Junction Activity Centre (excluding land within a Road Zone, Public Use Zone and all properties containing a school or religious institution).
- Amends Schedule 3 to the Design and Development Overlay to remove all land within Precinct D of Schedule 3 to the DDO (excluding 100 Buckley Street, 851-853 Mt Alexander Road and 880 Mt Alexander Road).
- Amends Planning Scheme Maps 8DDO and 12DDO.
- Introduces Schedule 1 to the Development Plan Overlay.
- Applies Schedule 1 to the Development Plan Overlay to the VicTrack land generally bound by Rose Street, Mt. Alexander Road and Russell Street.
- Inserts new Planning Scheme Map 12DPO.
- Amends the Schedule to Clause 61.03 to include new planning scheme maps in the Moonee Valley Planning Scheme.

##### **Strategic assessment of the Amendment**

##### **Why is the Amendment required?**

Council adopted the Essendon Junction Activity Centre at its Ordinary Meeting in November 2015 to provide a vision for the future development of the area.

This amendment is required in order to give effect to the objectives and strategies contained within this plan.

##### **How does the Amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives of planning in Victoria pursuant to Section 4 of the *Planning and Environment Act 1987* by providing for the fair, orderly and sustainable development of land where environmental, social and economic effects are recognised.

The amendment will give clear direction for the growth and development of the Essendon Junction Activity Centre into the future.

**How does the Amendment address any environmental, social and economic effects?**

The amendment will have positive environmental outcomes as it encourages the creation of more open space and landscape planting within the centre as well as facilitates more development in an area well-served by public transport and services.

The amendment will also generate positive social and economic benefits through significant job creation in the construction industry and better meet community needs and demands for housing and associated uses.

The focus on development of land in activity centres also helps to make the best use of State and local infrastructure and to improve access and equity to services.

The amendment creates clarity, certainty and guidance for planning proposals within the activity centre.

**Does the Amendment address relevant bushfire risk?**

This issue is not considered relevant to this amendment.

**Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*.

The amendment is also consistent with Ministerial Direction 9 – Metropolitan Strategy and Ministerial Direction 11 – Strategic Assessment of Amendments.

**How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?**

The amendment directly supports the following Clauses of the SPPF:

- Clause 11 (Settlement) by providing a framework to focus and control development in the Essendon Junction Activity Centre.
- Clause 15 (Built Environment and Heritage) by encouraging improvements to the centre and high quality urban design for the streetscapes incorporating an efficient and attractive environment for users of the activity centre.
- Clause 17 (Economic Development) by ensuring that the centre has opportunities for commercial and residential growth, and providing a framework for the location and management of that growth within the activity centre.
- Clause 18 (Transport) by encouraging and facilitating development and growth within the activity centre which is integrated with easy access to the existing sustainable transport system.

**How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**



The amendment supports and implements the Local Planning Policy Framework by providing policy guidance for one of the Municipality's key activity centres.

The amendment proposes to revise Clause 21.07 (Activity Centres) to include a vision and policy guidelines for the Essendon Junction Activity Centre.

**Does the Amendment make proper use of the Victoria Planning Provisions?**

The amendment proposes to use the most suitable planning scheme controls to implement the Essendon Junction Structure Plan, including the Design and Development Overlay and Development Plan Overlay.

**How does the Amendment address the views of any relevant agency?**

The views of the relevant agencies were sought and considered during the preparation of the Essendon Junction Structure Plan.

The amendment will be referred to all relevant agencies and stakeholders as part of the formal exhibition process.

**Does the Amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment complies with the relevant requirements of the *Transport Integration Act 2010*, specifically Part 2, Division 2, 11 – Integration of transport and land use.

**Resource and administrative costs**

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment proposes to improve the policy guidance for future development within the Essendon Junction Activity Centre, which will assist Council's statutory planning department in assessing applications within the centre.

**Where you may inspect this Amendment**

The amendment is available for public inspection, free of charge, during office hours at the following places:

Moonee Valley City Council, Civic Centre, 9 Kellaway Avenue, Moonee Ponds VIC 3039

Moonee Valley City Council's website [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au)

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

**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 **Thursday, 9 September 2016**.

A submission must be sent to:

Moonee Valley City Council  
Strategic Planning  
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 of 20 September 2016
- panel hearing: week of 4 October 2016

# Essendon Junction Structure Plan

2015-2035



Strategic Planning

9243 8888

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







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Image 1: Clock tower at Mt Alexander Road and Fletcher Street roundabout, Essendon

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## 1 | Introduction

### Why do we need a Structure Plan?

Melbourne's Metropolitan region is expected to grow by another 3.4 million people, to a total of 7.7 million residents, by 2051. To accommodate this growth, around 1.6 million more dwellings will be required across the metro area. In addition, a more diverse range of housing options will need to be provided to accommodate all types of households, including parents with children, couples without children and single people.

The Victorian State Government's planning strategy, Plan Melbourne, specifies that a majority of housing and employment growth should occur in areas that are well-served by existing infrastructure, including activity centres and urban renewal areas. Essendon Junction is designated as both a Neighbourhood Activity Centre and an Urban Renewal Area, which have the following aims:

- *Neighbourhood Centres* – To provide neighbourhood access to local goods, services and employment opportunities. Planning in these locations will help to deliver 20 minute neighbourhoods across Melbourne.
- *Urban Renewal Area* – To take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services.

These designations share the common goal of accommodating a reasonable level of population growth to accommodate new housing, jobs and services. However, unmanaged growth can result

in detrimental impacts on an area. Therefore a comprehensive plan (i.e. Structure Plan) is needed to provide adequate infrastructure and services and ensure that the valued characteristics of the area are preserved into the future.

### What is a Structure Plan?

The Essendon Junction Activity Centre (EJAC) Structure Plan will be used by Council, land owners, the community, government agencies and other stakeholders to guide future development and infrastructure within the centre. This includes:

- Influencing future planning permit decisions;
- Identifying locations for community facilities;
- Coordinating transport infrastructure improvements;
- Guiding both public and private sector investment; and
- Advocating for action by Government agencies.

The EJAC Structure Plan provides a vision, guidelines and strategies for the centre, as well as a comprehensive action plan for achieving that vision within the lifetime of the plan.

The plan has generally been arranged into three sections:

- *Centre-Wide Provisions* – these apply to the entirety of the centre and include objectives for the centre as well as strategies to achieve those objectives.

- *Precinct Provisions* – these apply to identified precincts within the centre and include strategies to achieve specific outcomes for each precinct.
- *Implementation Plan* – this includes detailed actions which need to be undertaken to implement the structure plan, with specified responsibilities and priorities.



Image 2: Terrace house with heritage significance, Essendon



## Context | 2



Map 1: Context Plan

### Context

The EJAC is located approximately 12 kilometres north west of central Melbourne, covering an area of around 3 square kilometres. The centre is well-served by public transport options and caters for a range of commercial, community, institutional and residential land uses. Its boundary is defined by Thistle Street and Brewster Street to the north, Shaftesbury Street, Kernan Street and Nicholson Street to the east, Ophir Street and Blair Street to the south, and Flower Street to the west.

Key features which characterise the centre include:

- **Railway Line** – dissecting the centre into two portions, it is a feature that anchors the precinct, generates activity and incorporates one of the oldest heritage features in the precinct, Essendon Station.
- **Mt Alexander Road Spine** – this important axial road features a grand 'boulevard' corridor with a consistent row of Canary Island Date Palms lining the broad central median (which in the north are heritage-listed). This road is also currently a barrier for pedestrians due to its significant width and function as a major arterial road.
- **The Junction** – Mt Alexander Road spine intersects with Russell, Napier and Fletcher Streets to form a junction, and is a key turning point for Tram Route 59. This is a focal point within the centre for vehicle, public transport and pedestrian movements.
- **Buckley Street** – this is the east/west connection through the centre. It defines the southern

boundary of the commercial core and several landmark buildings are located along it.

- **Commercial Core** – the centre is characterised by the fragmented nature of several commercial strips either side of Mt Alexander Road and the railway line. The core is primarily made up of four sub-precincts which, with the exception of Rose Street, radiate from the Junction which acts as an anchor at the centre.
- **Windy Hill** – a cluster of sporting facilities which previously was occupied by the Essendon Football Club. It comprises a large urban block at the north of the centre, acting as the northern 'book end' to the commercial core.
- **Residential** – radiating outwards from the commercial core is the residential hinterland which is characterised by a mix of detached dwellings and some medium density housing. Reflecting a range of architectural styles, building typologies and street conditions, it is a diverse residential area which has a strong garden setting.
- **Educational Facilities** – a number of established educational facilities are located within the centre, including Essendon Primary School, Penleigh and Essendon Grammar School (PEGS) and St Columba's College. In addition, Lowther Hall Anglican Grammar School and St Therese's School are located in immediate proximity to the centre. These institutions both define the character of the area as well as contribute to the high level of pedestrian and vehicle movements during peak periods.

## 2 | Context

### Demographics

The suburb of Essendon is an established residential area which is experiencing many of the changes seen by Melbourne's well-located metropolitan suburbs. These include a changing population, a strong demand for more housing in the area, and the need for more affordable and diverse types of housing.

The suburb of Essendon has a population of 18,845 residents within 8,183 dwellings, of which approximately 60% consist of just 1-2 people. There is forecasted to be an additional 1,433 single person households in the next 20 years, an increase of 47% (from 3,031 to 4,464).

In March 2015, the median house price was \$942,000 and the median unit price was \$477,500, making Essendon one of the most expensive suburbs in Moonee Valley to buy a residential property. Approximately 38% of residents are currently renting their home.

In terms of age, almost 20% of Essendon's residents are age 60 or older and the largest age group is 35-49 years (22.2%). There is projected to be a 40% increase in the number of Essendon residents aged over 65 years over the next 20 years (from 3,205 to 4,500), which will require more accessible and adaptable housing types in the future.

Strong demand exists for new residential dwellings in the Essendon Junction Activity Centre. Development opportunities are reliant on the availability of suitable infill development sites, the supply of which is

expected to be exhausted over the next five years. Demand for residential dwellings in the centre is expected to outstrip the potential supply over the medium to long term.

### Economy

Essendon Junction is designated as a neighbourhood activity centre, providing retail goods and services and a range of professional, personal and community services to the local community.

The centre contains a total of 165 individual retail and commercial tenancies, including 125 shopfront tenancies with a total floorspace of approximately 11,110 sqm, and 40 non shopfront tenancies. Of the total number of tenancies, 11 are vacant and total 380 sqm of floorspace - a vacancy rate of 3.4%. This is typical for a traditional strip shopping centre, with average retail vacancy rates around 4-6%.

It is unusual for a centre of this size not to have a large retail anchor (typically a supermarket), so the centre's current role is mainly to provide local services and café and restaurant dining, rather than being a location for surrounding residents to undertake their regular grocery shopping.

Retail provision in the centre is characterised by a large number of café and restaurant tenancies, and as a result the centre serves a wider catchment than is typical for a neighbourhood activity centre. However its sales are drawn very thinly from this area, and the centre achieves a relatively low market share in its trade area. The centre's Main Trade

Area has an estimated population of approximately 34,320 residents, but captures only 7% of their retail expenditure.

A more tightly defined Primary Trade Area with a population of 14,780 persons captures only 9% of retail spending, which is much lower than the 20-25% normally achieved by neighbourhood activity centres. The low market share indicates the centre plays a relatively minor role in meeting residents' needs than a centre of this size would normally achieve. The lack of a supermarket is likely to be the main factor explaining this situation.

A development capacity analysis shows that sufficient growth potential is forecast in retail expenditure over the next 20 years to support the full development of the centre's existing business zoned land, and allowing for the provision of a full-line supermarket to anchor the centre and generate much higher levels of visitation than the centre currently achieves.

Essendon Junction has an important role as a location for commercial offices and other similar uses, in excess of that normally found in a neighbourhood centre of this size. Around 50% of total jobs in the centre are located in office-type uses.

New commercial office developments are likely to involve small, high-quality office suites in mixed-use developments. Larger single-use office developments are unlikely to occur without the pre-commitment of a major tenant, which can be difficult to achieve in suburban locations that are not high-profile office locations.

## 2 | Context

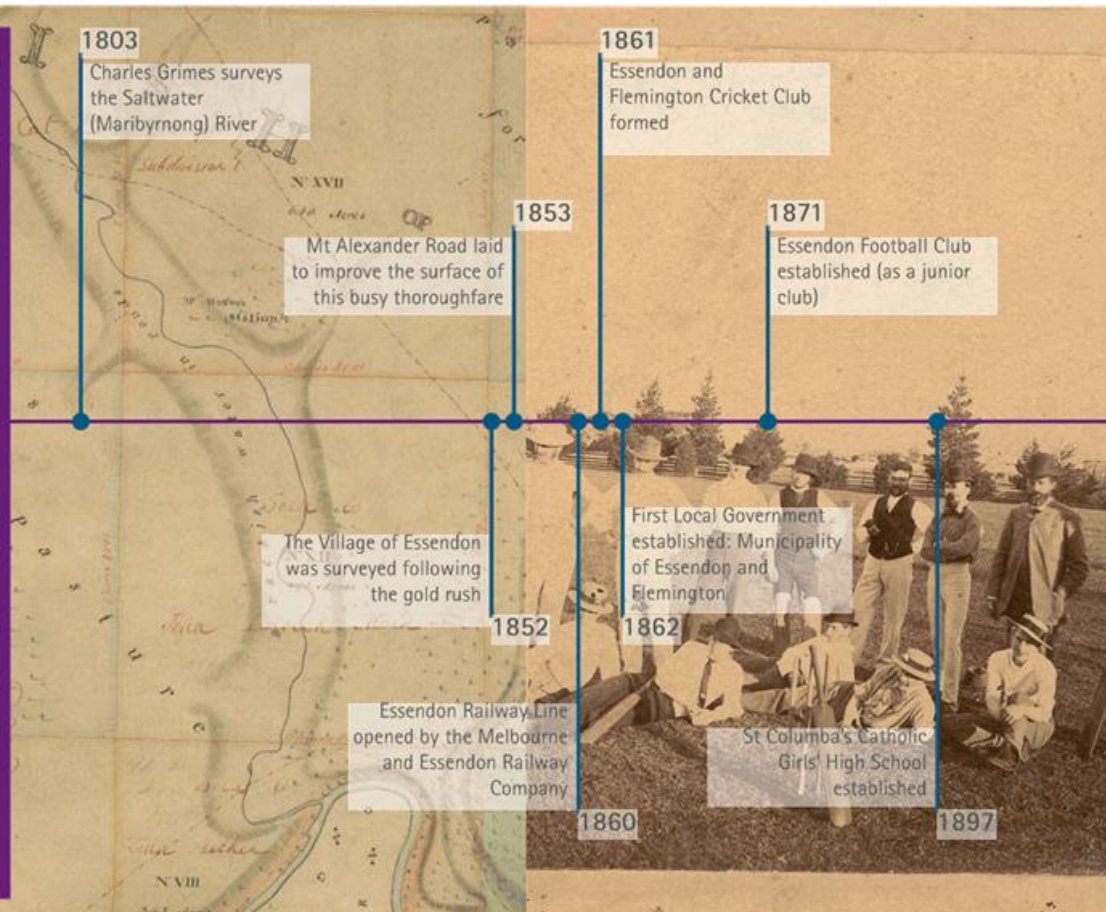


Map 2: Aerial Map + Activity Centre Boundary

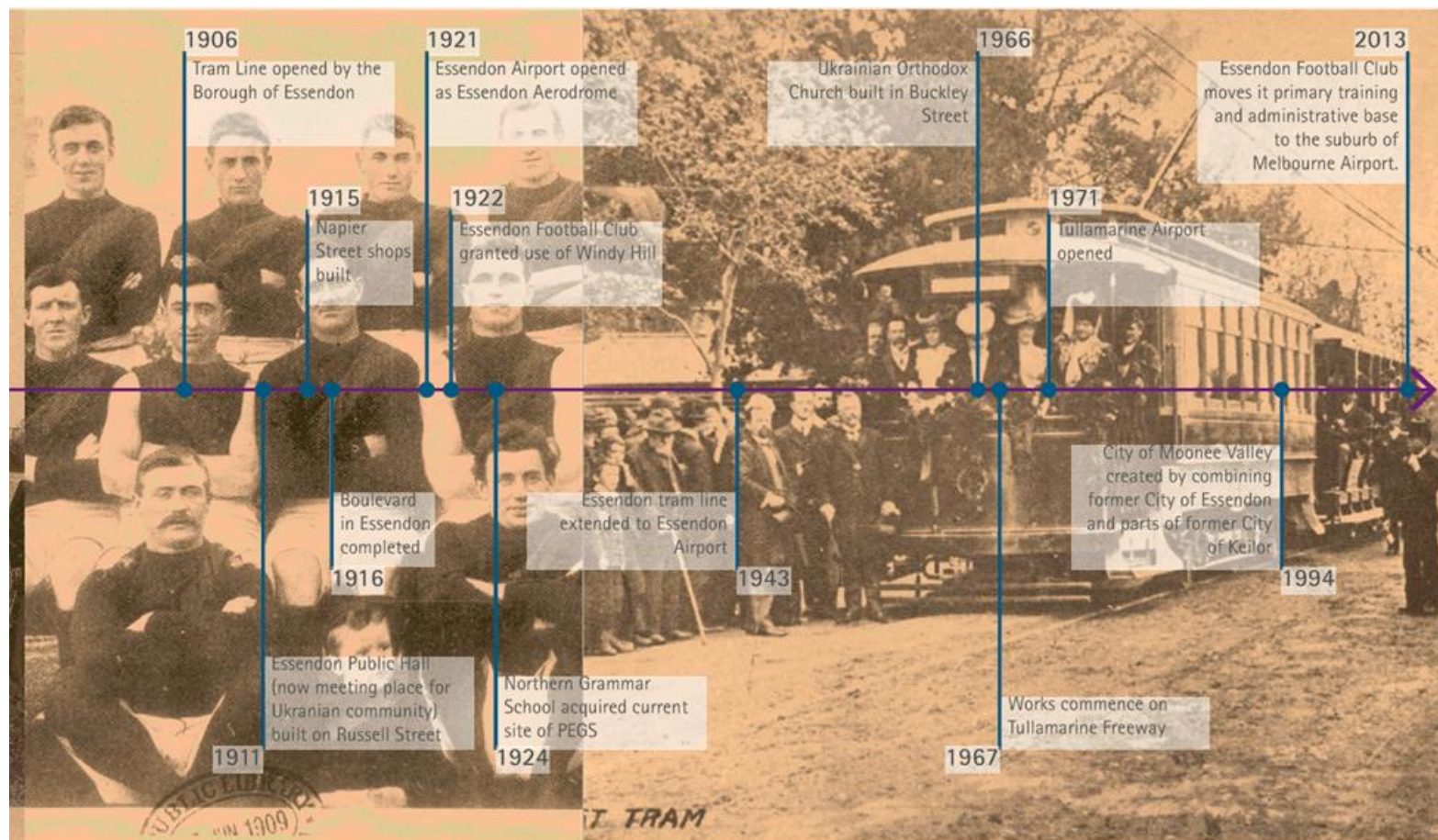


### 3 | History

Moonee Valley and the Essendon area is the ancestral homeland of the Wurundjeri-willam clan of the Woiwurrung people. Moonee Valley also saw numerous other clans pass through the area, as the Moonee Ponds Creek was the most convenient trail between the common meeting place on the southern banks of the Yarra River and the lands to the west. This resulted in the area now known as Essendon being an important meeting place and camping ground during the journey. Corroborees are known to have been held in the vicinity of what is now Windy Hill and were observed by early European settlers of the area.

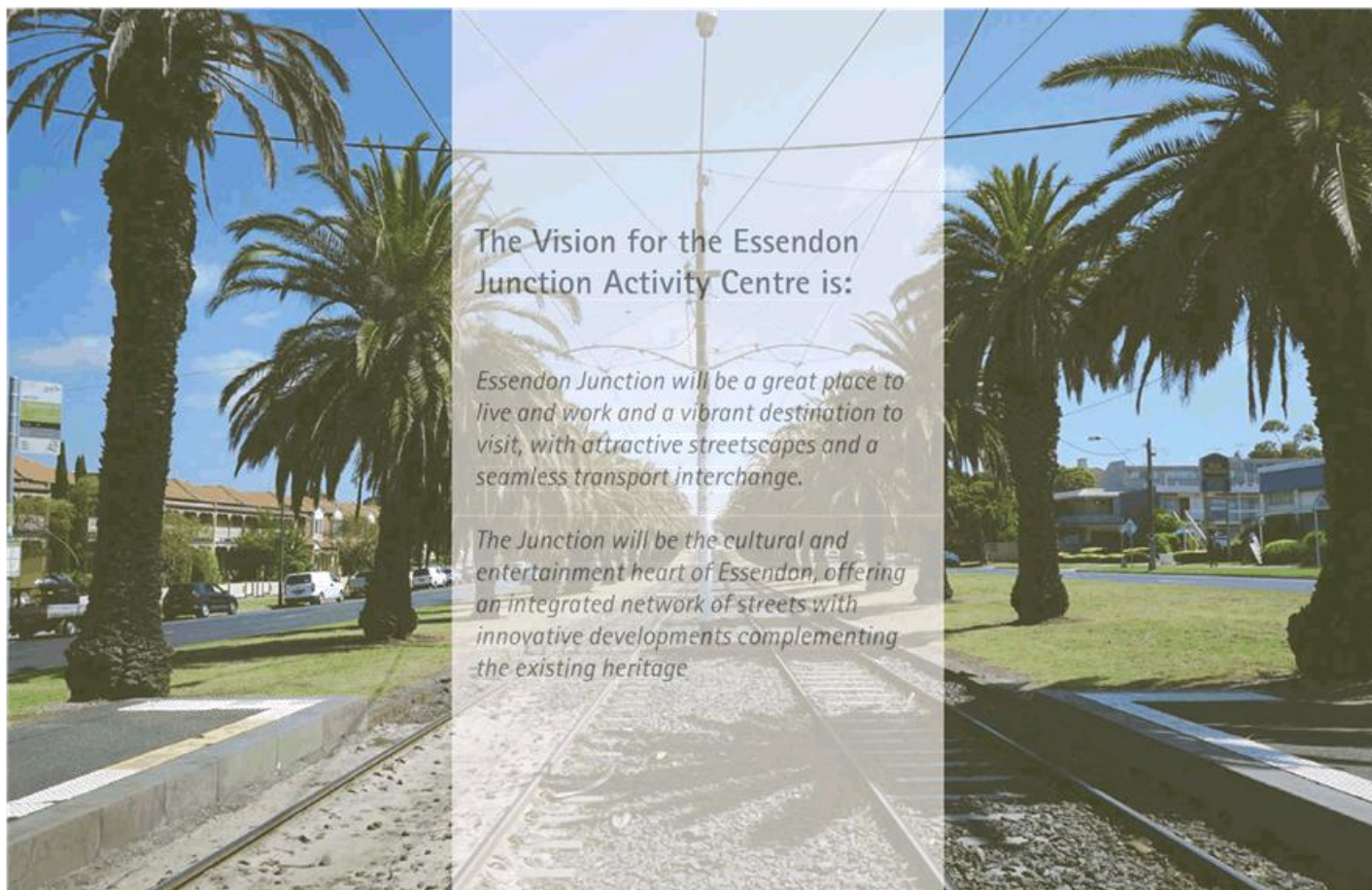


## History | 3





## 4 | Vision





## Principles | 5



Image 3: Medium density housing, Essendon

The following principles have guided the development of the structure plan and inform its content. They were developed in consultation with Council's External Working Group, which consists of local residents and traders, as well as from consultation on the Background Report in 2012/13.

Themes	Principles
Structure	<ul style="list-style-type: none"> <li>Recognise and respect the role of the Essendon Neighbourhood Activity Centre within the broader activity centre hierarchy of Moonee Valley.</li> <li>Ensure unity between different parts of the centre and improve links between fragmented commercial precincts.</li> </ul>
Uses	<ul style="list-style-type: none"> <li>Provide a broader range of destination activities and attractions to encourage people to come and spend money in the centre.</li> </ul>
Development	<ul style="list-style-type: none"> <li>Celebrate the village feel of Essendon, acknowledging the need for higher development on the VicTrack land and in Napier Street.</li> <li>Protect important heritage assets.</li> <li>Determine areas for substantial change and residential neighbourhoods for modest change.</li> <li>Ensure high quality architecture and development outcomes throughout the centre.</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>Develop and advance a central focal point for the centre - a meeting place, town square or pedestrian plaza.</li> <li>Consider rationalisation/improvement of the station precinct and Russell Street.</li> <li>Take advantage of the benefits provided by local institutions and schools whilst carefully managing their future growth/expansion.</li> <li>Transform the station precinct into a seamless transport modal interchange.</li> </ul>
Movement	<ul style="list-style-type: none"> <li>Overcome the barriers to movement within the centre and improve accessibility.</li> <li>Encourage a more active street life and improve surveillance/safety.</li> <li>Provide better cycling and walking links across the centre including the use of pedestrian plazas and pedestrian priority areas.</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Overcome the impacts of through traffic and improve accessibility.</li> <li>Address the conflict between the commuter car parking on the VicTrack land and demand for commuter parking on residential streets.</li> </ul>
Amenity	<ul style="list-style-type: none"> <li>Green the area and undertake streetscape improvements.</li> </ul>
ESD	<ul style="list-style-type: none"> <li>Ensure environmentally-sustainable design throughout the centre.</li> </ul>

## 6 | Centre Wide Provisions

This section applies to the entirety of the Essendon Junction Activity Centre and include objectives for the centre as well as strategies to achieve those objectives.

### Land Use

1. A variety of business and employment opportunities will be available to ensure the ongoing viability of the centre.
  - a. Encourage the provision of retail services, including the establishment of Russell Street as the retail core of the centre.
  - b. Encourage secondary retail and entertainment uses along Rose, Napier and Fletcher Streets and Mt Alexander Road.
  - c. Encourage the provision of a full-line supermarket within the centre (preferably within the commercial core) as a catalyst for further economic growth.
  - d. Support the continued operation of all educational uses within the centre.
  - e. Encourage the incorporation of professional office uses within new developments.
  - f. Encourage the redevelopment of under-utilised properties within the centre, including the significant VicTrack landholdings.
2. There will be a diverse range of high quality residential developments in the centre which contribute to the residential character of the area.

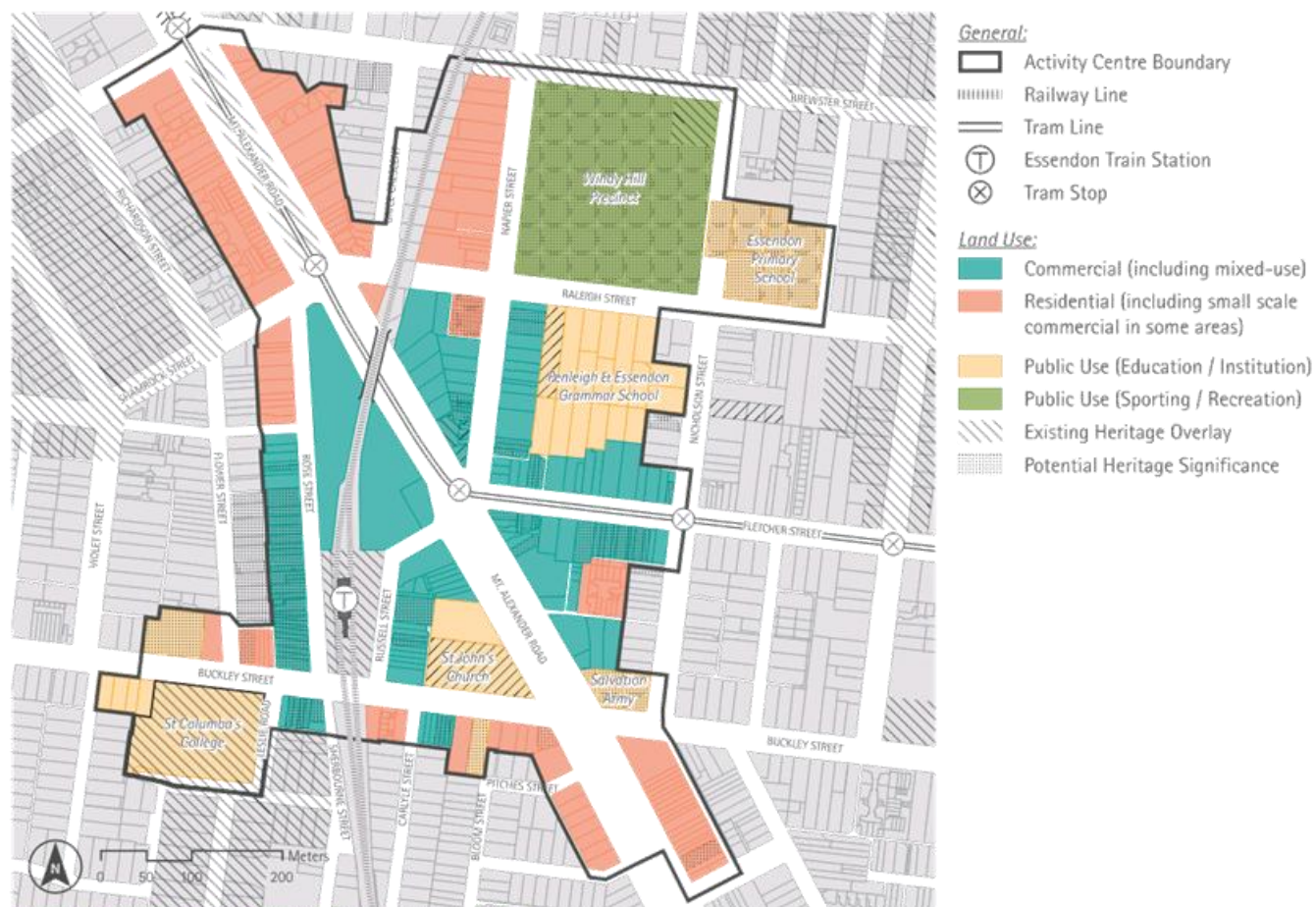
- a. Promote a diverse range of housing within the centre, including townhouses, units and apartments, to cater for different household types.
- b. Within the commercial areas of the centre, encourage the incorporation of residential uses within mixed-use developments.
- c. Within the residential areas of the centre, encourage medium-density infill development which complements the existing neighbourhood character.
- d. Encourage the provision of affordable housing within new residential developments.

### Built Form

3. Developments within the centre provide a positive urban design outcome.
  - a. Encourage built form to generally align with the preferred building heights specified in the precinct maps within Section 7 of this plan.
  - b. Encourage built form to generally align with the setbacks specified in the precinct maps within Section 7 of this plan.
  - c. For proposed departures from the preferred building heights and setbacks (except mandatory setbacks), ensure that the following outcomes are achieved:
    - i. A high standard of architectural design.
    - ii. Innovative environmental design.
    - iii. Minimal overshadowing of adjoining streets, public spaces and residential properties.
    - iv. Minimal impact on the amenity of adjoining residential precincts.

- v. Respect for places subject to the Heritage Overlay.
- vi. Transitions in scale to lower building forms.
- vii. New development which is complementary to the existing built form.
- d. Ensure that new development provides a transition to the existing lower density character of surrounding residential areas on the periphery of the centre.
- e. Ensure that new development preserves the development equity of adjoining sites.
4. The heritage characteristics of the centre are maintained for future generations.
  - a. Encourage a mixture of modern and attractive architectural forms which blend with the built form of existing heritage structures.
  - b. Investigate applying the Heritage Overlay to properties with potential heritage significance, in line with Council's Heritage Gap Study 2014.

## Centre Wide Provisions | 6





## 6 | Centre Wide Provisions

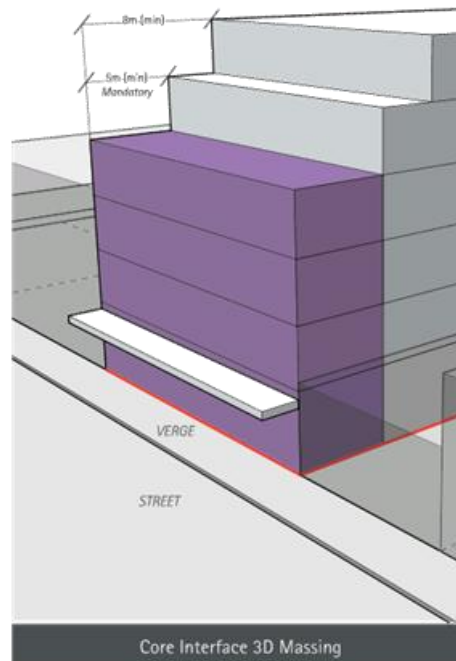
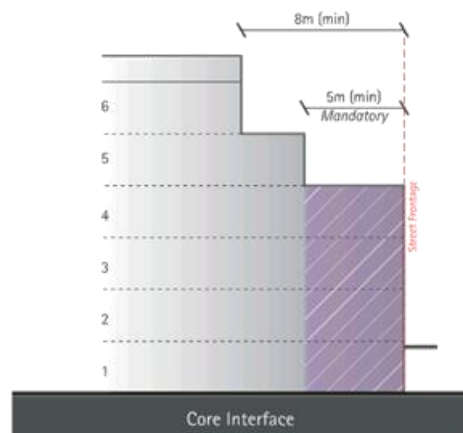
### Introduction

These interface provisions specify the various setback treatments for different areas of the activity centre, based on existing/ preferred characteristics. To determine where each interface applies, please refer to the precinct maps in Section 7 of this plan.

### Core Interface

This interface applies to properties located along Mt Alexander Road, Napier Street and Russell Street where the road widths and/or established scale of developments are larger.

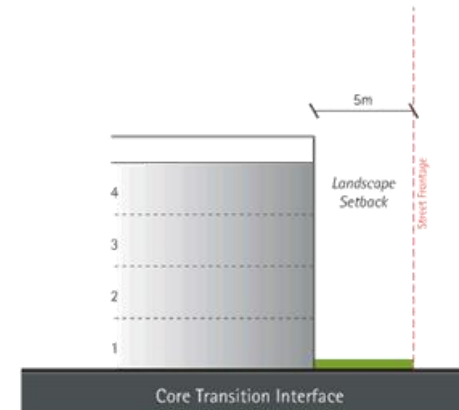
A mandatory street wall of up to 4 storeys is specified as well as additional setbacks for upper levels.



### Core Transition Interface

This interface applies to properties located along the northern approach of Mt Alexander Road and Napier Street, where the streetscape is influenced by either median plantings or the open space at Windy Hill.

A minimum 5 metre non-mandatory street setback is sought to allow for landscaping and a softening of the built form.

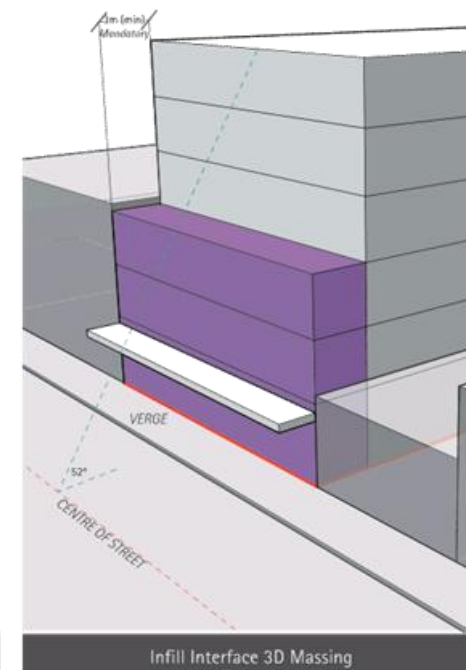
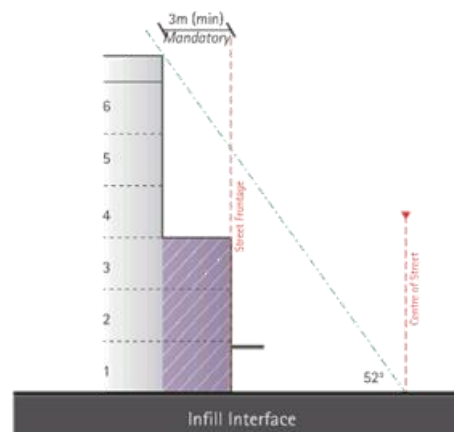
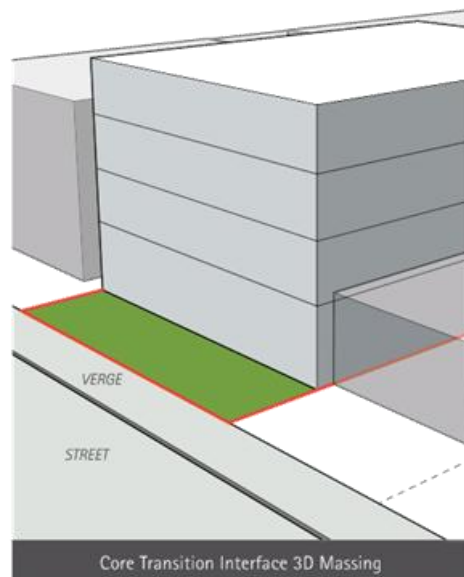


## Centre Wide Provisions | 6

### Infill Interface

This interface applies to properties located along main streets such as Buckley Street, Rose Street, Grice Crescent, Fletcher Street and the southern approach of Mt Alexander Road.

A mandatory street wall of up to 3 storeys is specified to allow for pedestrian-orientated streetscapes, with additional setbacks for upper levels.

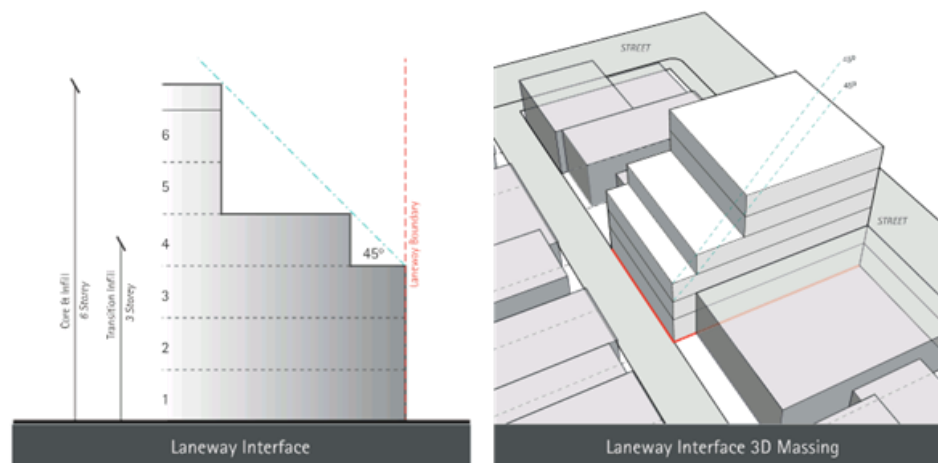


## 6 | Centre Wide Provisions

### Laneway Interface

This interface applies to the rear of properties which abut a laneway.

A non-mandatory built form of up to 3 storeys is sought as well as additional setbacks for upper levels to minimise the visual dominance of future built form.



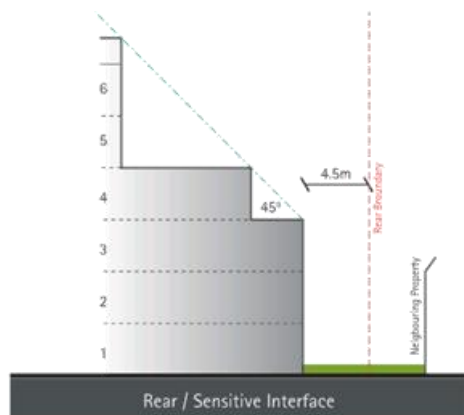
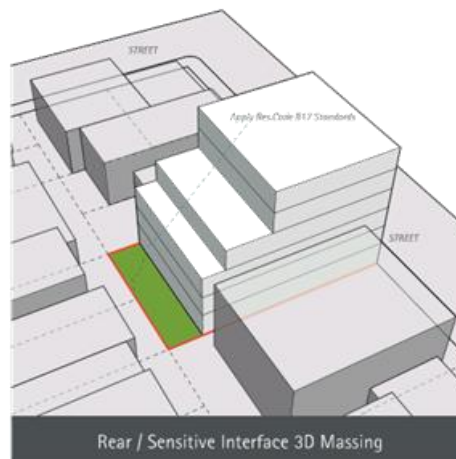


## Centre Wide Provisions | 6

### Rear / Sensitive Interface

This interface applies to the rear of properties which directly abut a sensitive residential property and/or heritage property.

In this circumstance, a non-mandatory setback of 4.5 metres is sought, as well as additional setbacks above 3 storeys, to reduce any potential impacts to neighbouring properties.



## 6 | Centre Wide Provisions

### Public Realm and Open Space

5. There are high-quality public spaces for residents, workers and visitors to the area.
    - a. Provide new public open spaces within the centre on available sites, in line with the recommendations of the Open Space Strategy 2011.
    - b. Where possible, include playspaces for children in new public open space, in line with Council's Playspace Plan 2013.
    - c. Provide a coordinated range of street furniture and amenities (seating, lighting, drinking fountains and waste bins).
    - d. Increase street tree/vegetation planting across the centre.
    - e. Enhance the character of the centre through urban design and public art initiatives which are unique and encourage people to spend more time in the centre.
    - f. Facilitate trial programs to create temporary public spaces, including pop-up parks and community gardens in disused lots and reuses of parking spots.
    - g. Encourage the availability of 'ancillary open space', such as partnering with local schools to make some of their grounds open to the general public outside of school hours.
  - h. Create a community focal point and build a sense of place.
  - i. Provide community facilities that are planned in response to community needs and priorities.
  - j. Provide new or upgraded community facilities within the centre on available sites.
  - k. Encourage the provision of new community facilities within significant developments on large sites, where practical.
  - l. Ensure that new facilities include multi-purpose spaces which can be used by a wide range of groups within the community.
  - m. Provide a range of spaces which accommodate formal and informal activities, and have the ability to adapt to changing community needs.
  - n. Where possible, provide spaces within new facilities for arts activities such as studio spaces, rehearsal rooms and/or workshops.
7. There is an appropriate level of community services available for the community.
    - a. Provide services that support the diverse range of residents within the area, including the elderly, disabled, disadvantaged and young residents.
    - b. Provide support for new and existing businesses within the centre.
    - c. Develop and implement a coordinated calendar of public events within the centre.

### Community Services and Facilities

6. There are attractive and functional facilities for the community.



Image 4: Children's playground, Bourke Park, Pakenham



Image 5: Dedicated street furniture, Lakeside, Cardinia Road

## Centre Wide Provisions | 6





## 6 | Centre Wide Provisions

### Movement

8. Walking and cycling are the primary modes of transport within the centre.
  - a. Improve pedestrian and cyclist connectivity across Mt Alexander Road, the Craigieburn Railway Line and Buckley Street.
  - b. Improve pedestrian and cyclist amenity around the Mt Alexander Road/Craigieburn Railway Line intersection.
  - c. Provide efficient and attractive pedestrian and cyclist connections between key trip generators within the centre.
  - d. Provide a safe environment for pedestrians within the centre through the provision of pedestrian-only spaces, shared spaces within road reserves and clearly marked pedestrian crossings.
  - e. Where possible, ensure separation of pedestrian and cyclist movements.
9. Cycling and public transport are the primary modes of transport to and from the centre.
  - f. Provide bike lanes along the informal bike routes designated in Council's Travelsmart Map, with Buckley Street as a priority.
  - g. Where possible, separate bike lanes from private motor vehicle traffic.
  - h. Encourage the provision of end of trip facilities for cyclists at the Essendon Railway Station, potentially in the form of a 'bike hub' containing lock, change and service facilities.
  - i. Establish the Craigieburn Rail Corridor Cycling and Walking Route through the centre.
- j. Improve the amenity of train, tram and bus stops for patrons, including weather protection, timetable information, waste bins, lighting and DDA accessibility.
- k. Where possible, advocate for the separation of public transport from private motor vehicle traffic in order to improve the efficiency of the public transport network.
- l. Advocate for integration between the different public transport modes within the centre.
- m. Advocate for improved pedestrian access arrangements to Essendon Railway Station.
10. Private motor vehicles are appropriately managed within the centre.
  - n. Advocate for a rail-under grade separation of the Craigieburn Railway Line at both the Buckley Street and Mt Alexander Road intersections.
  - o. Ensure the road network meets the needs of all users including residents, traders and public transport operators.
  - p. Manage the supply of parking within the centre in line with Council's Municipal Parking Strategy 2011.
  - q. Implement the recommendations of the St Therese and Fletcher Local Area Traffic Management (LATM) Plans.
  - r. For properties within a commercial zone, encourage the reinstatement of rear laneways for primary vehicle access.



Image 6: Bicycle lane, Vancouver



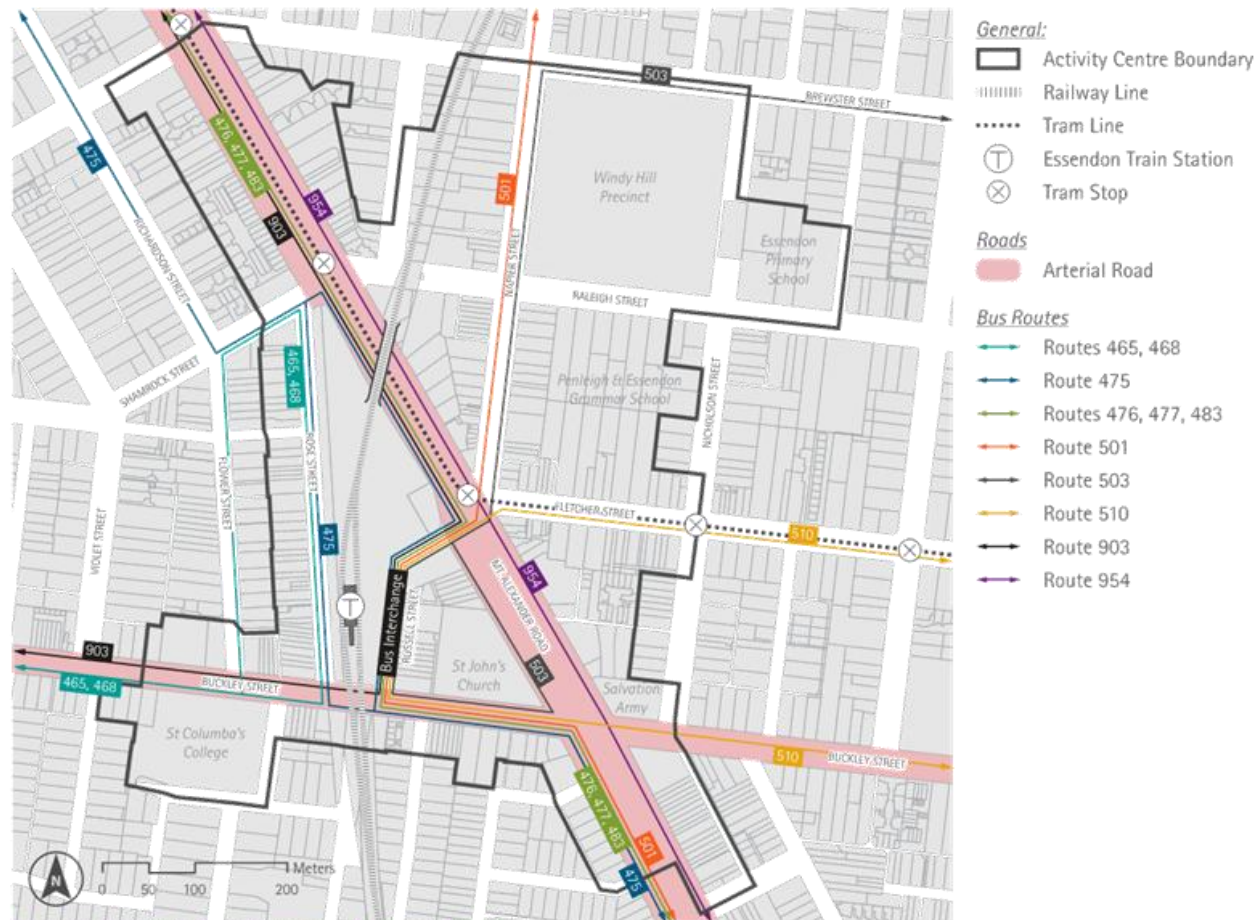
Image 7: Pedestrian crossing, Plaza in Aachen Bahnhofplatz, Belgium

## Centre Wide Provisions | 6



21

## 6 | Centre Wide Provisions



Map 6: Existing Bus Routes + Arterial Roads  
 22



## Centre Wide Provisions | 6



Image 8: Sufficient lighting, waiting seats and shelter at bus interchange, Sutherland, Sydney

## 6 | Centre Wide Provisions

### Potential Rail Grade Separation

The purpose of this section is to explain the proposed grade separation that Council is currently advocating for, which would have significant impacts on the urban design and functionality of the centre.

Council commissioned GHD Pty Ltd in 2013 to undertake a Feasibility Study for a dual rail-under-road grade separation of the Craigieburn Rail Line at both Buckley Street and Mt Alexander Road. Council commissioned this study in response to a VicTrack study which recommends a road under rail grade separation at Buckley Street. In addition, concerns were raised about Buckley Street during consultation on the Background Report in 2012/13. Council endorsed the Grade Separation Feasibility Study in May 2014 (and an updated version in April 2015), which identifies a preferred grade separation that includes the following features:

- A relocation of the railway line under Buckley Street and Mt Alexander Road;
- The reinstatement of Mt Alexander Road at grade;
- Improved pedestrian connections across Mt Alexander Road;
- A new below-grade station between the existing station site and Mt Alexander Road;
- Sensitive adaptive reuse of the existing heritage-listed station buildings for community uses; and
- Reinstatement of the Mt Alexander Road Boulevard.

While rail grade separation projects are traditionally funded and implemented by the State Government,

Council seeks to advocate for this important project. With an estimated cost of approximately \$186 million, this grade separation has the capacity to transform the Activity Centre into a more pedestrian and public transport friendly environment. It is however a long-term proposition and as such it has been identified as a potential project, which should not hamper or limit the capacity for short-medium term improvements to the urban environment at Essendon Junction.

The corresponding map (following page) demonstrates a refined Structure Plan concept with the future possible grade separation included. It reflects a relocated train station and the creation of a strong, visible and easily accessible 'urban heart' in the context of the existing heritage station complex. It provides opportunities for improved pedestrian connectivity across Mount Alexander Road and seeks to better integrate Napier Street and Russell Street. The proposed grade separation provides opportunities for improved connections and public spaces, enhancing the centre's 'sense of place'. While it is an ambitious proposal, it provides a best practice outcome for the Activity Centre, and it is for this reason that Council will continue to advocate for a rail under road grade separation.

It is considered that, when compared to a road under rail option, this option will allow for better urban design outcomes, connectivity and better access to businesses, local shops and schools.

## Centre Wide Provisions | 6



Map 7: Rail Grade Separation – Rail Under Road



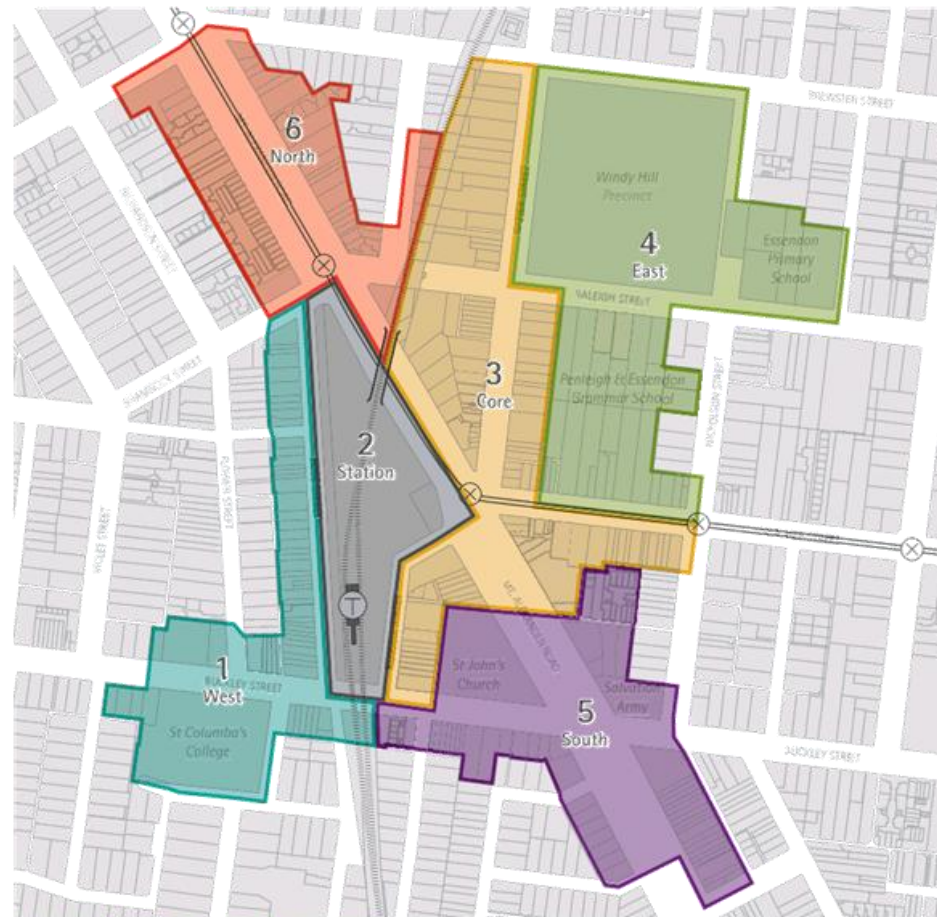
## 7 | Precinct Provisions

### Activity Centre Precincts

The Essendon Junction Activity Centre has been divided into the following precincts:

- Precinct 1 - West
- Precinct 2 - Station
- Precinct 3 - Core
- Precinct 4 - East
- Precinct 5 - South
- Precinct 6 - North

The following section describes each precinct in detail as well as the vision and initiatives relevant to the precinct.



Map 8: Activity Centre Precincts

## Precinct Provisions | 7



Image 9: Rose Street shopfront, Essendon



Image 10: Essendon Railway Station, Essendon



Image 11: Buildings closing down on Russell Street, Essendon



Image 12: Mt Alexander Road roundabout, Essendon



Image 13: St John's Church, Essendon



Image 14: Grade separation at Alexander Road, Essendon

Images 9 – 14: Existing Conditions

## 7 | Precinct Provisions

### Precinct 1 – West

#### *Vision*

The Western Precinct forms part of the retail core of the centre on Rose Street, retaining a variety of shops and cafes. Additional housing will add to the vibrancy of this precinct, capitalising on its excellent public transport whilst respecting the existing village character. Opportunities for mixed use and medium density residential development exist for properties fronting Buckley Street, providing a continuous active frontage along this main road.

Rear laneways will contribute to a high quality streetscape along Buckley Street by protecting the landscaped setback and minimising the intrusion of dominant garage structures. An improved public realm will unify Rose Street, providing an appropriate setting for Essendon train station, and improved linkages for modal interchange. The precinct will also be well connected for pedestrian and cyclist movements to the broader activity centre.

#### *1. Land Use*

- a. For properties within a commercial zone fronting Rose Street and Buckley Street, encourage retail and entertainment uses with offices and dwelling above ground floor level.
- b. For properties within a residential zone, encourage the continuation of existing residential uses.

#### *2. Movement*

- a. Investigate the potential to convert Rose Street to one-way private motor vehicle operations in order to improve pedestrian amenity and traffic flow at adjacent intersections.
- b. Investigate the installation of a splitter island/ pedestrian refuge at the intersection of Rose Street and Shamrock Street.
- c. Investigate providing an additional 'Walking Leg' signage at the existing zebra crossing on the southern end of Rose Street.
- d. Investigate providing shared bike and bus lanes along Buckley Street.
- e. Investigate improving the traffic signals at the intersection of Rose Street and Buckley Street to improve the frequency and safety of cyclists' crossing opportunities.
- f. Investigate improvements to the intersection of Flower Street, Leslie Road and Buckley Street to improve traffic operations, pedestrian/cyclist connectivity and safety for all users.
- g. Investigate treating Sherbourne Street to allow cyclists to ride in a contraflow direction (southbound).
- h. Investigate providing bike lanes along Rose Street to connect to the Craigieburn Rail Corridor Cycling and Walking Route.



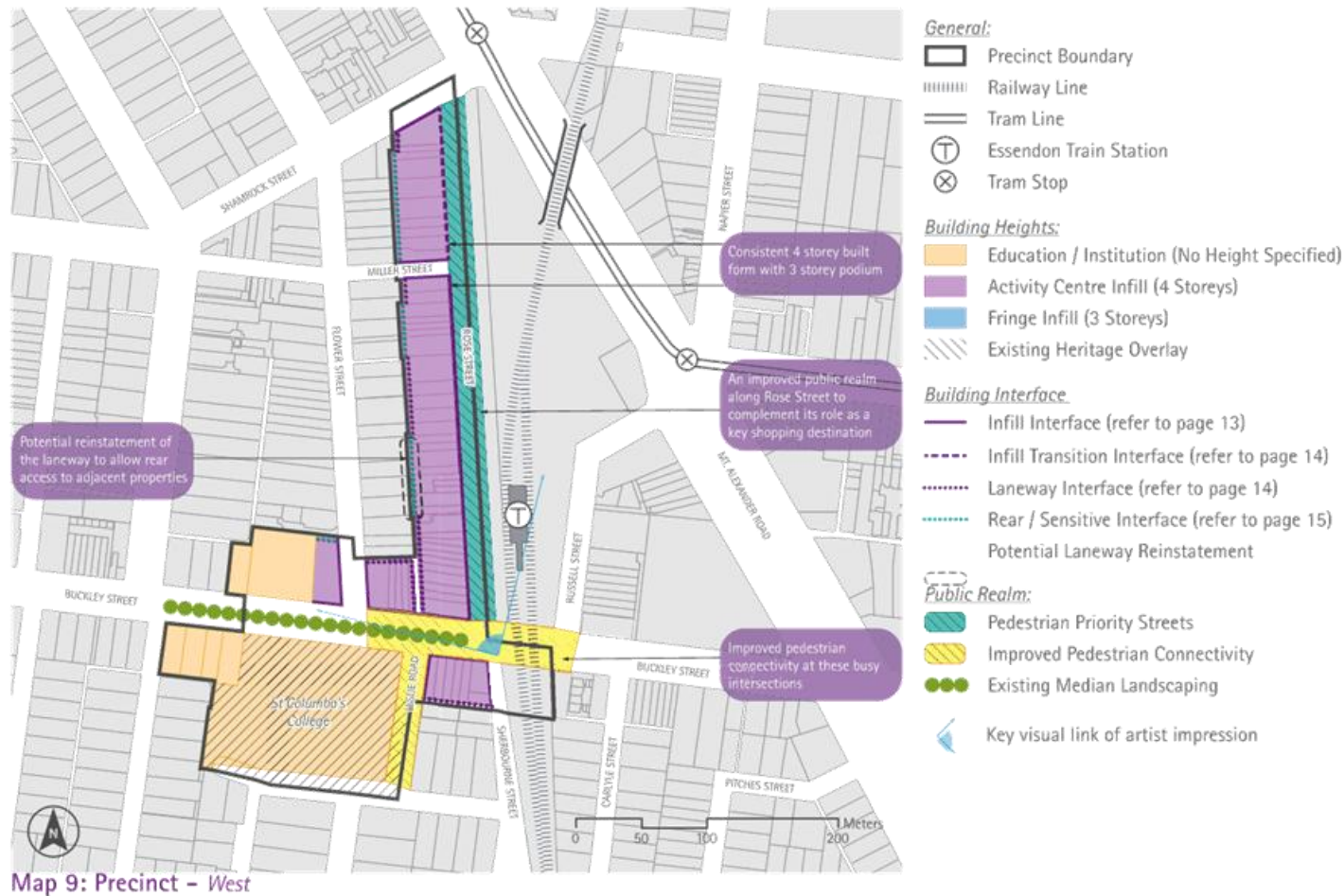
Image 15: Mixed use development, Port Melbourne



Image 16: Precinct West Artist Impression - facing north to the southern end of Rose Street



## Precinct Provisions | 7



## 7 | Precinct Provisions

### Precinct 2 – Station

#### *Vision*

This key site in VicTrack's ownership provides an opportunity for a landmark development which could dramatically improve the character and functionality of the centre. A highly permeable network of streets, paths and shared spaces will prioritise the safe and convenient movement of people to and from the Station on both sides of the railway line.

It is considered that more detailed guidance is required for this site than other properties within the centre, in the form of a development plan.

#### *1. Land Use*

- a. For land fronting Russell Street, encourage retail uses at ground floor level.
- b. For land fronting Mt Alexander Road, encourage mixed use developments which complement the retail role of Russell Street and the retail and entertainment roles of Napier and Fletcher Street.
- c. For land fronting Rose Street and Buckley Street, encourage retail and entertainment uses with offices and dwellings above ground floor level.

#### *2. Community Services and Facilities*

- a. Encourage community uses within any vacant spaces.

#### *3. Public Realm and Open Space*

- a. Enhance the landscaping at the southern ends of both Rose Street and Russell Street.
- b. At the intersection of Rose Street and Mt Alexander Road, enhance the open space which is currently leased to Council to serve as a gateway to the centre – this could potentially include public art.
- c. Encourage the provision of a new small local open space with a frontage to Rose Street.

#### *4. Built Form*

- a. Ensure that as part of any redevelopment of the site, parking areas are not viewable from street frontages.
- b. Encourage building heights across the site which appropriately transition to those proposed in the surrounding area.
- c. Encourage the highest built form to generally occur at the centre of the site.

#### *5. Movement*

- a. Improve pedestrian access between Russell Street and Rose Street.
- b. Improve public transport transitions and interchanges.
- c. Improve north/south access for cyclists through the site, potentially including a new pedestrian/cyclist connection across Mt Alexander Road and adjacent to the existing rail bridge.
- d. Encourage no net loss of commuter car parking across the site.
- e. Discourage new vehicle access to and from Mt Alexander Road.

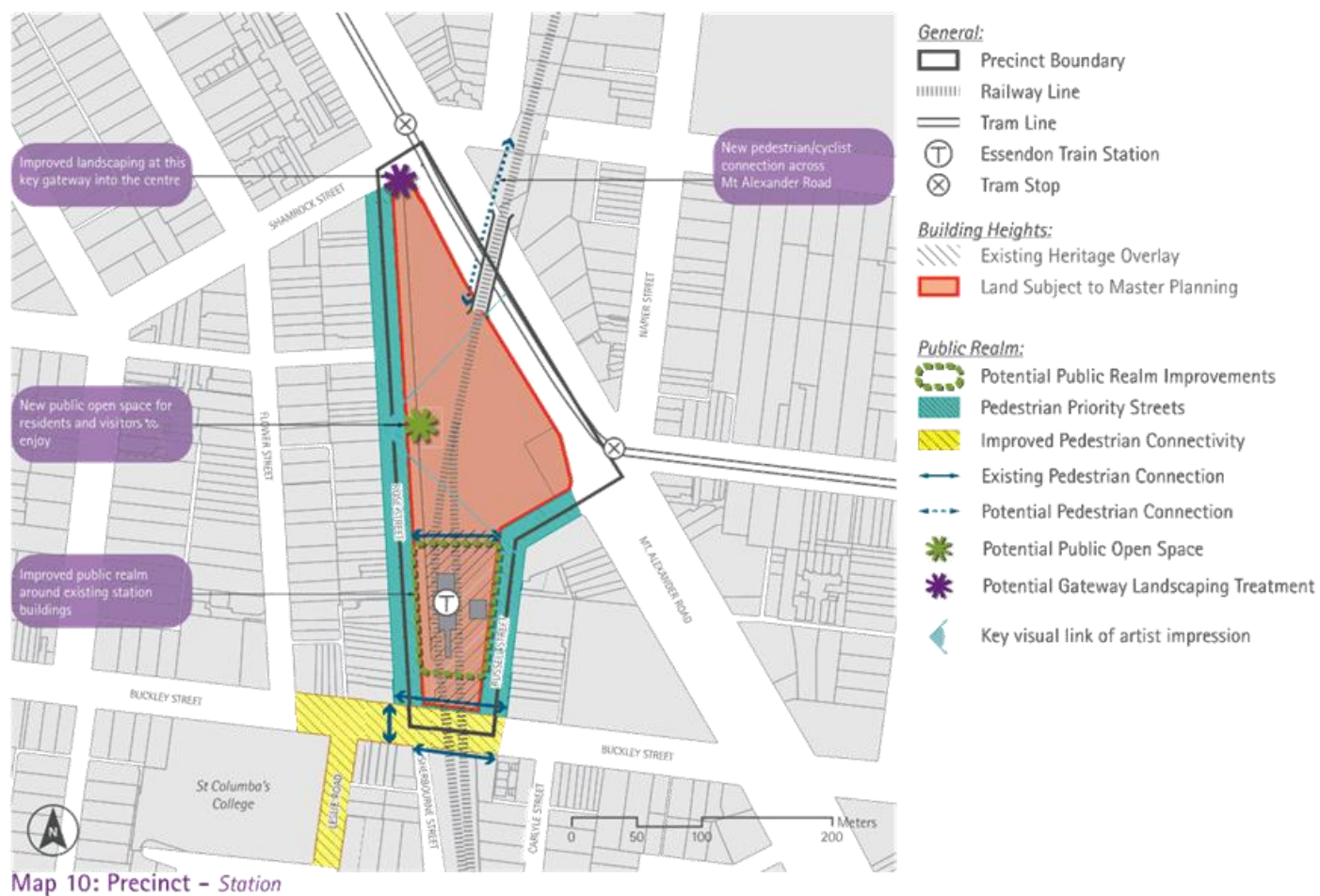


Image 17: Martin Luther King, Jr. Boulevard Gateway, Portland



Image 18: Precinct Station Artist Impression

## Precinct Provisions | 7





## 7 | Precinct Provisions

### Precinct 3 – Core

#### *Vision*

This precinct is anticipated to accommodate a greater intensity of development. Additional residential dwellings above retail premises along Russell Street, Napier Street, Fletcher Street and Mt Alexander Road will add diversity to housing stock in a location well served by public transport and community infrastructure. Improvements to the public realm and prioritisation of pedestrian movement within this precinct will contribute to the successful integration of the currently fragmented structure of the centre. In addition, the management of transport modes within the intersection of Mt Alexander Road, Napier Street and Fletcher Street will be significantly improved. The Junction Precinct will accommodate a future landmark form which enhances the sense of arrival into the commercial core of the centre.

#### *1. Land Use*

- a. For properties within a commercial zone and located along Napier Street and Fletcher Street, encourage retail and entertainment uses with offices and dwellings above ground floor level.
- b. Encourage the further development of the medical precinct that has established around the intersection of Raleigh Street and Napier Street.
- c. For properties fronting Mt Alexander Road, encourage mixed-use developments which complement the retail role of Russell Street and the retail and entertainment roles of Napier and Fletcher Street.

- d. For properties fronting Russell Street, encourage retail uses at ground level.
- e. For the properties located at 51-53 Brewster Street and 99-111 Napier Street, encourage the development of this land and consolidation of the existing carparks into the Windy Hill Facility.
- f. For properties within a residential zone, encourage the continuation of residential uses as well as other complementary uses allowed in the General Residential Zone, such as medical centres or convenience shops.

#### *2. Public Realm and Open Space*

- a. Investigate the potential to establish a new public open space at the western end of Raleigh Street.

#### *3. Movement*

- a. At the intersection of Mt Alexander Road, Fletcher Street, Napier Street and Russell Street, investigate options to improve traffic operations, tram services, pedestrian/cyclist connectivity and safety for all users.
- b. Investigate the potential to convert Russell Street to one-way private motor vehicle operations in order to improve pedestrian amenity and traffic flow at adjacent intersections.
- c. Investigate the potential to construct a pedestrian/cyclist connection across Mt Alexander Road and adjacent to the existing rail bridge.
- d. At the intersection of Napier Street and Brewster Street, investigate providing an additional 'arrow' signal lantern facing Brewster Street from the existing pedestrian operated signals, as well as

kerb extensions on Napier Street and relocation of 'Stop' linemarking on Brewster Street approaches.

- e. Investigate placing 50 km/h speed signage along Napier Street.
- f. Investigate modifying the speed zone along Napier Street (between Raleigh Street and Fletcher Street) to 40 km/h.
- g. Investigate placing flashing 40 km/h speed signage along Fletcher Street.
- h. At the intersection of Fletcher Street and Nicholson Street, advocate for the separation of private motor vehicles and trams.
- i. Investigate modifying parking to 60 degrees on both sides of Fletcher Street.



Image 19: Precinct Core Artist Impression - facing north at Mt Alexander Road and Fletcher Street roundabout

## Precinct Provisions | 7



Map 11: Precinct - Core

## 7 | Precinct Provisions

### Precinct 4 – East

#### *Vision*

This precinct will retain its institutional and recreational focus. Windy Hill will offer high-quality public open space which is better integrated with the surrounding area, in particular the education facilities. The facilities at Windy Hill will also have better pedestrian access to and from Napier, Brewster and Nicholson Streets. Existing sports-related services will remain, with integrated community learning facilities. The future redevelopment of residential lots will continue the main street consolidated form at the corner of Fletcher and Nicholson Streets.

#### *1. Land Use*

- a. Encourage the continuation of the existing community uses within the precinct.
- b. For properties fronting Fletcher Street, encourage retail and entertainment uses with offices and dwellings above ground floor level.

#### *2. Community Services and Facilities*

- a. Encourage the implementation of the Windy Hill Master Plan, which includes the following initiatives relating to community services and facilities:
  - i. Investigate the option to demolish the Cookson Stand and replace it with an extended carpark, cricket club/community facilities and change rooms.
  - ii. Expand the Windy Hill Fitness Centre to the

north.

#### *3. Public Realm and Open Space*

- a. Investigate the potential to establish a new public open space at the northern end of Nicholson Street, retaining the school drop off/pickup arrangements where possible.
- b. Encourage the implementation of the Windy Hill Master Plan, which includes the following initiatives which relate to public realm and open space:
  - i. Along Napier Street and to the north of the Windy Hill Fitness Centre, provide a new public forecourt with shade trees.
  - ii. Demolish the wall along Napier Street and provide more appropriate fencing treatments.
  - iii. Consider the future development of the bowls precinct in the south of the site.
  - iv. Investigate the removal of the chain link boundary fence along Nicholson Street.
  - v. Retain and enhance embankment planting along Nicholson Street.
  - vi. Undertake large feature tree plantings to define the edge of the oval.
  - vii. Undertake shade tree planting around the periphery of the site to assist in greening and shade provision.

#### *4. Movement*

- a. Repair the school crossing at Nicholson Street and apply for crossing supervisor funding.
- b. Improve line markings at median openings along Brewster Street.

- c. Encourage the implementation of the Windy Hill Master Plan, which includes the following initiatives which relate to movement:
  - i. Investigate improved connections around the oval.
  - ii. Investigate improved access to the croquet club from the carpark to the west.
  - iii. Improve pedestrian access into the site from Brewster Street to the north, Napier Street to the west and Nicholson Street to the east.



Image 20: Artist Impression of Precinct East – facing west to the western side of Nicholson Street



## Precinct Provisions | 7



## 7 | Precinct Provisions

### Precinct 5 – South

#### *Vision*

This precinct will continue its role as the southern gateway into the commercial core of the centre. Additional residential development will add to the liveliness of this precinct, benefitting from its proximity to public transport, and the spaciousness and landscaping of Mount Alexander Road. The precinct will also improve north/south connectivity for cyclists through the provision of formalised on-road cycle lanes, and utilising the generous landscaped median as a future accessible public open space opportunity.

#### *1. Land Use*

- a. For properties within a residential zone and fronting Mt Alexander Road or Buckley Street, encourage the continuation of existing residential and community uses as well as other complementary uses allowed in the General Residential Zone, such as medical centres or convenience shops.
- b. For properties within a residential zone and fronting Nicholson Street, Willow Street or Kernan Street, encourage the continuation of existing residential uses.
- c. For properties within a commercial zone, encourage mixed-use developments which complement the retail role of Russell Street.

#### *2. Community Services and Facilities*

- a. Along Buckley Street and Nicholson Street, enhance the landscape planting within the median and nature strips.

#### *3. Movement*

- a. Investigate improving the intersection of Buckley Street and Mt Alexander Road to increase pedestrian crossing times.
- b. Investigate providing shared bike and bus lanes along Buckley Street.
- c. Investigate the provision of a southbound on-road bicycle lane for Mt Alexander Road between Buckley Street and the Moonee Ponds Junction and improvements to the existing southbound bicycle lane from Glass Street to Buckley Street.

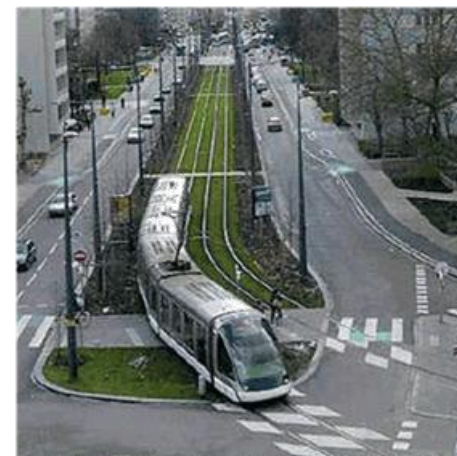


Image 21: Pedestrian connectivity across boulevard, Bilbao



Image 22: Artist Impression of Precinct South - facing north at the intersection of Buckley Street and Mt Alexander Road

## Precinct Provisions | 7





## 7 | Precinct Provisions

### Precinct 6 – North

#### *Vision*

This precinct will strengthen its role as a transitional precinct between the commercial core and surrounding residential hinterland. It acts as the northern gateway into the commercial core of the centre. Continued consolidation of residential development in this precinct will balance the need to accommodate future development, whilst retaining the valued landscape setting.

#### *1. Land Use*

- a. For properties fronting Mt Alexander Road, encourage the continuation of existing residential uses as well as other complementary uses allowed in the General Residential Zone, such as medical centres or convenience shops.

#### *2. Public Realm and Open Space*

- a. Investigate the reuse of the State Government landholdings on the eastern side of Grice Crescent for community uses, subject to Council's Community Facilities Planning processes.
- b. Investigate the potential to establish a new public open space on the eastern side of Grice Crescent.

#### *3. Movement*

- a. Investigate placing flat top road humps along Brewster Street.
- b. Investigate options to signalise the intersection

of Mt Alexander Road, Shamrock Street and Grice Crescent.

- c. Investigate options to signalise the intersection of Mt Alexander Road, Shamrock Street and Grice Crescent.
- d. Improve the pedestrian amenity along Grice Crescent to better connect with the pedestrian bridge over the rail line at Brewster Street, potentially including a footpath along the eastern side of the street.
- e. Investigate the potential for a new pedestrian crossing across the rail line to Raleigh Street.
- f. Investigate options to improve pedestrian connectivity at the intersection of Mt Alexander Road and Brewster Street.



Image 23: Green open space outside railway station, Garfield



Image 24: Artist Impression of Precinct North - facing southeast at the intersection of Thistle Street and Mt Alexander Road

## Precinct Provisions | 7



## 8 | Implementation Plan

### Infrastructure

These are projects which relate to Council assets and generally require minimal consultation with State Government agencies to implement. It is Council's responsibility to incorporate these projects into the Capital Works Program and budgetary process.

Theme	#	Action	Action Type (Capital Works Program)	Related Action	Responsibility	Timeframe	Relevant Adopted Strategy
Public Realm and Open Space	1	Establish a unique range of street furniture and amenities throughout the centre, including wayfinding, seating, lighting, drinking fountains, waste bins and cycling infrastructure.	Capital - Incorporate progressive improvements under Street Furniture Renewals for Shopping Centres	-	Council - Urban Design	Short	Economic Development Strategy (2014)
Public Realm and Open Space	2	Increase street tree/vegetation planting across the centre within nature strips, medians and other available public areas.	Capital - Incorporate progressive improvements under Street Tree Planting and Replacement	-	Council - Urban Design	Short	Tree Management Strategy (2013)
Public Realm and Open Space	3	Investigate the potential to establish a new public open space at the western end of Raleigh Street, including the removal/relocation of carparking where necessary.	Capital - Discretionary new project	15, 19, 30, 32, 46	Council - Urban Design	Medium	New
Public Realm and Open Space	4	Investigate the potential to establish a new public open space at the northern end of Nicholson Street, retaining the school drop off/ pickup arrangements where possible.	Capital - Discretionary new project	13, 23	Council - Urban Design	Medium	New
Public Realm and Open Space	5	Partner with community groups to establish urban design and public art initiatives which are unique to the centre, including a community focal point.		-	Council - Urban Design	Immediate (Quick Win)	Arts and Culture Plan (2014)
Public Realm and Open Space	6	Facilitate trial programs to create temporary public spaces on public land, including pop-up parks and community gardens on vacant public property and reuses of parking spots.		-	Council - Urban Design	Immediate (Quick Win)	Economic Development Strategy (2014)



## Implementation Plan | 8

<i>Theme</i>	<i>#</i>	<i>Action</i>	<i>Action Type (Capital Works Program)</i>	<i>Related Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Relevant Adopted Strategy</i>
Public Realm and Open Space	7	Along Buckley Street and Nicholson Street, enhance the landscape planting within the median and nature strips.	Capital - Discretionary new project	-	Council - Urban Design	Short	New
Movement	8	Investigate the installation of a splitter island/ pedestrian refuge at the intersection of Rose Street and Shamrock Street.	Capital - Incorporate into St Therese LATM Implementation	38	Council - Transport	Immediate (Quick Win)	St Therese Local Area Traffic Management Plan (2014)
Movement	9	Investigate providing additional 'Walking Leg' signage at the existing zebra crossing on the southern end of Rose Street.	Capital - Incorporate into St Therese LATM Implementation	38	Council - Transport	Immediate (Quick Win)	St Therese Local Area Traffic Management Plan (2014)
Movement	10	At the intersection of Napier Street and Brewster Street, investigate providing an additional 'arrow' signal lantern facing Brewster Street from the existing pedestrian operated signals, as well as kerb extensions on Napier Street and relocation of 'Stop' linemarking on Brewster Street approaches.	Capital - Incorporate into Fletcher LATM Implementation	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	11	Repair school crossing at Nicholson Street and apply for crossing supervisor funding.	Capital - Incorporate into Fletcher LATM Implementation, Operational - New Crossing Supervisor	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	12	Improve linemarkings at median openings along Brewster Street.	Capital - Incorporate into Fletcher LATM Implementation	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)

## 8 | Implementation Plan

Theme	#	Action	Action Type (Capital Works Program)	Related Action	Responsibility	Timeframe	Relevant Adopted Strategy
Movement	13	Improve public access into the Windy Hill facilities.	Capital - Discretionary new project	23	Council - Transport	Medium	Windy Hill Master Plan (2012)
Movement	14	Place flat top road humps along Brewster Street.	Capital - Incorporate into Fletcher LATM Implementation	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	15	Improve the pedestrian amenity along Grice Crescent to better connect with the pedestrian bridge over the rail line at Brewster Street.	Capital - Discretionary new project	3, 46	Council - Transport	Medium	New

### Partnerships

These are projects which involve consultation with key stakeholders to implement, and generally do not relate to Council assets. It is Council's responsibility to advocate to the relevant stakeholder(s) for these actions to be realised.

Theme	Number	Action	Related Action	Responsibility	Timeframe	Relevant Adopted Strategy
Land Use	16	Promote the centre as a key location for commercial investment. This includes exploring and, if feasible, implementing opportunities to market and develop the commercial activity in the centre, in addition to supporting traders' groups.	-	Council - Economic Development	Ongoing	Economic Development Strategy (2014)
Land Use	17	Facilitate discussions between developers in the centre and affordable housing providers.	-	Council - Community Development	Ongoing	Inclusive and Affordable Housing Action Plan (2014)
Land Use	18	For the properties located at 51-53 Brewster Street and 99-111 Napier Street, encourage the development of this land and consolidate the existing carparks into the Windy Hill Facility.	-	Council - Strategic Planning	Medium	New

## Implementation Plan | 8

<i>Theme</i>	<i>Number</i>	<i>Action</i>	<i>Related Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Relevant Adopted Strategy</i>
Public Realm and Open Space	19	In the medium-long term, encourage the redevelopment of State Government landholdings in order to revitalise the centre, including: - the provision of a new small local open space with a frontage to Rose Street. - the provision of public open space along the eastern side of Grice Crescent.	3, 15, 19, 30, 32, 46	Council - Urban Design	Medium	Open Space Strategy (2009)
Public Realm and Open Space	20	In the short term, partner with State Government agencies to improve their landholdings, including: - at the intersection of Rose Street and Mt Alexander Road, enhance the open space which is currently under VicTrack ownership but leased to Council to serve as a gateway to the centre - this could potentially include public art. - Further enhance the landscaping on the southern end of Rose Street, the southern end of Russell Street, and along the eastern side of Grice Crescent.	-	Council - Urban Design	Short	New
Public Realm and Open Space	21	Partner with developers to provide public open space within significant developments on large sites, including playspaces for children.	-	Council - Statutory Planning	Ongoing	Playspace Plan (2013)
Public Realm and Open Space	22	Partner with local schools and institutions to make some of their grounds open to the general public outside of operational hours.	-	Council - Urban Design	Ongoing	Playspace Plan (2013)



## 8 | Implementation Plan

Theme	Number	Action	Related Action	Responsibility	Timeframe	Relevant Adopted Strategy
Public Realm and Open Space	23	<p>"Encourage the implementation of the Windy Hill Master Plan, which includes the following initiatives:</p> <ul style="list-style-type: none"> <li>i. Investigate the option to demolish Cookson Stand and replace it with an extended carpark, cricket club/community facilities and change rooms.</li> <li>ii. Expand the Windy Hill Fitness Centre to the north.</li> <li>iii. Along Napier Street and to the north of the Windy Hill Fitness Centre, provide a new public forecourt with shade trees.</li> <li>iv. Demolish the wall along Napier Street and provide more appropriate fencing treatments.</li> <li>v. Consider the future development of the bowls precinct in the south of the site.</li> <li>vi. Investigate the removal of the chainlink boundary fence along Nicholson Street.</li> <li>vii. Retain and enhance embankment planting along Nicholson Street.</li> <li>viii. Undertake large feature tree plantings to define the edge of the oval.</li> <li>ix. Undertake shade tree planting around the periphery of the site to assist in greening and shade provision.</li> <li>x. Investigate improved connections around the oval.</li> <li>xi. Investigate improved access to the croquet club from the carpark to the west.</li> <li>xii. Improve pedestrian access into the site from Brewster Street to the north, Napier Street to the west and Nicholson Street to the east." </li></ul>	3, 13, 53	Council - Urban Design, Sports and Recreation, Infrastructure Planning	Medium	Windy Hill Master Plan (2012)

## Implementation Plan | 8

<i>Theme</i>	<i>Number</i>	<i>Action</i>	<i>Related Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Relevant Adopted Strategy</i>
Community Services and Facilities	24	Investigate the long term plans for the crown land located at 2 Grice Crescent, including the potential for future community facilities in any future redevelopment of the land.	53	Council - Property and Building Services, Infrastructure Planning	Medium	New
Community Services and Facilities	25	Partner with developers to provide new community facilities within larger developments.	53	Council - Statutory Planning, Infrastructure Planning	Ongoing	New
Community Services and Facilities	26	Develop and implement a coordinated calendar of public events within the centre, in partnership with community groups.	53	Council - Economic Development	Immediate (Quick Win)	Economic Development Strategy (2014)
Movement	27	In the short-term, advocate for additional bike storage facilities at Essendon Railway Station.	-	Council - Transport	Immediate (Quick Win)	Walking and Cycling Strategy (2012)
Movement	28	In the medium term, advocate for the provision of a 'bike hub' at the Essendon Railway Station.	-	Council - Transport	Medium	Walking and Cycling Strategy (2012)
Movement	29	Advocate for improved pedestrian access arrangements to Essendon Railway Station.	-	Council - Transport	Short	Walking and Cycling Strategy (2012)
Movement	30	Advocate for a rail-under-road grade separation of the Craigieburn Railway Line at both the Buckley Street and Mt Alexander Road intersections.	3, 15, 19, 30, 32, 38, 46, 52	Council - Transport	Long	Essendon Junction Grade Separation Feasibility Study Report (2014)
Movement	31	At the intersection of Mt Alexander Road, Fletcher Street, Napier Street and Russell Street, investigate options to improve traffic operations, tram services, pedestrian/cyclist connectivity and safety for all users, especially pedestrian connectivity between the train station and tram stop.	38, 52	Council - Transport	Long	Walking and Cycling Strategy (2012)
Movement	32	Investigate the potential to construct a pedestrian/cyclist connection across Mt Alexander Road and adjacent to the existing rail bridge.	30	Council - Transport	Medium	New

## 8 | Implementation Plan

Theme	Number	Action	Related Action	Responsibility	Timeframe	Relevant Adopted Strategy
Movement	33	Investigate improving the intersection of Buckley Street and Mt Alexander Road, with a focus on increasing pedestrian crossing times.	-	Council - Transport	Immediate (Quick Win)	Fletcher Local Area Traffic Management Plan (2014)
Movement	34	Investigate the provision of a southbound on-road bicycle lane for Mt Alexander Road between Buckley Street and the Moonee Ponds Junction and improvements to the existing southbound bicycle lane from Glass Street to Buckley Street.	-	Council - Transport	Short	New
Movement	35	Establish formal bike lanes along the informal bike routes designated by Moonee Valley's Travelsmart Map, with Buckley Street as a priority.	43	Council - Transport	Short	Walking and Cycling Strategy (2012)
Movement	36	"Establish the Craigieburn Rail Corridor Cycling and Walking Route through the centre, including: - Investigate improving the traffic signals at the intersection of Rose Street and Buckley Street to improve the frequency and safety of cyclists' crossing opportunities. - Investigate treating Sherbourne Street to allow cyclists to ride in a contraflow direction (southbound). - Investigate providing bike lanes along Rose Street."	-	Council - Transport	Short	Walking and Cycling Strategy (2012)
Movement	37	Improve the amenity of tram and bus stops for patrons, including weather protection, timetable information, waste bins, lighting and DDA accessibility.	-	Council - Transport	Immediate (Quick Win)	Integrated Transport Plan (2008)
Movement	38	Investigate the potential to convert both Russell and Rose Streets to one-way private motor vehicle operations in order to improve pedestrian amenity and traffic flow at adjacent intersections	8, 9, 31, 52	Council - Transport	Medium	New



## Implementation Plan | 8

<i>Theme</i>	<i>Number</i>	<i>Action</i>	<i>Related Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Relevant Adopted Strategy</i>
Movement	39	Investigate placing 50 km/h speed signage along Napier Street.	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	40	Investigate modifying the speed zone along Napier Street (between Raleigh Street and Fletcher Street) to 40 km/h.	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	41	Investigate placing flashing 40 km/h speed signage along Fletcher Street.	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	42	Investigate modifying parking to 60 degrees on both sides of Fletcher Street.	-	Council - Transport	Short	Fletcher Local Area Traffic Management Plan (2014)
Movement	43	Investigate providing shared bus lanes along Buckley Street.	35	Council - Transport	Medium	St Therese Local Area Traffic Management Plan (2014)
Movement	44	At the intersection of Fletcher Street and Nicholson Street, advocate for the separation of private motor vehicles and trams.	-	Council - Transport	Long	Fletcher Local Area Traffic Management Plan (2014)
Movement	45	Investigate options to signalise the intersection of Mt Alexander Road, Shamrock Street and Grice Street.	30, 31, 38	Council - Transport	Medium	New
Movement	46	Investigate the potential for a new pedestrian crossing across the rail line to Raleigh Street.	15	Council - Transport	Medium	New
Movement	47	Investigate options to improve pedestrian connectivity at the intersection of Mt Alexander Road and Brewster Street.	-	Council - Transport	Medium	New
Movement	48	Investigate improvements to the intersection of Flower Street, Leslie Street and Buckley Street to improve traffic operations, pedestrian/cyclist connectivity and safety for all users.	35, 43	Council - Transport	Medium	New

## 8 | Implementation Plan

### Strategic Policy

These are projects which require a significant amount of further work to implement and generally affect the entirety of the centre. These actions are required in order to achieve an integrated approach for developing an improving the centre.

Theme	Number	Action	Related Action	Responsibility	Timeframe	Relevant Adopted Strategy
Land Use	49	Prepare and apply a Development Contributions Plan Overlay to the entirety of the activity centre for the purpose of funding public infrastructure.	53	Council – Strategic Planning	Short	Moonee Valley Planning Scheme Review Report (2014)
Public Realm and Open Space	50	Prepare Public Realm Guidelines which respond to a City Design Strategy.	All public realm and open space actions	Council – Urban Design	Medium	New
Public Realm and Open Space	51	Prepare a Water Sensitive Urban Design (WSUD) Feasibility Study to seek to reduce to urban heat island effect as well as 'green' the public realm.	All public realm and open space actions	Council – Urban Design	Medium	Open Space Strategy (2009), City Sustainability Policy (2013)
Public Realm and Open Space	52	Prepare a Streetscape Master Plan and Activation Project, addressing Rose and Russell Streets as well as pedestrian connectivity from Rose/Russell Streets to Napier/Fletchers Streets.	1, 2, 3, 6, 8, 9, 30, 31, 38	Council – Urban Design	Short	City Sustainability Policy (2013)
Community Services and Facilities	53	Ensure the appropriate planning of services and facilities in the area to support a diverse range of residents, in line with Council's long term service plans and Community Facility Planning Framework.	23, 24, 25, 26, 49	Council – Infrastructure Planning	Ongoing	Community Facilities Plan (2011)
Built Form	54	Prepare and apply appropriate planning scheme controls to guide the built form and land use of new development within the activity centre.	-	Council – Strategic Planning	Short	Moonee Valley Planning Scheme Review Report (2014)
Movement	55	Undertake Network Fit Assessments for all intersections within the centre to inform future transport infrastructure improvements.	All movement actions	Council – Transport	Short	New

## Implementation Plan | 8

<i>Theme</i>	<i>Number</i>	<i>Action</i>	<i>Related Action</i>	<i>Responsibility</i>	<i>Timeframe</i>	<i>Relevant Adopted Strategy</i>
Movement	56	Prepare and apply a Parking Overlay to the entirety of the activity centre for the purpose of managing car parking, including the funding of public parking facilities and sustainable transport improvements.	-	Council – Transport	Short	Municipal Parking Strategy (2011)





Moonee Valley Language Line

عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
Hrvatski	Croatian	9280 0740	Somali	Somali	9280 0743	Việt-ngữ	Vietnamese	9280 0746

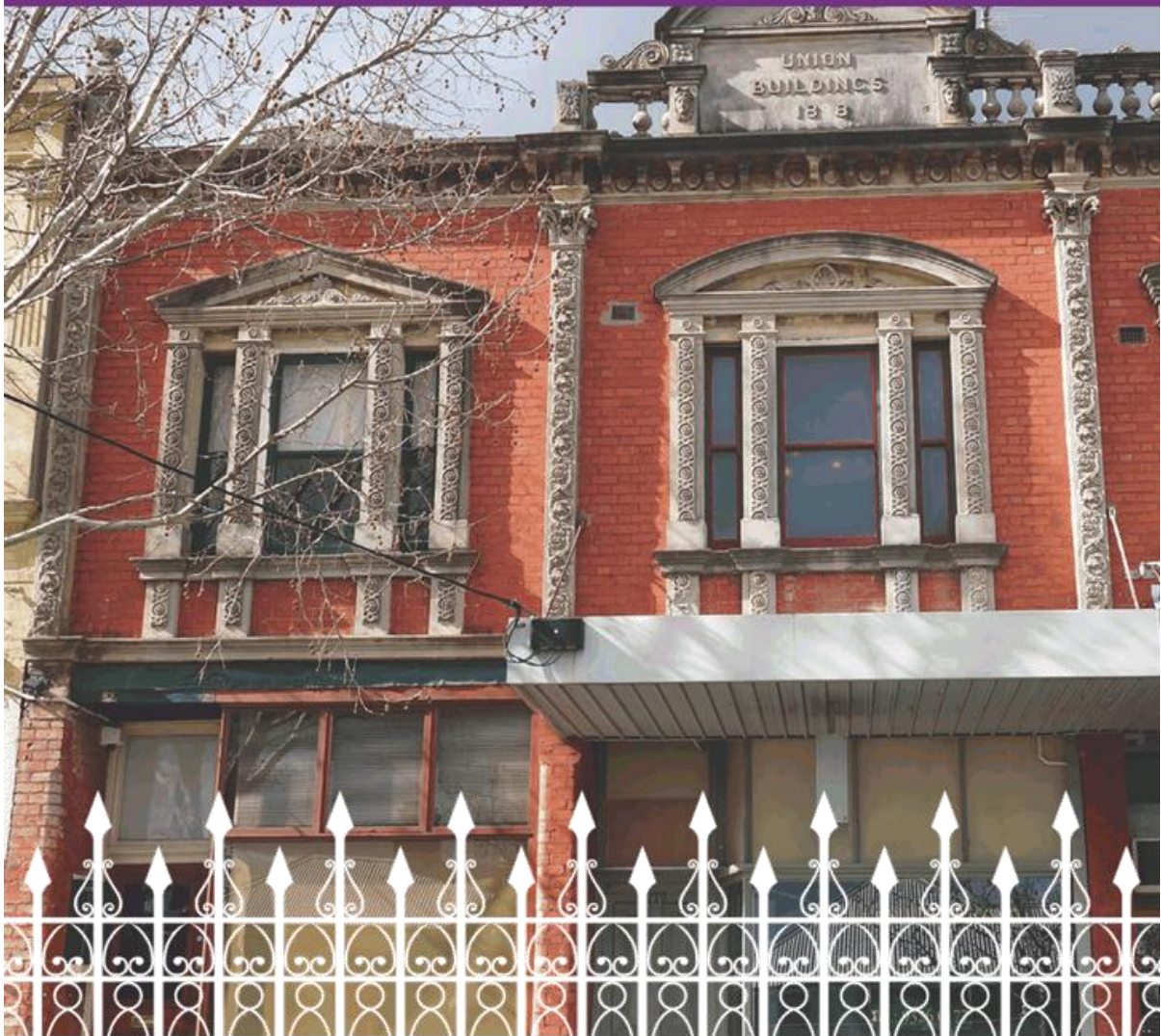
All other languages 9280 0747

National Relay Service 133 677 or [iprelay.com.au](http://iprelay.com.au)



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# City of Moonee Valley Heritage Guidelines



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## 1. Introduction

### 1.1 Background

Moonee Valley has a wide range of heritage precincts and places. The need for urban consolidation and increased densities has the potential to impact on the conservation of heritage places and precincts if not properly managed. The Moonee Valley Heritage Guidelines will assist in recognising the individual character and significance of each precinct and place to ensure that they will be successfully conserved and adapted for now and into the future. This includes infill development with good contemporary design referencing the character of the building and the precinct.

The City of Moonee Valley's Heritage Guidelines provide detailed parameters for the conservation of listed heritage buildings as well as guidance for the development of new buildings within or in close proximity to Heritage Overlays.

There are General Guidelines for:

- Conservation (including restoration and reconstruction) of original building features, details and outbuildings;
- Alterations and additions;
- Parking facilities;
- Demolition;
- Subdivision;
- Infill development, including development in close proximity to the Heritage Overlay;
- Public domain, particularly bluestone paving.

There are Specific Guidelines for:

- Front fences;
- Colour schemes;
- Commercial shopfronts, verandahs and signage.

The terms in these Guidelines are used in accordance with those defined in the Australia ICOMOS Burra Charter. These and other architectural terms are defined in a Glossary of conservation and architectural terms (Appendix 1). It is followed by a guide to architectural styles common in Moonee Valley (Appendix 2).

Separate to this publication Moonee Valley City Council has also prepared individual guidelines for each Heritage Overlay Precinct. These guidelines set out the reasons for a precinct's importance, the elements to be protected and specific advice for new works within that precinct. Individual Precinct Guidelines are available on Council's website ([mvcc.vic.gov.au/heritage](http://mvcc.vic.gov.au/heritage)) or obtained at the Civic Centre.

### 1.2 Purpose of the Guidelines

The purpose of the Guidelines is to assist property owners, architects, town planners and building designers with how to conserve, restore, and adapt existing buildings protected by Moonee Valley's Heritage Overlay, as well as provide assistance with new infill buildings.

The Guidelines will be used to assist with the assessment of heritage considerations during the planning permit process, particularly for buildings and areas protected by Moonee Valley's Heritage Overlay.

The ultimate objective is conservation of the historic character of the places and precincts that form the cultural heritage significance of Moonee Valley.

Planning assessments will particularly take into consideration how new built form is integrated into the historic built environment and how the proposed works will affect the important components of an existing heritage building and elements of its site such as fences and garages.

The Guidelines generally focus on residential buildings, with a separate section on commercial buildings in the Specific Guidelines. For other types of buildings, such as public-use and industrial buildings, a site-specific approach may be required by working with Council's Heritage Advisor. Even when the specific guidance is not applicable, the overarching objectives set out in each section are still relevant.

Please note that the Guidelines do not address in any detail trees protected under the Heritage Overlay or significant trees protected under the Environmental Significance Overlay – Schedule 2. A planning permit may be required to remove or lop or otherwise damage trees protected in this way. Before undertaking any works that may impact on a mature tree, please contact the Statutory Planning Department to check if a permit is required.

### 1.3 Definitions

The terminology used in these Guidelines is consistent with the Australia ICOMOS Burra Charter (2013). See Appendix 1 for a list of key definitions.

The following specific definitions apply:

- **Significant** – A heritage place that has cultural heritage significance independent of its context. Such places may have their own Heritage Overlay number or they may be part of a wider heritage precinct. If located within a precinct, they would still be eligible for heritage protection even if the precinct did not exist around them.
- **Contributory** – A place that contributes to the significance of a heritage precinct, but would not be protected if it was on its own.
- **Non-contributory** – A place that does not contribute to the significance of a heritage precinct. In some instances a Significant place may be considered Non-contributory to a precinct, for example an important Modernist house within a Victorian-era precinct.

The more general term 'heritage building' is also used in these Guidelines to denote both Significant and Contributory buildings.

To find out more information about your heritage building or precinct and why it is significant, go to the Moonee Valley Heritage Database, found in the Heritage section of Council's website ([www.mvcc.vic.gov.au/heritage](http://www.mvcc.vic.gov.au/heritage)).

### 1.4 When do you need a planning permit?

Clause 43.01 (Heritage Overlay) of the Moonee Valley Planning Scheme sets out what sort of works within a Heritage Overlay require a planning permit.

In heritage precincts, there are permit exemptions that remove some of the requirements to obtain a planning permit for Contributory and Non-contributory buildings. Contact Statutory Planning to check if any exemptions apply to your planned works.

In most cases, no permit is required to make internal changes to heritage buildings. For example, remodelling and upgrading kitchens and bathrooms, or reconfiguring floor plans. If an internal change results in a change to the building envelope (such as the removal or addition of a window), then the need for a permit is triggered. The exceptions are a handful of places with Internal Controls (mainly churches) as well as some buildings that are also listed on the Victorian Heritage Register. Check with Statutory Planning to see if you will need a permit from Heritage Victoria or from Council for the type of works planned.

### 1.5 Preparing to lodge a planning permit

Moonee Valley Council offers a free Heritage Advisor service for owners and managers of properties within a Heritage Overlay. The Heritage Advisor can provide assistance about any plans you may have to make changes to your property. If you would like to discuss a proposed restoration, demolition or redevelopment of a heritage place, please contact the Statutory Planning Department to arrange a time to speak to the Heritage Advisor.

If you already have a good idea of what works you would like to carry out, then you should arrange a pre-application meeting prior to lodging your application. Council has a 'Request for a pre-application meeting – Heritage Overlay' form that you can obtain from Council's website, and post or submit it in person at the Civic Centre (Kellaway Avenue) in Moonee Ponds. Along with the form, you will need to provide:

- Concept plans and/or sketches,
- Current certificate of title for the property in question, and
- Additional information such as photographs of the site and streetscape.

At a pre-application meeting with a Statutory Planner and the Heritage Advisor you will have a chance to discuss how your proposal satisfies the policies and objectives of the Heritage Overlay and these Guidelines and the Moonee Valley Planning Scheme more generally. The Statutory Planner and the Heritage Advisor may wish to conduct a site inspection to better understand your property and proposal. They may provide suggestions on heritage matters for your application at this stage before you lodge a full planning permit application, and advise you about what documentation you will need to submit for the type of works proposed.

To find out what items you will need to lodge as part of your planning application, see the Planning fact sheets and checklists which can be found on Council's website or obtained at the Civic Centre.



## 2. General Guidelines

### 2.1 Introduction

It is important to retain the specific historic character of each heritage building and place. Looking after the physical fabric assists in understanding the development and the cultural heritage of the City of Moonee Valley.

### 2.2 Conservation of Original Built Fabric, Building Features and Details

#### Objectives:

- To encourage the retention and appropriate care of contributory building fabric and elements.
- To ensure buildings are restored or reconstructed to an earlier appearance accurately.

The best way to preserve a heritage building into the future is to provide ongoing maintenance, with attention to issues such as keeping out water and renewing protective coatings (e.g., paint on timber). This approach will also save money on expensive repairs and replacements which are sometimes required when buildings are neglected.

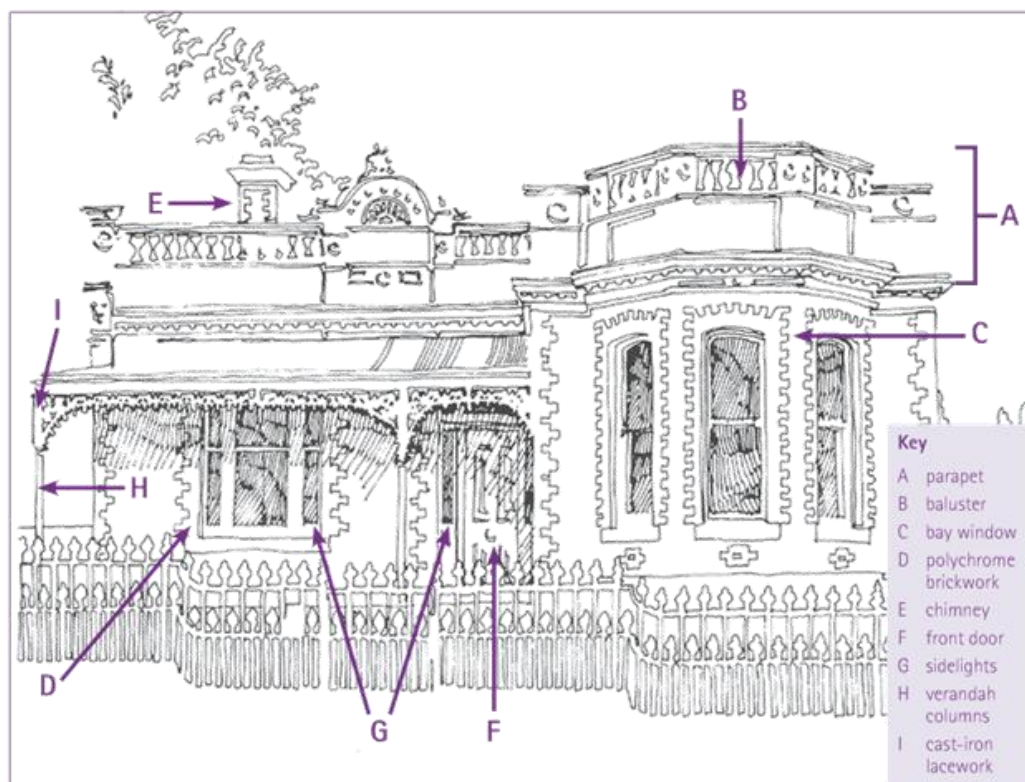
A careful approach is required for the maintenance and repair of heritage buildings as the building materials – or 'fabric' – are usually considered to be significant in and of itself. This means that the aim of maintenance and repair of heritage buildings should not be to recreate an 'as new' appearance or condition but merely to ensure that the building is sound but may show its age.

It is not often appropriate to replace building fabric in its entirety; instead replacement should focus on only removing unsound parts. For example, if the lowest weatherboards on a wall are rotted, only they should be replaced (with matching) instead of the whole wall.

#### 2.2.1 Restoration and reconstruction

Restoration and reconstruction of altered or missing features is encouraged if a building has been altered unsympathetically in the past. Restoration most commonly involves the removal of later additions, such as the gentle removal of paint from face bricks, or revealing a verandah that had been built in. With reconstruction, for example, if the original slate or corrugated iron roofing

Figure 1. Victorian villa elements (1870s-1890s)





was replaced with another material, e.g., concrete tiles, it would be appropriate to reinstate the original type of roofing. In some cases, later alterations will have their own heritage significance, such as Interwar shopfronts in a Victorian commercial building, and it would not be appropriate to replace them with a reproduction of the original.

Reconstruction of missing elements should be based on sound documentation, such as early photos or physical evidence from the building or identical ones in the area. When no such documentation or examples in the street or precinct can be found, then the design of reconstructed features should be a simplified version appropriate for a building of that style and complexity of design.

For example, a Victorian timber cottage would have had a simple verandah, while a middle-class Victorian villa would have had a more highly ornamented one

(see Figure 1 and Figure 2). Council's Heritage Advisor can assist with this advice.

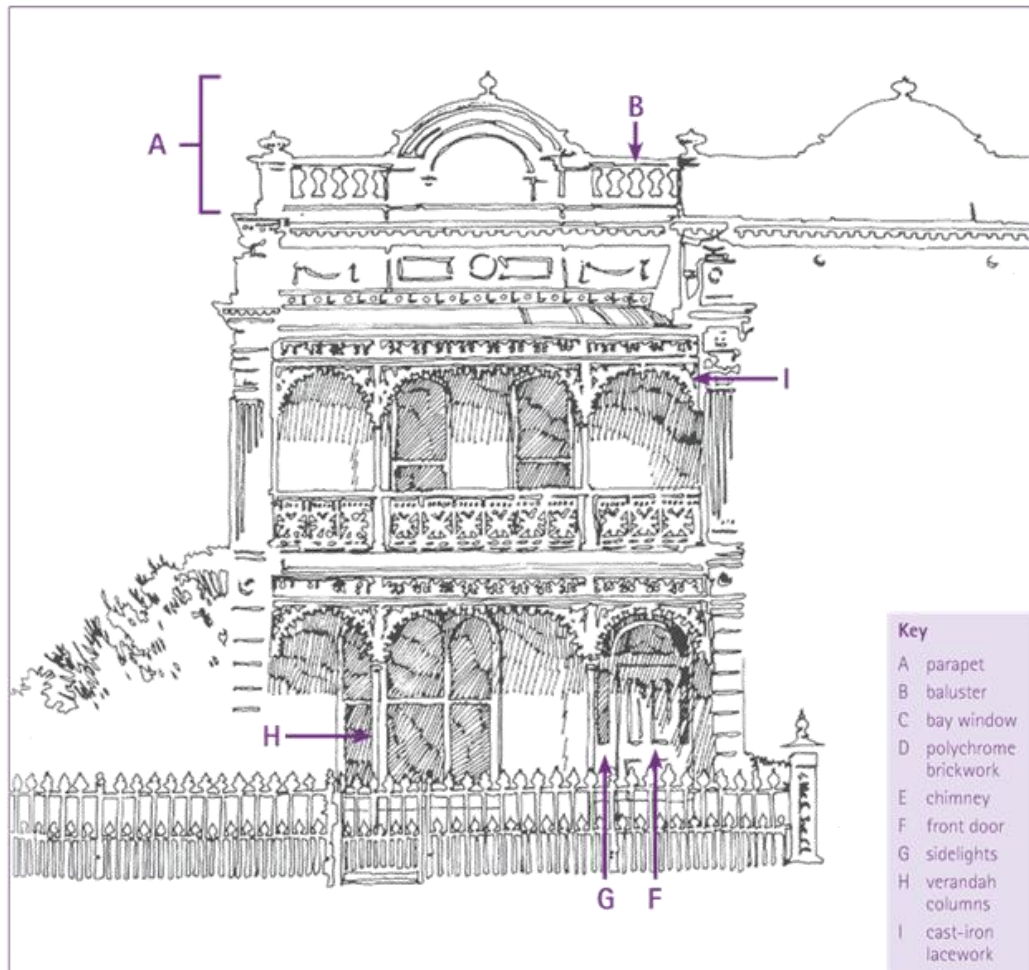
It is important to take the time to investigate the correct restoration outcomes for your heritage place.

### 2.2.3 Early outbuildings

Original and early outbuildings, such as stables, privies and garages, are often contributory elements of a site or precinct and should be retained where possible.

This is particularly true of outbuilding types that are now rare, such as stables, as well as original garages that are architecturally related to the house and are also visible from the street. An assessment of the heritage significance of outbuildings will take place during the pre-application meeting or planning permit application process.

Figure 2. Victorian Boom style terrace elements (1880s)





### 2.2.4 Contributory building elements

The list below and diagrams on subsequent pages illustrate some of the key stylistic elements of residential (see Figure 1 to Figure 8) and commercial buildings (see Figure 26 and Figure 27). These elements of the building fabric are considered to contribute to the heritage significance of the building. Many of them are illustrated on the following pages, grouped according to architectural style. Further information can be found in Heritage Victoria's publication *What house is that?* or the companion interactive tool which is available on their website. Contributory building elements include:

- Roof shapes, ridge lines and materials (such as corrugated iron, slate and gutter and downpipe styles)
- Chimneys
- Parapet walls and decorative elements (such as balusters, urns and orbs)
- Towers, spires, columns, bay windows and other significant details
- Balconies and verandahs, including posts, timber fretwork or cast-iron lacework, paving tiles, soffit lining such as pressed-metal panels, rafters, roof covering
- Wall cladding materials (such as weatherboard, ashlar boards, face brick, stone, smooth and roughcast rendered surfaces, timber strapwork/faux half-timbering, ceramic tiles)
- Window frames, sashes such as double hung or casement), shutters and hoods
- Shopfronts, including shop windows, entries and external display cases
- Stained glass and leadlights
- Front doors and surrounds, including sidelights, highlights and timber panelling
- Front fences
- Garden paths, retaining walls and other hard landscaping associated with early garden layouts
- Outbuildings such as stables, privies and original garages
- Paving treatments to roads, laneways and paths such as bluestone
- Public realm infrastructure such as historic bollards, brackets or post lighting, former gas lamp bases, watering troughs
- Historic signs, including those painted on walls.

Figure 3. Federation House elements (1895-1910s)

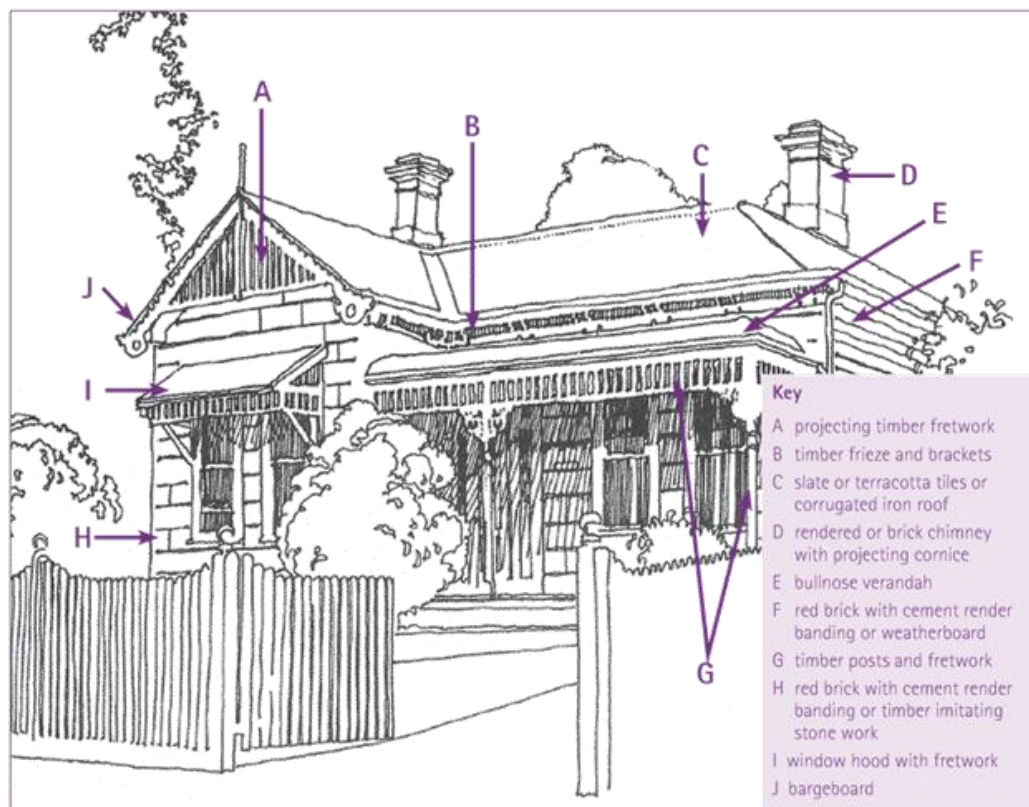
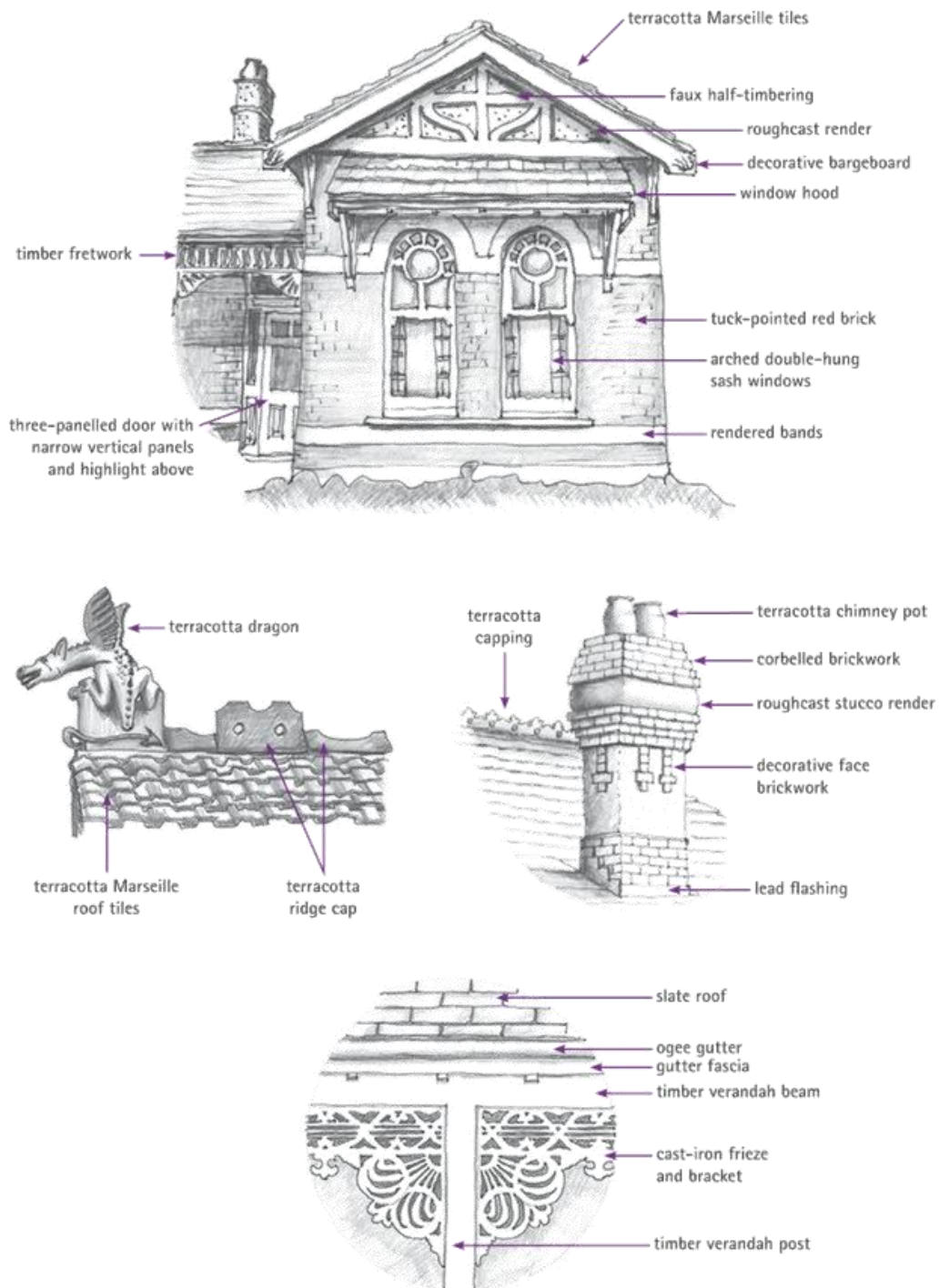






Figure 4. Federation details





## 2.3 Alterations to Contributory and Significant Buildings

### Objectives:

- To ensure that alterations respect the contributory elements of the heritage building.
- To ensure that alterations retain the significant parts of built fabric.
- To ensure that alterations do not adversely affect the significance, character and appearance of the heritage place.

### 2.3.1 Alteration works

Alterations are works, repairs and routine maintenance that change the appearance of a building or are not carried out to the same details, specifications or materials of the original building.

The scale, intactness and particular fine grain architectural details of each heritage place will determine to what extent it can be changed. Alterations that remove unsympathetic fabric and reconstruct lost fabric to the façade will be encouraged. Alterations behind the main ridge line that are not visible from the street, or have a minimal impact on the streetscape whilst retaining sufficient original fabric, may be in some cases be exempt from the requirement for a planning permit.

Alterations that remove, alter or destroy contributory features, particularly those visible from a street (other than a lane) or public park, are unlikely to be supported. For example, an old slate roof should be replaced with new slates of the same size, shape and colour on the visible slopes of the roof at minimum. Rusted galvanised corrugated iron should be replaced with the same, not modern materials such as Zincolume or Colorbond, at least where visible from the public domain. Timber windows should be replaced with the same if unrepairable, not with aluminium or plastic units.

Alterations that introduce new elements visible from the public domain are unlikely to be supported. For example, dormer windows, porticos, verandahs, external shading devices (e.g., timber or roller shutters, awnings), security doors, or the creation of new window or door openings.

### 2.3.2 Domestic services and sustainability measures

The preferred position for domestic services, such as air-conditioners, heat pumps, boilers, hot-water heaters and satellite dishes, as well as solar energy panels and converters and rainwater tanks, is a location where it will not be visible from a street (other than a lane) or public park.

If solar panels are installed on a side roof slope, then locating them behind the chimney (if feasible) is often the least intrusive to the streetscape. If the chimneys have been removed in the past, there may be an opportunity to reconstruct one period chimney stack with lightweight materials and locate the solar panels behind it. Usually, a chimney would be located above the rear wall of the first room as viewed from the street. If a chimney is not to be reconstructed, the solar panels should be installed one room deep above the rear wall of the first room as viewed from the street.

If it is not possible to entirely conceal such services from the public domain, then they should be set back as far as possible, particularly for principle views of the heritage building, and sensitively integrated into the overall design. In some cases well-designed screening measures can lessen the impact of new services that would otherwise be visible.

Wall mounted cabling and small pipes need to be installed in a manner so that their visibility is significantly reduced. Painting the cable or conduit to match the underlying wall fabric is a good solution to reduce visibility.

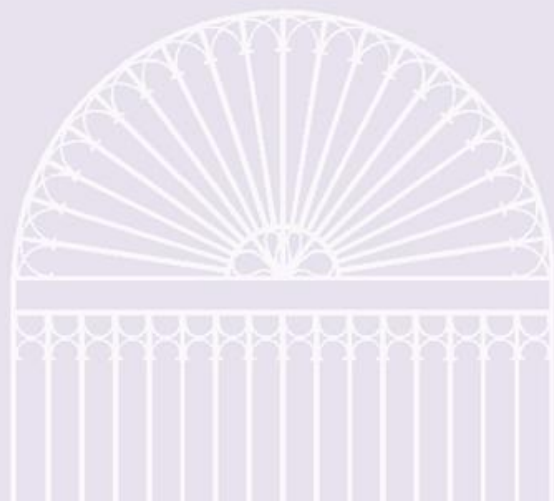


Figure 5. California Bungalow elements (1915-1940)

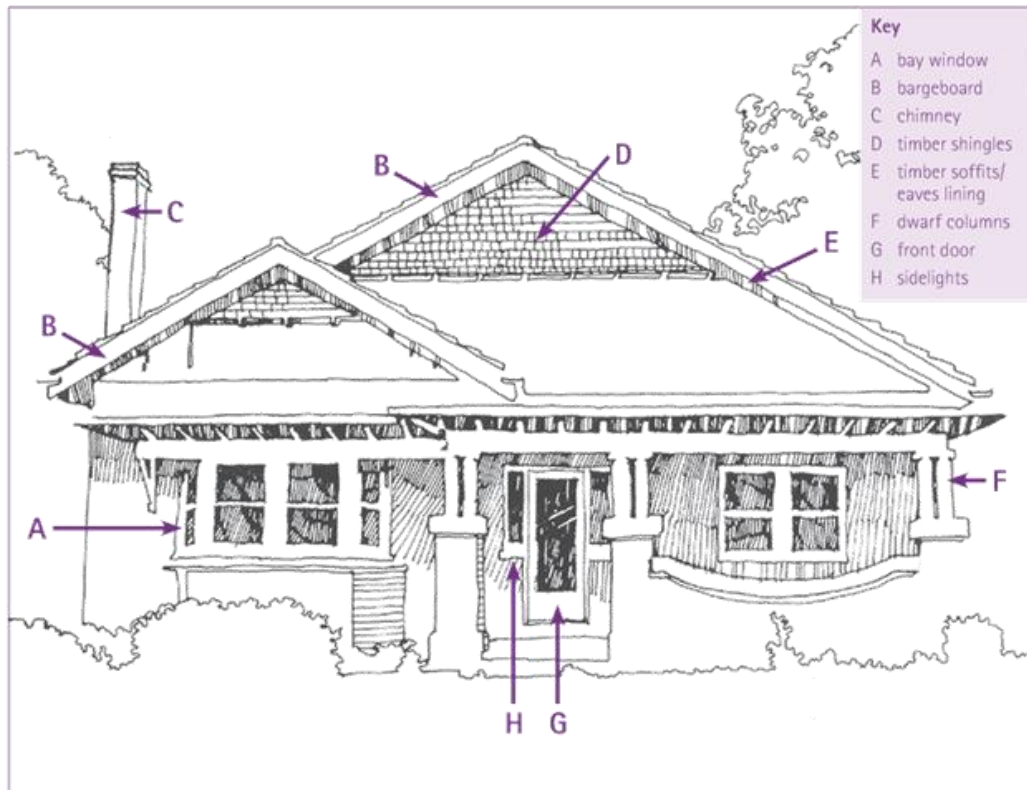


Figure 6. California Bungalow details

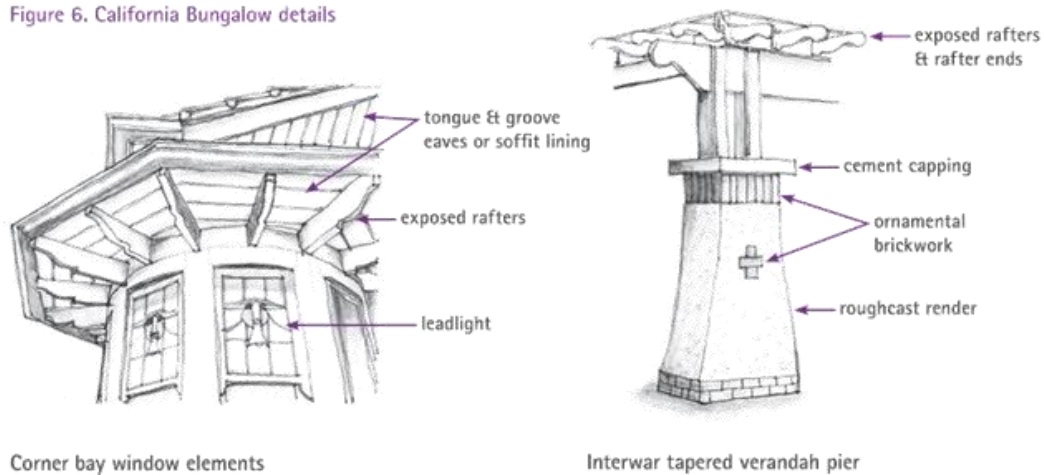


Figure 7. Moderne house elements

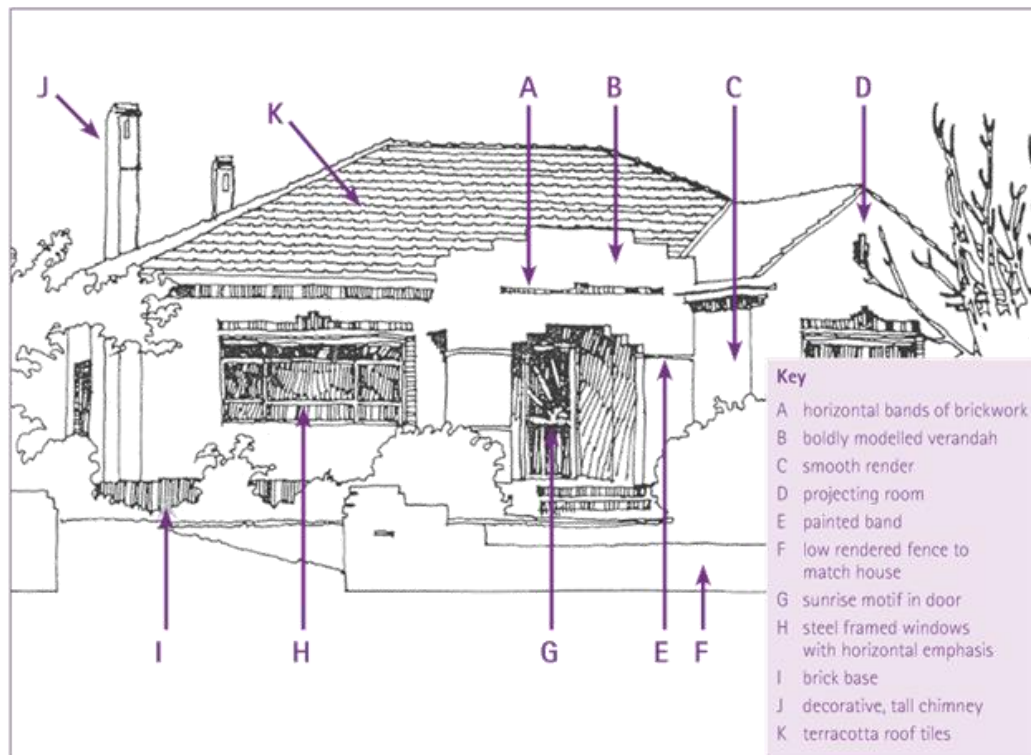
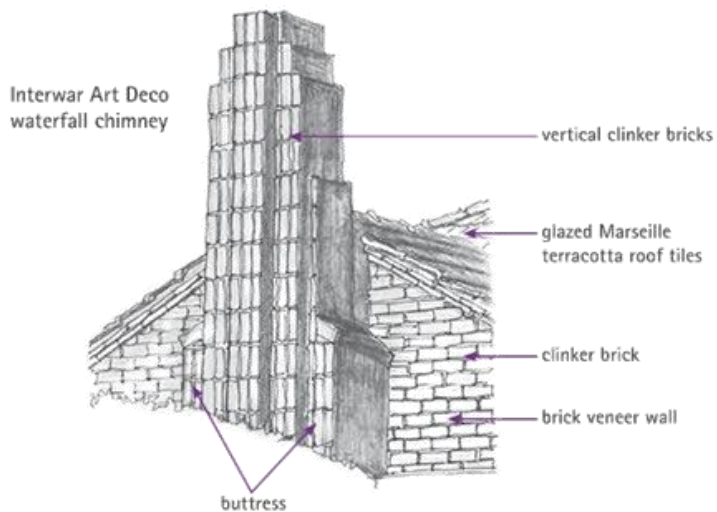


Figure 8. Modern detail





## 2.4 Parking Facilities

### Objectives:

- To ensure that new car parking facilities have a minimal impact on the significance, appearance and structural stability of the heritage building.
- To ensure that new car parking facilities have a minimal impact on the significance and appearance of streetscapes in heritage precincts.

### 2.4.1 New parking structures

Most of the heritage buildings in Moonee Valley were built before car ownership was possible or common, and many of the earliest houses have minimal front and side setbacks to allow for a side driveway and parking structure. Even where there is sufficient space to the front, or rear laneway/side street access, carparking structures are not a traditional part of many of these streetscapes and may not be appropriate or should be a recessive element. Note that generally demolition of a contributory outbuilding that does not allow room for a new parking structure would not be supported.

- For the siting of new carparking structures:
- For Contributory buildings, they should be set back at least 500 mm behind the front wall of the house, excluding any projecting bays, verandahs or porches (as shown in Figure 9). The structure should be detached from the house, where possible. Double carports and double garages should be set behind the rear wall of the house. For Significant buildings, a complete separation in siting between the house and parking structure may be required.

- Carparking structures should not obscure viewlines to the façade or viewlines to adjacent heritage buildings from the street frontage.

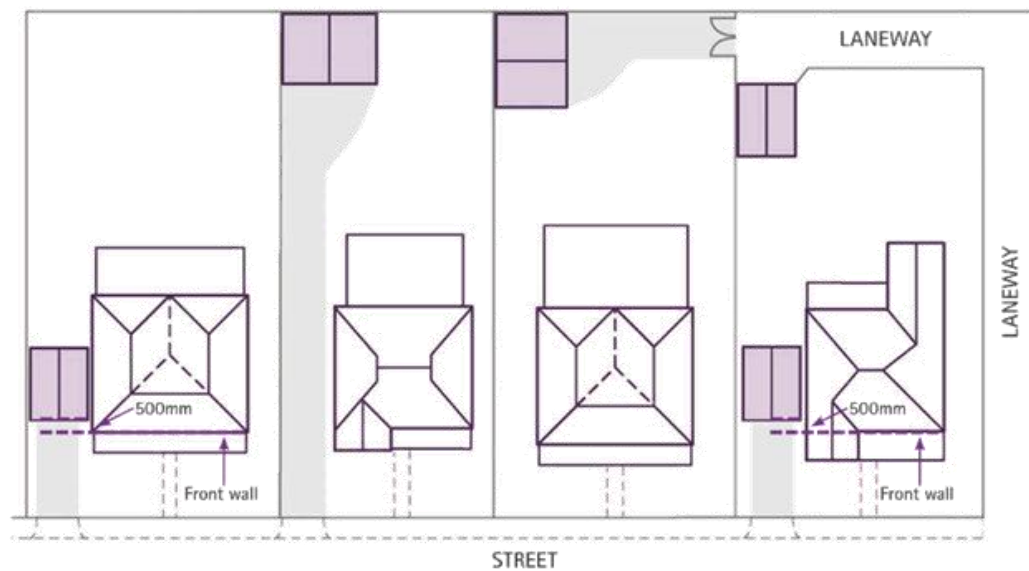
Basement carparking may be appropriate when:

- It is beneath a rear addition
- The entrance ramp has a low degree of visibility from the public domain
- The start of the ramp is set a reasonable distance behind the front wall of the house to reduce the visual impact on views to the house
- Evidence is provided that the introduction of the ramp and basement carpark will not compromise the structural integrity of the house.
- Note that introduction of a sliding gate may assist in reducing the visual impact of the entrance ramp to the basement carpark.

New carparking structures and other outbuildings should:

- Be subordinate in scale to the heritage building. Generally, they should be single-storey. A two-storey form may be appropriate for a garage abutting the rear boundary if there are original two-storey outbuildings (for example, stables) along that laneway.
- Have a design that complements the associated heritage building, for example, in its roof form and cladding, but not replicate the heritage features.

Figure 9. Carport and garage locations to side and/or rear of Contributory houses



#### 2.4.2 Driveways, crossovers and uncovered carparks

Crossovers to the frontages of properties may not be appropriate in streets that traditionally did not have them such as intact Victorian streetscapes or where rear or side access is available. A permit may be granted to create a new crossover when all of the following apply:

- On-site parking is not in conflict with the heritage citation for the building or precinct. For example, if creation of the new crossover and driveway will require the partial or full demolition of a contributory fence or in an intact streetscape, the proposal may not be granted.
- The property does not already have a crossover.
- The property does not have rear or side access.
- There is a sufficient side setback beside the house to allow for a driveway with a landscape buffer from the main street frontage; or there is a sufficient rear setback to allow for a driveway from the side street.
- The parking structure or space will be set back at least 500 mm behind the front wall of the house. Construction of parking bays or structures in front of houses is not appropriate.
- The crossover and driveway are single-width only.
- The proposal is not in conflict with advice from Council's traffic engineers.

Where bluestone kerb and/or channels are present in the street, the following principles should be followed:

- If new dwellings are developed with main or garage access via a bluestone laneway, it is desirable to retain the bluestone pitched surface.
- If a new crossover is created in a street with bluestone kerb and channel, the bluestone kerb and channel need to be retained as per Moonee Valley's Engineering Services *Special Bluestone Residential Vehicular Crossing* detail. It can be obtained by contacting Council.

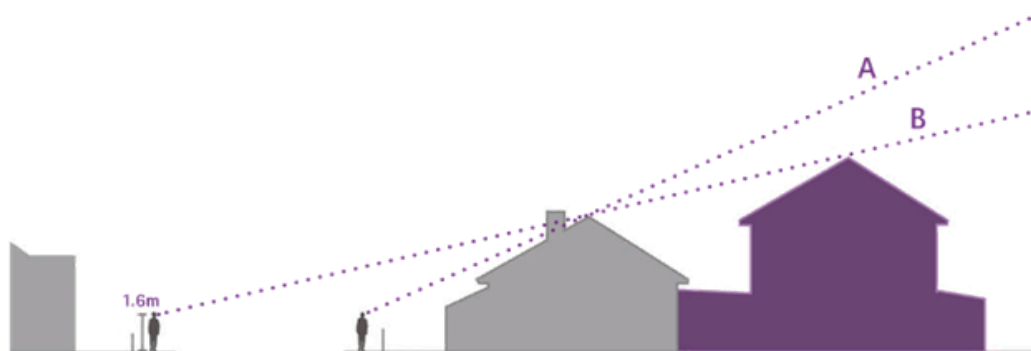
#### 2.5 Additions to Heritage Buildings

##### Objectives:

- To ensure that additions respect the contributory elements of the heritage building.
- To ensure that most, if not a significant part, of the heritage building is kept.
- To ensure that additions do not adversely affect the significance, character and appearance of the heritage building, and surrounding heritage precinct where applicable.
- To ensure that the significant parts of contributory elements retain their prominence and are not dominated by new works.
- To ensure additions strive for design excellence and achieve high aesthetic values, while relating to the heritage building, and surrounding heritage precinct where applicable.

Replacing outdated service areas with new ones and adding new rooms can be an effective way of ensuring that heritage buildings have an on-going use into the future. When designing additions, the first principle is to understand and respect the character and scale of the heritage building. A heritage building that undergoes too much change through excessive demolition or large new additions becomes overwhelmed and loses its historic scale and character as well as its cultural significance. A balanced approach is needed.

Figure 10. Additions behind single-storey house with one-storey link



### 2.5.1 Setbacks of additions

How far a new addition is set back from the street frontage and the side boundaries has a great impact on how noticeable it is from the public domain. The scope for additions is determined by visibility from the street behind a particular roof shape, the existence of a parapet and/or particular scale and proportions of the heritage building. In general:

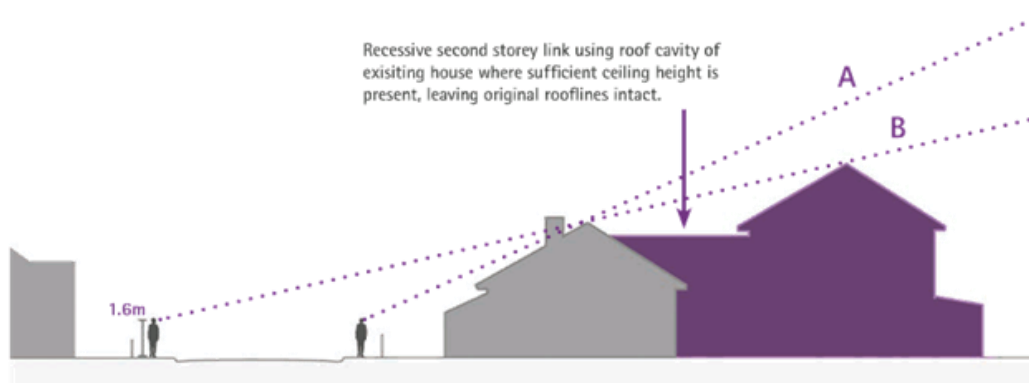
- For Contributory terraced buildings or duplexes/maisonettes, two-storey additions should be set back from the front wall by at least two rooms. This minimises the impact of the addition on the streetscape as well as allowing the retention of the original ridgeline and chimney(s).
- For Contributory free-standing buildings, setting back additions so that they are not visible when viewed from the street is encouraged. This includes a side street if the building is on a corner; however laneways are of secondary consideration.
- Two versions of this approach are illustrated in *Figure 10 and Figure 11*. Requirements for Significant buildings are likely to be more stringent, depending on their particular characteristics and whether additions compromise the significance of the building. These are assessed on a case by case basis.
- Additions to the side of a house may be considered providing their scale, design, and distance from the street frontage do not significantly compromise views of the building and site from the public domain or from adjacent heritage places. Care should be taken not to transform the character of a freestanding house to one built to both boundaries, for example, by adding an en-suite extension on one side and a garage to the other.

- For all rear additions, the importance of the backyard-scape, how it contributes to the setting of the place, and how the proposed addition will impact on it will be taken into account. New design should retain sufficient space to the rear to preserve a backyard that collectively forms the traditional backyard scape typical of many precincts. Backyards are, in essence, spatial distances between built form that are a crucial element in shaping the particular character of the precinct.

For Contributory commercial buildings (shops), two-storey additions should be set back by at least two rooms (approximately 8 metres) providing:

- The existing building is retained up to a depth of two rooms;
- The additions are hidden behind the parapet or the main ridge line of the existing building;
- The bulk and massing of the new additions do not have a detrimental effect on the heritage significance of the historic commercial building or the surrounding heritage precinct;
- Any necessary restoration and repair work are executed to the facade and verandah (where applicable) as part of the works. The heritage advisor or a heritage architect can assist with the latter.
- Appropriate setbacks and massing of rear additions to three types of commercial buildings are illustrated in *Figure 12 to Figure 14*.
- property and the surrounding precinct streetscape (where applicable).

Figure 11. Additions behind single-storey house with two-storey link





### 2.5.2 Design of additions

The following principles should be considered to minimise negative impacts of the addition on the significance of the heritage building:

- New additions can successfully adopt a range of architectural expressions and approaches. These may include design that is a continuation of traditional built forms (for example, roof form, rhythm of fenestration, cladding materials), or contemporary architectural design solutions that relate to the original building. Decorative detail from the original building should not be copied for new additions.

For Significant buildings, the design of new additions should be of a similar architectural quality to that of the heritage building. Similar architectural quality means:

- Complementary bulk and massing.
- Good contemporary design, or a simpler design form that relies on the overall design principles of the subject heritage building without resorting to mock historical architecture.
- Additions should not compromise the design or significant features of the building. In part, this is done by ensuring that original building fabric remains intact and is restored where appropriate.
- Blank walls visible from the public domain should be avoided.
- Development should be recessive in terms of size, height and bulk when viewed from the street frontage so as to minimise its impact on views to the building and the overall precinct streetscape (where applicable).
- Development should respect the particular rhythm, scale, spatial characteristics and character of the property and the surrounding precinct streetscape (where applicable).

### 2.5.3 Colour scheme of additions

When a heritage building is extended, the question arises of what colour scheme would be appropriate for the original and new parts, particularly in heritage precincts where a permit is required to change external colours.

#### Guidelines:

There are three basic approaches, any of which may be appropriate:

- Apply a heritage colour scheme with consistent colour placement to the entire extended building. Typical historic colour schemes are outlined in the 'Colour Schemes' section of the Specific Guidelines.
- Apply a full heritage colour scheme to the original part of the building and a simplified or derivative version of that scheme to the addition.
- Apply a completely different colour scheme to the new addition when compared to the original part of the house. This option is only suitable if the addition is not visible from the public domain; if any part of the addition is visible, then it should be a consistent colour for the entire building.

Figure 12. Additions behind single-storey shopfront without a parapet

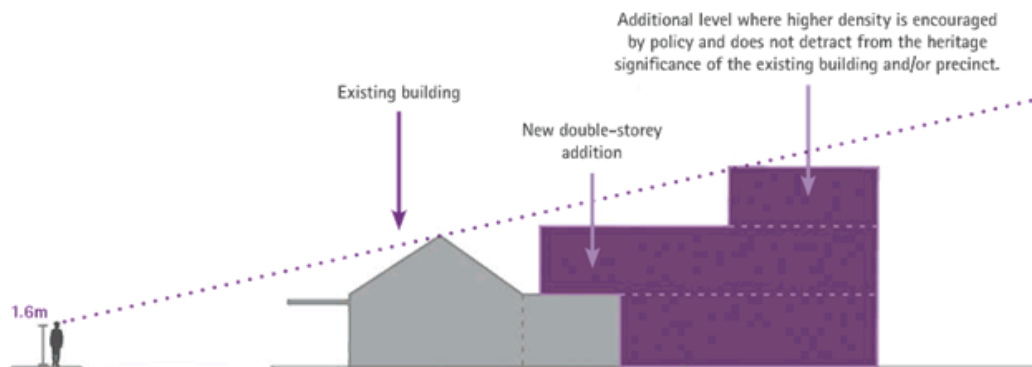


Figure 13. Additions behind single-storey shopfront with a parapet

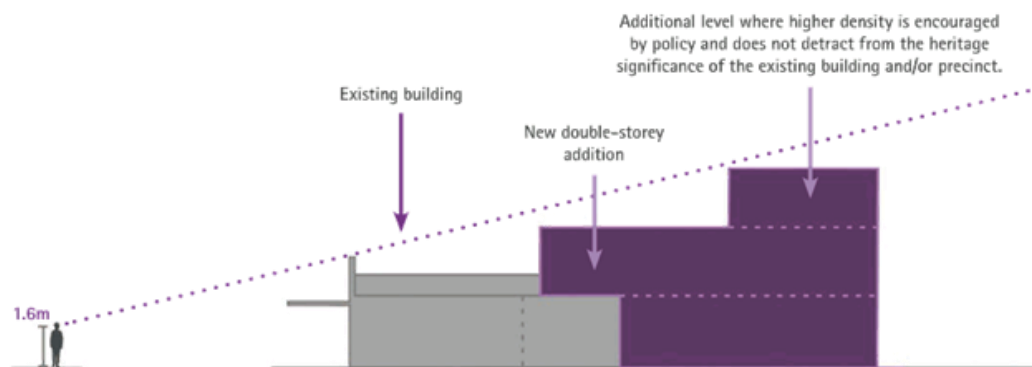
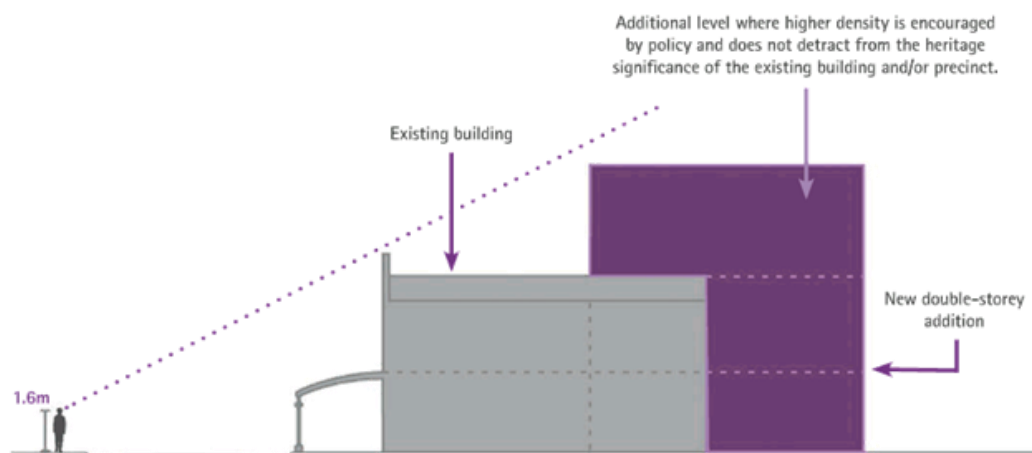


Figure 14. Additions behind double-storey shopfront with a parapet



## 2.6 Demolition

### Objectives:

- To encourage the conservation of heritage buildings.
- To ensure that contributory elements of heritage buildings are retained.

#### 2.6.1 Partial demolition of a heritage building

Partial demolition of a heritage building would generally not be supported unless it can be demonstrated that:

- It will not negatively impact on the heritage significance or architectural character of the place, for example, if it involves the removal of later additions or inappropriate modifications.
- It will contribute to the long-term conservation of the building (for example, by upgrading facilities to allow it to house occupants in a manner currently acceptable).

The significance of the heritage place determines to what extent it can be demolished. There is more leeway for removing rooms and architectural features from the rear of a Contributory house, though the retention of the main part of the house under the main roof would generally be encouraged/promoted. Significant buildings are treated with less leeway for partial demolition.

Façadism, that is, retaining only the main external walls of a building in redevelopment, is generally not supported by Council.

While original building elements are generally considered to contribute to the significance of a heritage building, there may also be later alterations that have heritage significance of their own and should be conserved. A common example of this is an interwar shopfront on a Victorian commercial building.

Note that while in some precincts rear additions to Contributory buildings may be exempt from a planning permit, any demolition of the building fabric still requires a permit.

#### 2.6.2 Full demolition of a heritage building

Full demolition of a building within a Heritage Overlay is generally only supported when the building is Non-contributory to a precinct and is not Significant in its own right.

The derelict state of a Contributory or Significant building is not a reason for permitting demolition. Such buildings would need careful assessment to determine if they are in fact structurally unsound.

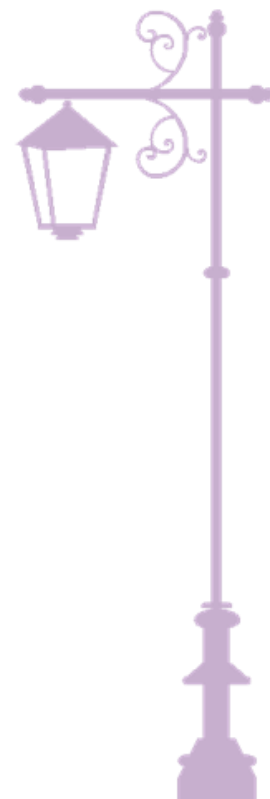
## 2.7 Alterations and Additions to Non-Contributory Buildings

### Objectives:

- To ensure that alterations and additions respect the near-by Contributory and Significant buildings in the heritage precinct.
- To ensure that alterations and additions do not adversely affect the character and appearance of the surrounding heritage precinct.
- To ensure that the near-by Contributory and Significant buildings retains their prominence and are not dominated by new works.

There is more scope to alter or demolish Non-contributory buildings. Adding faux heritage details is not considered appropriate, as it detracts from an appreciation and understanding of the Contributory and Significant buildings in that precinct. External alterations (including demolition) still require a planning permit, unless they fall under the permit exemptions in place for some Heritage Overlay precincts. Contact Statutory Planning to check if any exemptions apply to your planned works.

- Additions to Non-contributory buildings should respect the scale, form, siting, massing and setbacks of nearby Contributory and Significant buildings.





## 2.8 Subdivision

### Objectives:

- To ensure that the subdivision complements and supports the significance of the heritage place.
- To ensure that an appropriate setting and context for the heritage building is maintained or enhanced.
- To ensure that development that might result from a subdivision does not adversely affect the significance, character or appearance of the heritage building, or surrounding heritage precinct if applicable.

Subdivision of land can have a major impact on a heritage property or a wider heritage precinct and should be treated sensitively, taking into account the potential impact that future development on the subdivided lots may have on the heritage significance of the place.

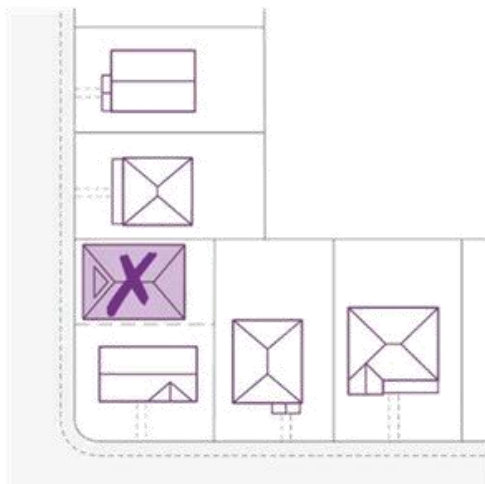
### Guidelines:

The following principles should be followed to minimise negative impacts of subdivision:

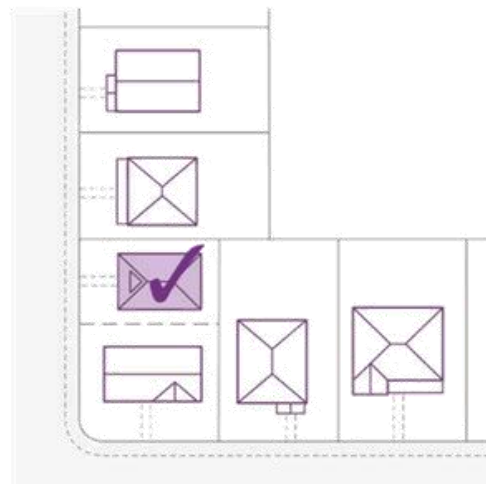
- New subdivision and associated building envelopes should be in keeping with the rhythm and patterns of buildings on the street, including side and front setbacks. See Figure 15.

- New subdivision should not separate elements with a shared significance onto different titles, for example, house, stables, garage, garden and trees, entrance drive.
- New subdivision should not allow for principal views to major elevations of a heritage building to be blocked.
- New subdivision should not require or potentially result in the total or partial demolition of a significant element, for example, an original fence or outbuilding.
- It may be possible to subdivide existing double-fronted houses into two dwellings by creating a secondary entrance to one side, while the second dwelling is accessed via the original front door. The backyard would also be divided in half. Only those houses that are fully detached and can accommodate an additional entrance to the one side that is marked by a second gate would qualify. In addition, it should be structurally possible to subdivide the house without altering the front facade.
- Subdivision applications should be accompanied by building envelopes that demonstrate where future dwellings are to be sited.

Figure 15. Setback for infill building on subdivided lot



Incorrect setback for infill on subdivided lot



Correct setback for infill on subdivided lot

## 2.9 Infill development

### Objectives:

- To ensure that infill development enhances the character and appearance of the heritage precinct.
- To ensure new development does not distort historic evidence of heritage places by copying or reproducing historic styles or details.
- To ensure the location, bulk, form or appearance of infill development does not adversely affect the significance of the heritage place.
- To ensure that heritage buildings retain their prominence in the streetscape and are not dominated by new buildings.

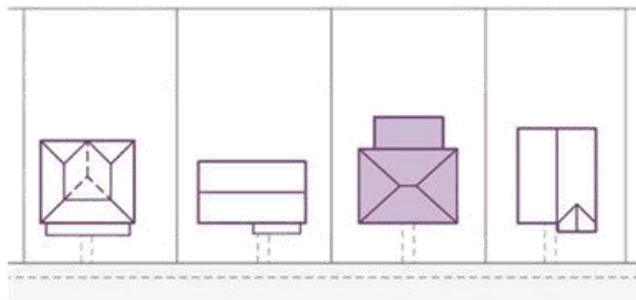
### 2.9.1 Infill in precinct streetscapes

New buildings in a heritage precinct should reinforce the existing spatial and visual characteristics of the precinct, so that they enhance its character and appearance or at least have a neutral impact. This can be done by following these basic principles:

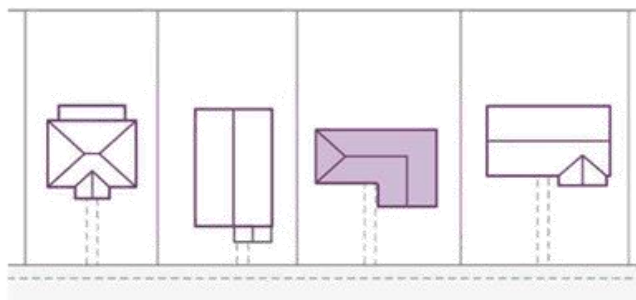
- Infill buildings should integrate harmoniously with the rhythm and character of the streetscape. To accomplish this, they should respect the scale, form, setbacks, cladding materials, colour palette and siting of nearby heritage buildings.

- Infill buildings should not visually dominate adjoining heritage buildings or block views to their principal elevations.
- The front and side setbacks of infill buildings should be in keeping with those of the surrounding heritage buildings. Where the street has inconsistent setbacks, generally adopt the average of the nearest heritage buildings on either side. *See Figure 16.*
- When determining the appropriate siting, scale and design of infill buildings, Non-contributory buildings do not provide an acceptable model.
- In their scale, infill buildings should respect the key levels of elements of the facades of surrounding heritage buildings, including the typical height of the ridgelines, roof springing, verandah roof, and window sills. Prevailing parapets and façade elements can be used as a reference. *See Figure 17*
- If the streetscape is predominantly single-storey, it may be possible to incorporate a two-storey section if it is set back behind the front room or further. *See Figure 18 and Figure 19.*
- Garages should be a subsidiary element in the presentation of new buildings, and not incorporated into the front elevation. Where possible, vehicle access from the rear of the property is preferred.

Figure 16. Front setback for infill buildings



New development among even setbacks



New development among varied setbacks

Figure 17. Single-storey residential infill design, showing key levels

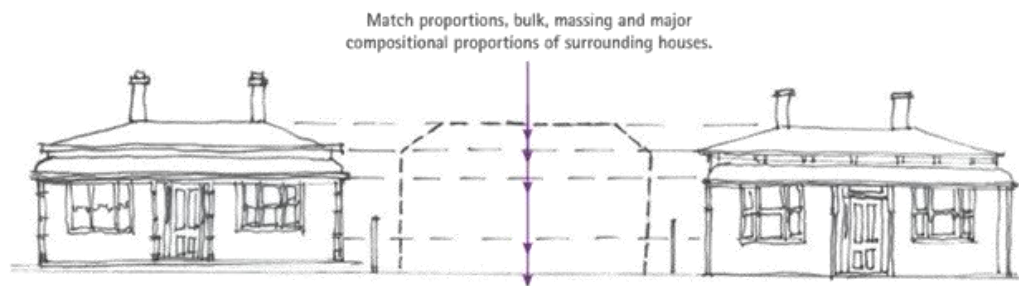


Figure 18. Double-storey residential infill in single-storey streetscape, showing key levels

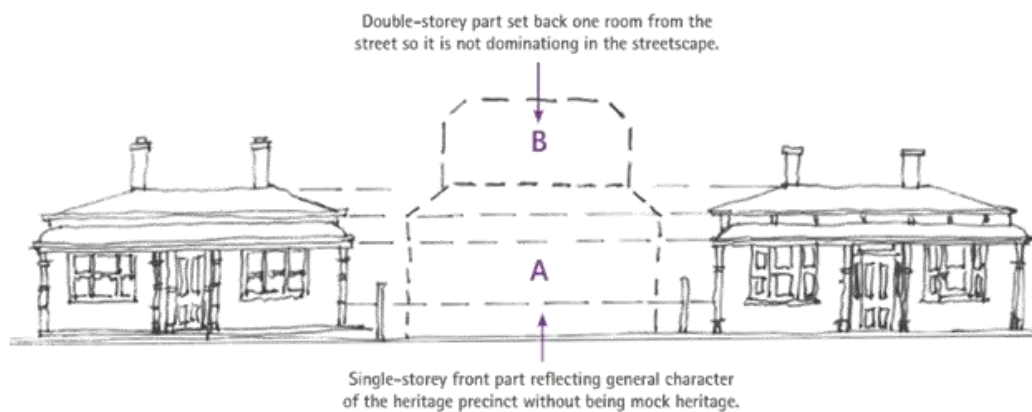
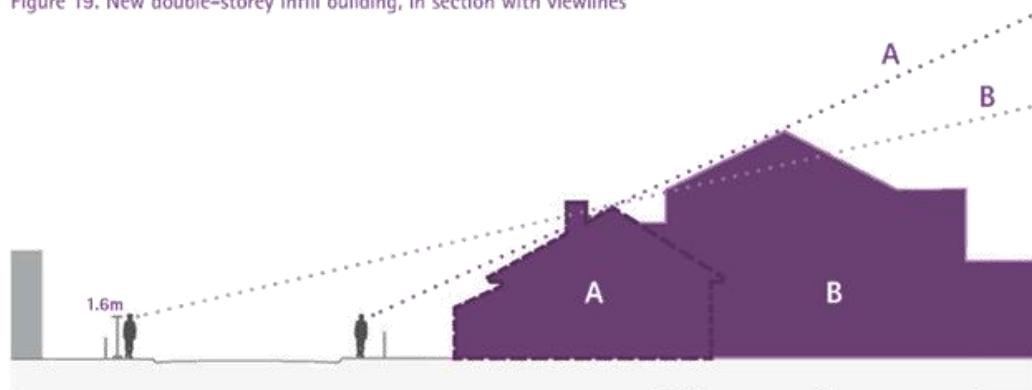


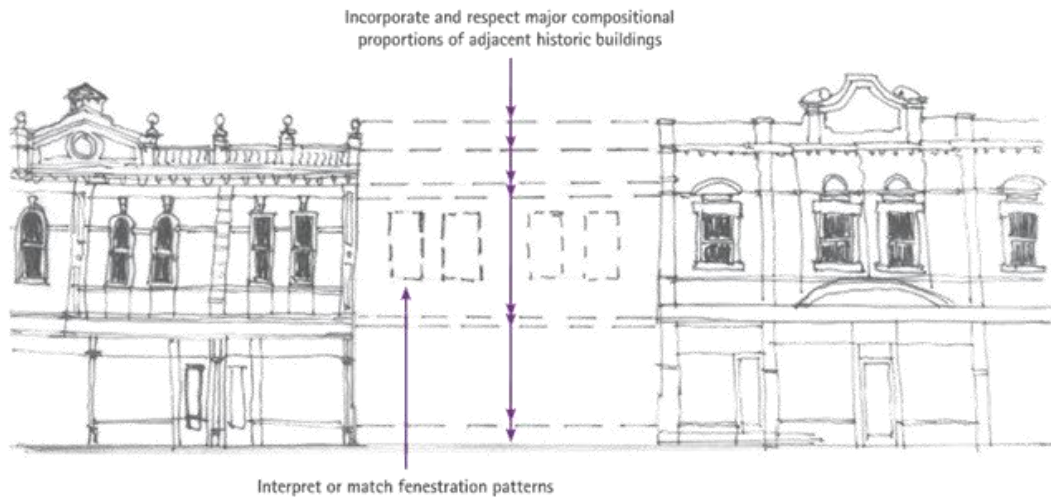
Figure 19. New double-storey infill building, in section with viewlines





- Infill buildings can be based on historical building typologies common in the heritage precinct. For example, it may be appropriate to use a terrace or duplex form for new buildings.
- The design of roofs for infill buildings should relate to those of surrounding heritage buildings.
- The scale, design and patterning of fenestration and doors of infill buildings should reflect those in the streetscape.
- Good contemporary design that re-interprets and contains components of the character of the subject heritage building and precinct will be considered.
- Reproduction heritage features and ornament should not be used on infill buildings.
- Buildings in historic commercial precincts are often very similar in terms of their scale, siting and/or architectural detailing. Shopfronts have typically zero front setbacks and are attached. Often a regular pattern of parapets and detailing is present. When a mix of architectural periods is represented, then the adjacent historic buildings' context should prevail in designing new infill buildings.
- Commercial infill design should be consistent with the scale, building height, historic shopfront design, parapet heights and ornamentation and verandah type (as well as form and height). In addition, new fenestration details such as window sill and lintel levels and architrave design should be consistent with the patterns of adjacent heritage buildings. *See Figure 20.*
- Buildings in historic commercial precincts are often very similar in terms of their scale, siting and/or architectural detailing. Shopfronts have typical zero front setbacks and are attached. Often a regular pattern of parapets and detailing is present. When a mix of architectural periods is represented, then the adjacent historic buildings' context should prevail in designing new infill buildings.
- Commercial infill design should be consistent with the scale, building height, historic shopfront design, parapet heights and ornamentation and verandah type (as well as form and height). In addition, new fenestration details such as window sill and lintel levels and architrave design should be consistent with the patterns of adjacent heritage buildings. *See Figure 20.*

Figure 20. Historic commercial infill design showing key levels



### 2.9.2 Rear units

If a new dwelling is to be built behind a heritage building, apart from corner sites, then the design emphasis should be on minimising the visibility and thus the impact on views to the heritage building and the surrounding precinct streetscape.

#### Guidelines:

- The new unit should be set back far enough to allow the heritage house to retain a backyard scape. Depending on the scale of the allotment, this distance may differ substantially.
- The roof form and cladding materials of the new unit should be in keeping with those typical of that streetscape or precinct.
- No new crossover should be provided to service a rear unit unless it is to a side street. Where there is no side or rear access, then the existing driveway should be shared.

On corner sites, the appearance, the bulk, scale and massing of the new unit should not detract from the character of the historic building on the subject site or surrounding precinct.

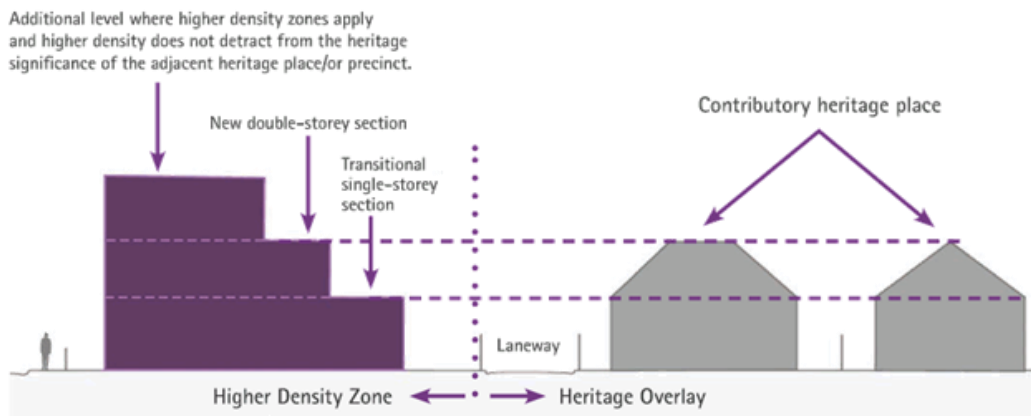
### 2.9.3 Development in Close Proximity to the Heritage Overlay

New development that is in close proximity to properties in the Heritage Overlay should provide built form transitions in its scale, massing and setbacks that reference the significant characteristics of the heritage place or precinct to ensure a smooth transition between building scales and that surrounding heritage places are not unduly dwarfed or reduced in significance.

Close proximity may mean a property next to, across from, behind, in the same block as a heritage place or precinct, or anywhere near enough that development may have a visual impact. A smooth transition means an incrementally scaled transition from the smaller to the greater scale, as well as a clear design link between the lower levels of the new development and the heritage place. See Figure 21.

New development nearby or abutting a site in a Heritage Overlay should reference prevailing eave or parapet heights and siting arrangements to ensure new development responds to the heritage place or precinct. It is often appropriate to incorporate a low-rise transitional link between new high-rise development and heritage places.

Figure 21. Design of development next to the Heritage Overlay







## 2.10 Public Realm

### Objectives:

- To ensure that contributory elements in the public realm are conserved.
- To ensure that an appropriate setting is preserved for heritage places.

### 2.10.1 Bluestone street infrastructure

Areas in Moonee Valley that were first developed in the 19th and early 20th century often had an extensive use of the durable local bluestone (basalt) for features such as kerb and channel, and the paving of streets and laneways with bluestone pitches (or pitchers). They are an important part of the historic fabric of heritage precincts and enhance the appreciation of these areas and the buildings within them. These bluestone elements should be preserved and maintained to prevent deterioration wherever possible.

### 2.10.2 Other public heritage elements

Objects of heritage significance in the public realm should be retained in their original location and configuration where possible. They should be given appropriate, regular maintenance and restored where required under the guidance of the Heritage Advisor.

Objects of heritage significance in the public realm include:

- Water troughs
- Original street lights
- Monuments and statues
- Parks and garden layouts, including garden beds and retaining walls
- Historic canons
- Cast-iron post boxes
- Bridges
- Mile posts
- Early street signs, some of which are attached to building walls.

### 3. Specific Guidelines

#### 3.1 Front fences

##### Objectives:

- To ensure fences enhance the character and appearance of heritage places.
- To ensure the retention and restoration of original and early fences.
- To ensure that new and replacement fences are appropriate to the age, style and level of architectural complexity of the heritage place.

Original front fences and gates should be retained wherever possible as a significant feature of the site and part of the building's original presentation. If deteriorated, it is recommended that the fence and gates be repaired or elements replaced like for like where necessary. If one original front fence survives to a duplex or terrace, it should be used as a model for fences in front of the remaining dwellings.

##### New fences and gates for heritage buildings

If there is no original front fence, then the new fence and gates should:

- If part of a duplex or terrace, be the same as any original surviving or sympathetically reconstructed fences to maintain consistency.
- Not obscure views to the heritage building from surrounding streets.
- Be located along the street boundary.
- Be a maximum of 1.2 metres in height if solid, or a maximum of 1.5 metres if more than 50% transparent. The height should also be appropriate for the period in which the house was built, as fashionable fence heights decreased during the first half of the 20th century.

- Suit the architectural period and level of complexity of the building i.e., simple houses had simple fences.
- Be manufactured of traditional fencing materials – e.g., cast-iron, timber, woven wire, brick, roughcast render – to suit the cladding material of the house. As a rule, timber houses have timber-framed fences – e.g., picket, or post and wire, while brick and masonry houses could have any kind of fence – e.g., metal, brick, timber.

##### Side fences

Fences around the sides of a front garden can either be the same height as the front fence, or climb gradually to reach the height of the side and rear fence. Fences between front yards should either match the front fence or have a simple form. For houses situated on a corner, either of a side street or laneway, the front fence should continue around the corner at least as far as the front wall of the house.

##### New fences and gates for Non-contributory buildings

When a fence is required for a non-contributory building, the new fence should:

- Be of a maximum of 1.2 meters in height if solid
- Or a maximum of 1.5 meters if more than 50% transparent
- Stylistically blend in with the surrounding historic context.

### 3.2 Fence styles

The fence types originally used for heritage houses in Moonee Valley can be divided into the following periods and types:

#### 3.2.3 Victorian fences

Victorian (c1870-1899) fences are relatively high: 1.2 to 1.35 metres for single-storey dwellings and up to 1.65 metres for two-storey dwellings. The two main types are:

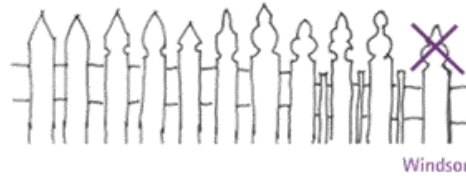
**Timber picket fences, either open top (with decorative pickets) or closed top (with a top rail)**

- Main posts (120-150 mm square) have simple to fancy terminations at the top (usually turned timber, or a cast-iron cap to grander houses) and the corners are often stop chamfered.
- Intermediate posts are simpler in form, and may be hidden behind the pickets.
- Pickets range from the very plain to a range of fancy shapes.
- Pickets are spaced 25-50 mm apart.
- Although its use is not prohibited, the Windsor picket has been overused especially in front of more modest timber houses and houses from a later architectural period, so its use is not encouraged.
- Gates are timber framed and faced either with the same pickets or decorative panels.

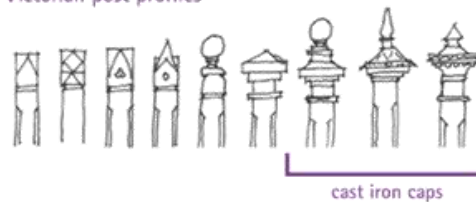
#### Palisade fences on a bluestone base

- Main posts range from simple metal poles with caps, chamfered timber (150 mm square) with a cast-iron cap, to cast-iron 'lion' posts and rendered brick posts to more elaborate houses.
- Metal pickets usually have a cast cap or 'arrow head', getting larger and more elaborate along with the house; with complex variations such as alternating picket heights.
- The plinth of the fence is bluestone blocks with a curved or splayed top. Pickets are let into holes filled with lead along the top. It may be appropriate to reproduce the plinth in rendered brick to a traditional profile.
- Gates are of a similar design to the metal pickets used.

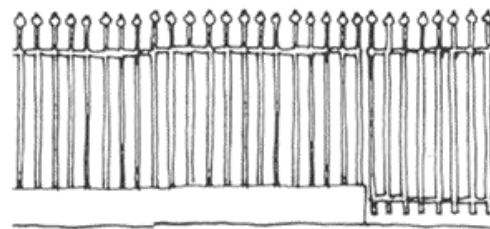
#### Victorian picket profiles



#### Victorian post profiles



#### Palisade fences





### 3.2.4 Federation/Edwardian fences

Federation/Edwardian (1890-1915) fences are relatively high: 1.2 to 1.35 metres for single-storey dwellings and up to 1.65 metres for two-storey dwellings. The two main types are:

**Timber picket fences, either open top (with decorative pickets) or closed top (with a top rail)**

- Main posts (120-150 mm square) have simple to fancy terminations at the top of timber, often turned; and often tapered.
- Intermediate posts are simpler in form, and may be hidden behind the pickets.
- Pickets range from the very plain to a range of fancy shapes, with curved tops being particularly popular. Pickets are spaced 25-50 mm apart.
- Gates are timber framed and faced either with the same pickets or decorative panels.

**Solid brick or brick and metal fences**

- Posts are constructed of brick, often with a decorative rendered cap.
- Brick fences are constructed with special shaped bricks for the plinth and coping, and often have a cut-out detail.
- Brick and metal fences usually have a solid-brick base below a frieze of cast-iron or wrought-iron.
- Gates are timber panelled or of wrought iron (simplified versions of Victorian palisade gates).

### 3.2.5 Interwar fences

Interwar (1916-1940) fences become progressively lower, starting at around 1.0 metres and reaching 0.6 metres at the end of the period. Transparency was highly desired, to allow views to the house and sunshine into the front garden. The three main types are:

**Timber picket fences, either open top (with decorative pickets) or closed top (with a top rail)**

- Main posts are simple in form and may have chamfered edges and tops.
- Intermediate posts are even simpler in form and usually hidden behind pickets.
- A limited range of simple pickets are used; for variation alternating groups of short and tall pickets are used. Pickets are spaced 25-50 mm apart.
- Gates are faced with the same pickets or a metal and wire gate can be used.

**Timber and wire fences, either with woven 'Emu' wire or chain wire mesh**

- Main posts are simple in form and may have chamfered edges and tops.
- Intermediate posts are even simpler in form.
- Top rails are either of timber or of metal pipe (particularly with chain wire mesh); both types have a timber plinth board.
- Gates have metal pipe frames and are infilled with a wire to match the fence; fancier gates have an inset of decorative mild steel at the top.

#### Federation/Edwardian picket profiles



#### Federation/Edwardian post profiles





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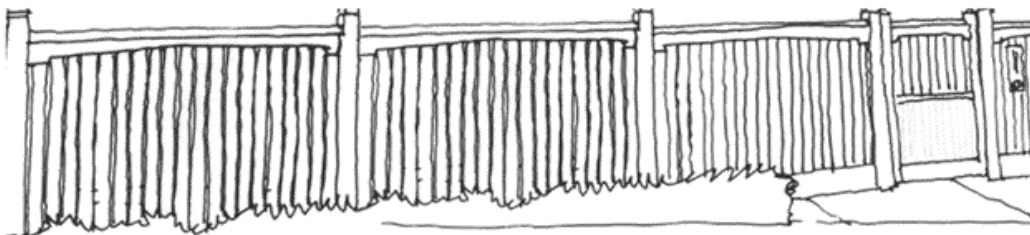
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**Timber and wire fences, either with woven 'Emu' wire or chain wire mesh**

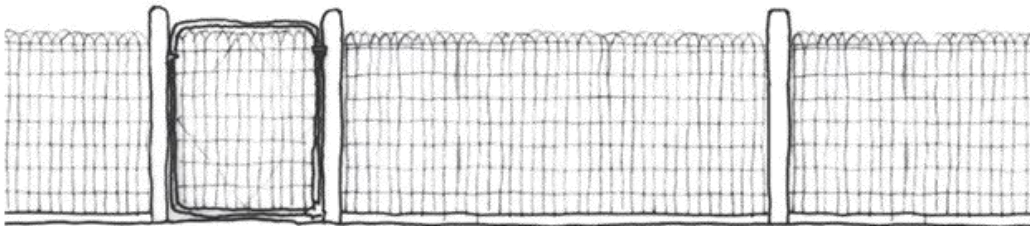
- Main posts are simple in form and may have chamfered edges and tops.
- Intermediate posts are even simpler in form.
- Top rails are either of timber or of metal pipe (particularly with chain wire mesh); both types have a timber plinth board.
- Gates have metal pipe frames and are infilled with a wire to match the fence; fancier gates have an inset of decorative mild steel at the top.

**Solid brick or brick and metal fences**

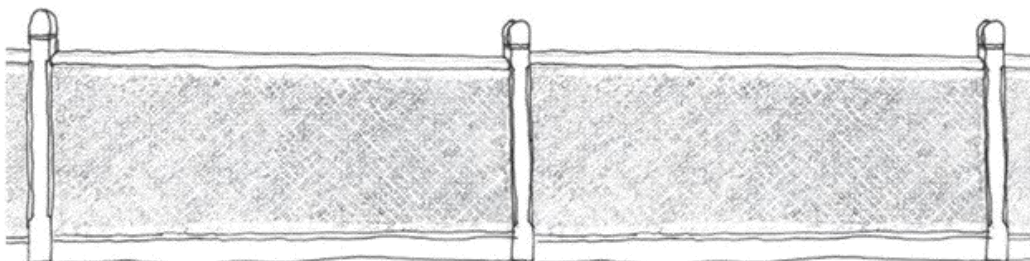
- Main posts are of brick or roughcast-rendered brick, larger posts may be used at gateways.
- Balustrades are of brick or roughcast-rendered brick, often in a combination of the two, such as brick coping above render; tops of balustrades are either straight or in curved between posts (swag). 1930s houses often have mild-steel band at the top.
- Gates are generally of mild steel in simple, geometric patterns.



Timber picket fence and gate

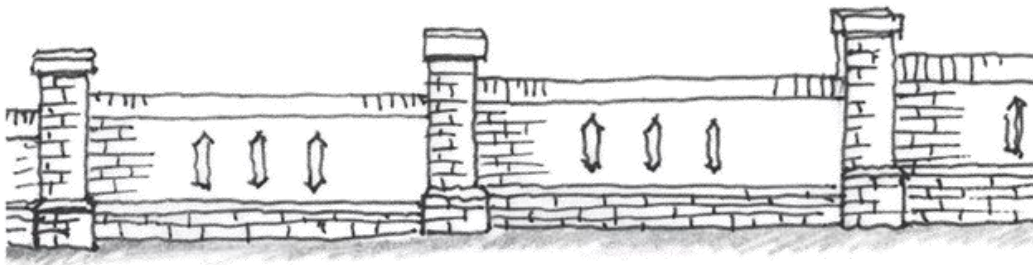


Wire fence with metal pipe rail, timber plinth and timber posts



Chain wire mesh fence with timber posts





Edwardian brick fence



Brick and mild steel fence (late interwar)



Brick, mild steel and metal pipe fence and gate (early interwar)



### 3.3 Colour Schemes

#### Objectives:

- To encourage the use of external paint colours and treatments that enhance the understanding and appearance of heritage buildings.
- To ensure that external treatments that contribute to significance are retained and conserved.
- To ensure that external treatments and paint removal techniques do not damage significant building fabric.

The colours and materials applied, and their placement, are all important parts of the way in which a heritage building was designed to be seen and appreciated. Reinstating traditional colour schemes and placement can result in better definition and understanding of important architectural features. The adoption of a consistent colour scheme is encouraged for terraces or rows of similar buildings.

Council does not encourage overly simplified colour schemes, non-traditional placement of colours, or the use of modern monochrome palettes that are not in keeping with the era of the heritage building. Traditionally, three tones of colours were used to emphasize various components of a building. Monochrome palettes result in a visual reduction of detail and therefore significance.

Many materials were intended for use in their unpainted forms, for example, face brick, roughcast render, asphalt and timber shingles, though timber shingles often had another, translucent coating. These should be left unpainted. Where they have been painted already, owners should consider a gentle cleaning method to restore the beauty of their building. This requires a planning permit to ensure the building is not inadvertently damaged.

Typical colour schemes for the different periods of Moonee Valley heritage buildings are set out below, with diagrams illustrating typical colour placement for different eras (Figure 22 to Figure 25). For typical paint colours, see the printed booklets and colour charts available for use at the Statutory Planning counter in the Civic Centre.

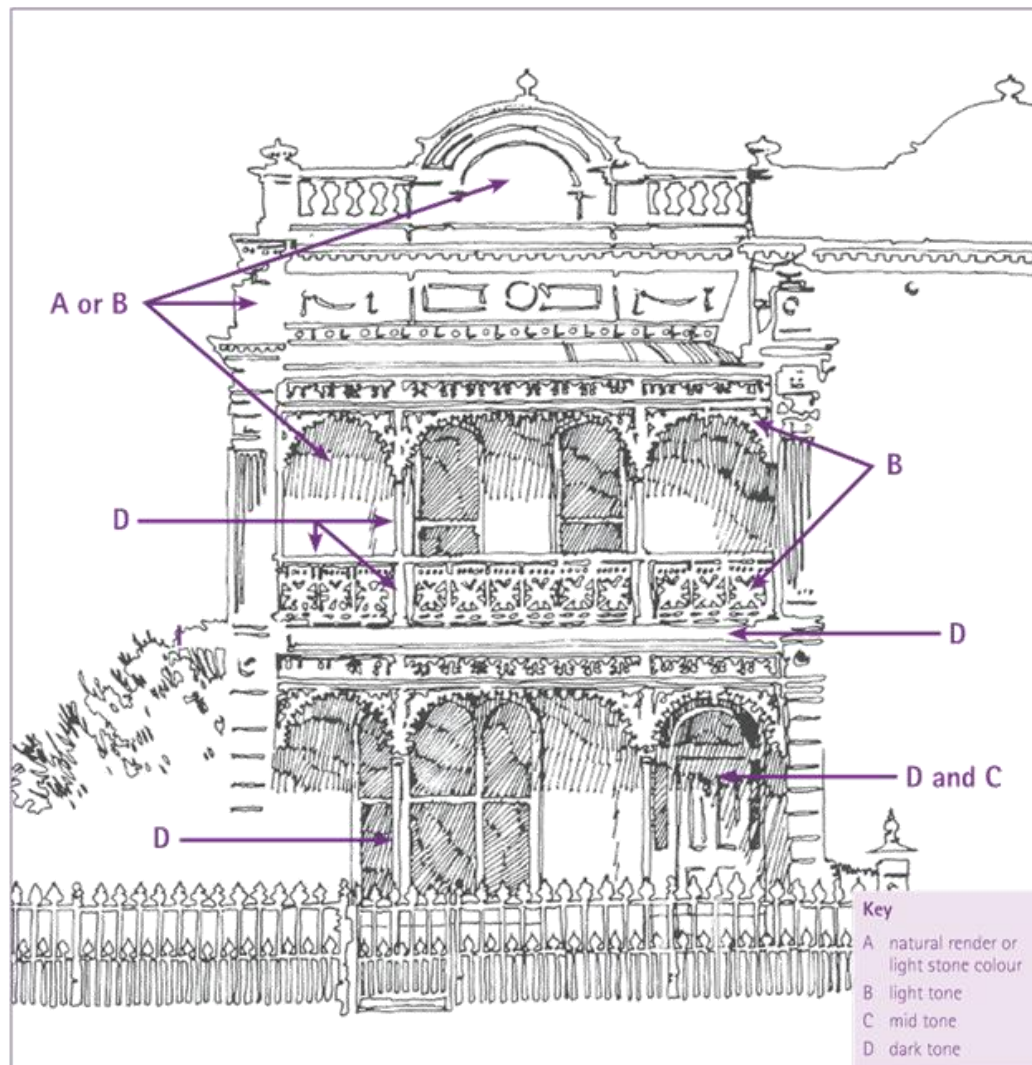
#### 3.3.1 Victorian colour schemes

During the Victorian era (c1870-1899), there was a desire to emulate stone for timber and rendered-brick houses, so colours emulating sandstone, limestone and other stone were popular body colours. Almost all colours were made using natural minerals, such as iron oxide and ochres, which create an earthy, muted and often dark palette. By the late Victorian period (the 1880s) there was extensive picking out of architectural details, especially to complex villa residences.

Typical distribution of paint colours:

- Brick, usually multiple colours (polychromy) – left unpainted.
- Render – left unpainted or tinted to a sandstone or ochre colour with a translucent colour wash or a tinted limewash.
- Weatherboards – stone colours (yellow beige to brown), salmon pink, deep buff; the quoins to ashlar boards might be picked out in a darker colour.
- Dark trim (base course, window sashes, doors frames, verandah posts, frieze brackets, gutters and downpipes, bargeboard) – brown, deep Brunswick green, deep Indian red, Venetian red.
- Light trim (window frames, verandah beam, frieze and brackets) – straw, cream, pale pink.
- Doors – oak graining, in the dark trim colour, or picked out in the light and dark trim colours.

Figure 22. Victorian Boom style terrace paint scheme







### 3.3.2 Edwardian colour schemes

At the turn of the century there was a rejection of the strong, muddy colours used in the Victorian era, in favour of lighter shades during the Edwardian era (c1900-15). There were two predominant colour schemes in this period: shades of green, and cream with shades of buff or oxide red. It was also popular to combine dark green and dark red trim.

Typical distribution of paint colours:

- Brick & render – left unpainted, red bricks. If render has been previously painted, recoat with a matt or textured-finish paint in shades of cream or light grey.
- Weatherboards – manilla, biscuit, buff, light cream or light green.
- Dark trim (base course, window frames, doors frames, verandah posts, frieze brackets, gutters and downpipes, bargeboard) – deep red, olive to Brunswick green, deep buff.
- Light trim (window sashes, verandah beam, frieze and brackets) – beige, biscuit, light stone, pale cream, off-white, pale green.
- Doors – either in the dark or light trim colour, sometimes with the panels picked out in an even lighter colour.

Figure 23. Edwardian paint scheme

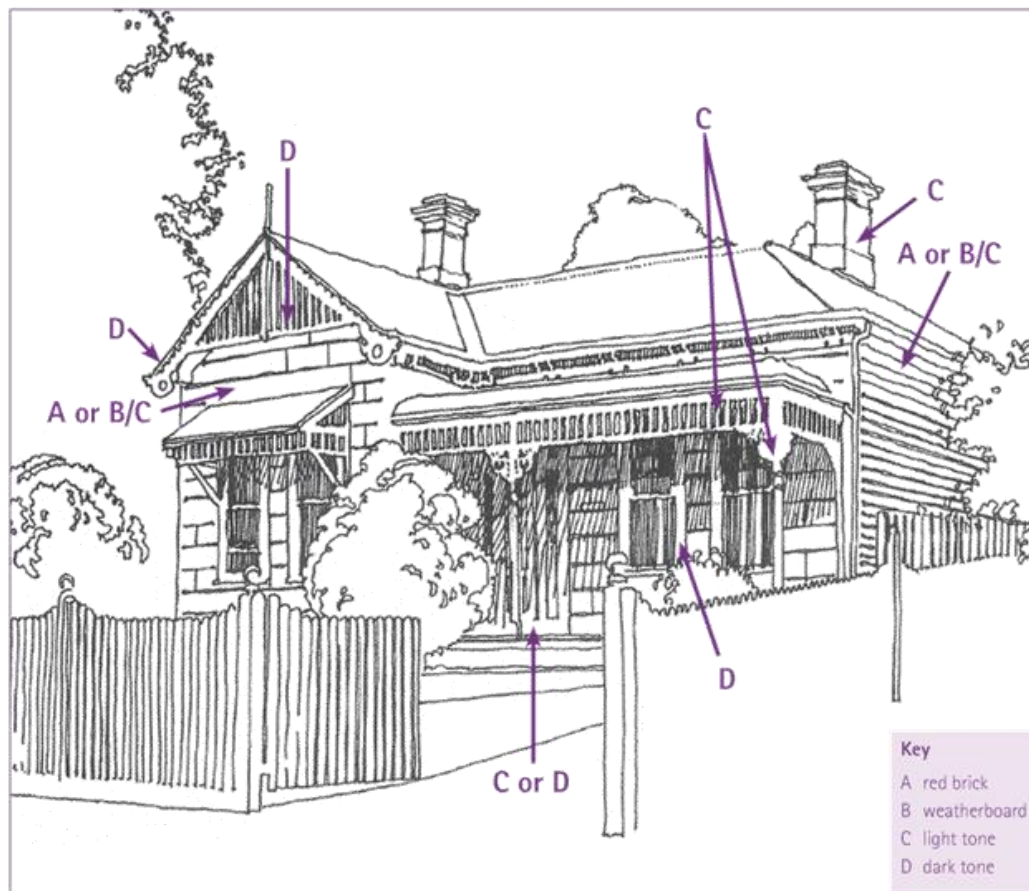
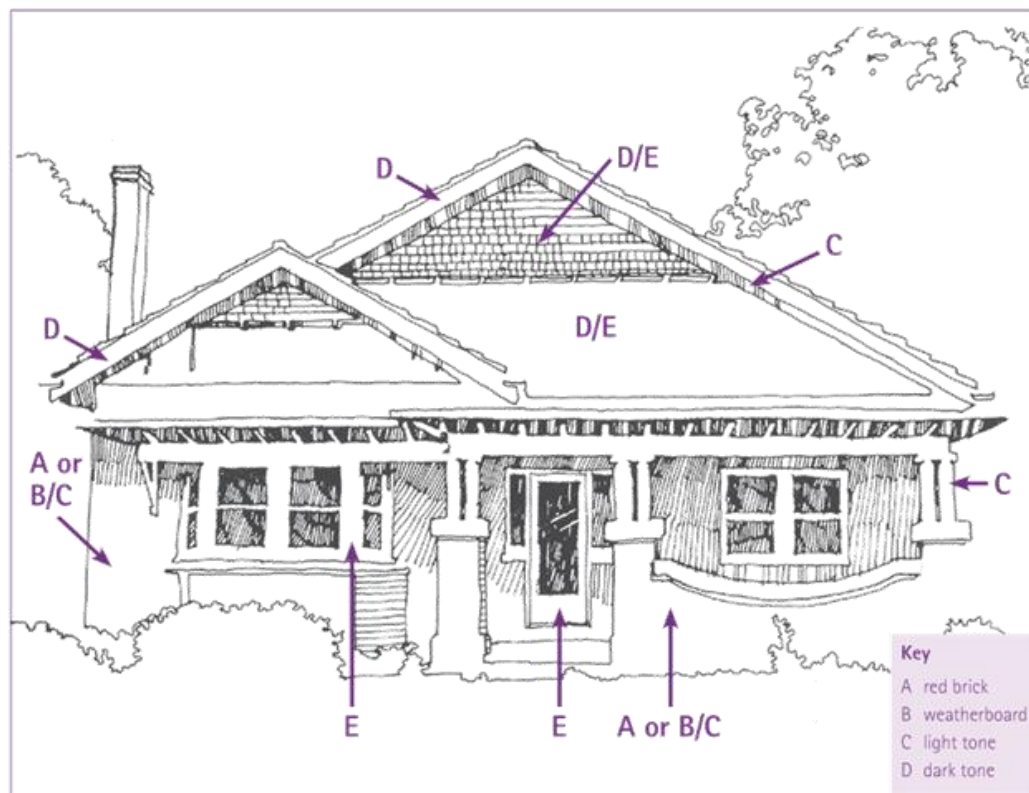


Figure 24. Californian Bungalow paint scheme



### 3.3.3 Early interwar colour schemes

Colour schemes in the late 'teens and 1920s often consisted of only two or three contrasting colours plus unpainted materials (face brick, roughcast render and timber shingles). Timber shingles were either left uncoated to weather to an attractive grey, or were oil stained or creosoted in a range of shades (brown, dark green and black). Paint colours were muted and soft, as if to blend in with a natural setting.

Appropriate schemes include:

- Brick & render – left unpainted; red or multi-coloured clinker bricks. If render has been previously painted, recoat with a matt or textured-finish paint in light colours such as pale grey, beige, off-white or stone colours.

- Weatherboards – mid-range body colour such as warm grey, pink-beige, light stone, fawn, beige, buff and brown.
- Dark trim colour (window frames, front door and sidelight including frames, door threshold, barge-boards to house and verandah, triangular eaves brackets, gutters and downpipes, modillions (curved brackets) and soffit below gable shingles) – deep Indian red, dark brown, terracotta, medium to dark green.
- Roofing (corrugated metal or concrete tiles) was often green if green was the dark trim colour.

Light trim colour (window sashes and glazing bars, verandah posts, lining boards of eaves soffit, verandah beam, verandah ceiling) – cream, off-white, pale green.



### 3.3.4 Late interwar colour schemes

In the 1930s, colours used on house exteriors began to move away from the deep, earthy colours favoured on California Bungalows. Popular colour schemes for houses of this period include green and cream, brown and cream, and brown and stone. Colour placement was as follows:

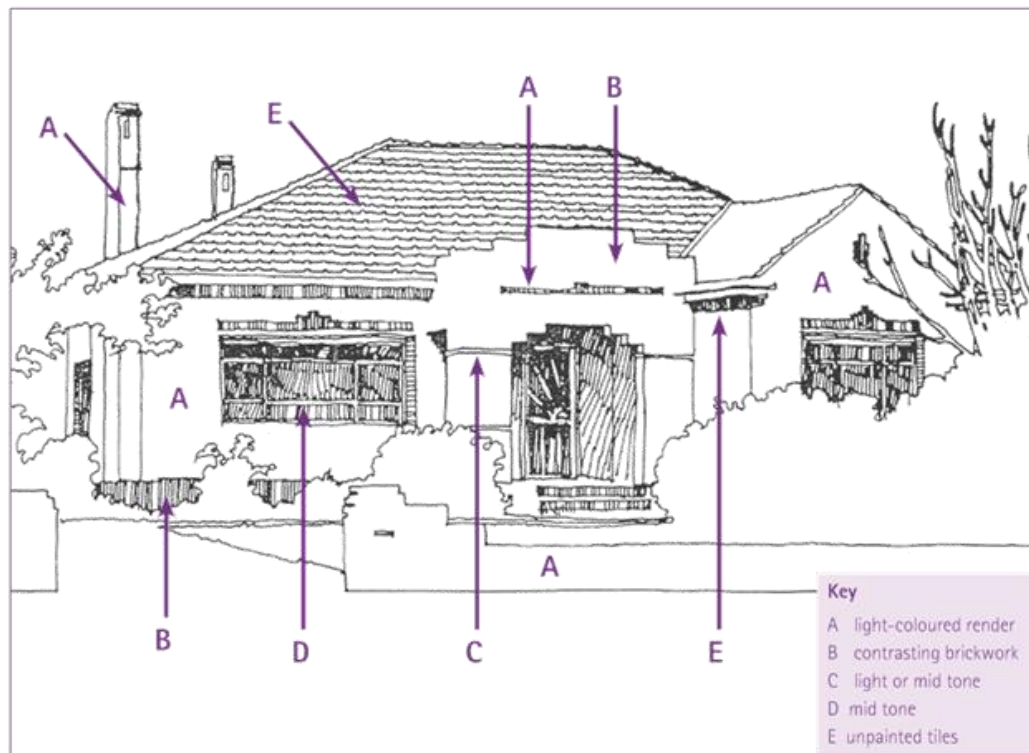
- Brick – unpainted; bricks red, clinker or orange to cream coloured.
- Render & weatherboards – off-white, cream, buff, stone, buff-pink, terracotta (use matt paint for render).
- Trim colour (front doors, windows, eaves fascia) – apple green to forest green, light to dark brown. Windows could also be white, off-white, ivory, tan.
- Dark trim colour (gutters and downpipes) – dark colours (often a darker version of the trim colour), such as dark green, deep Indian red, chocolate brown.

### 3.3.5 Early post-war colour schemes

During the 1940s, and into the 1950s, house colour schemes were generally low-key, using light, restrained colours. Appropriate colour schemes for brick and rendered houses of the 1940s have two or three components:

- Brick – unpainted; red, clinker or cream bricks.
- Render – leave unpainted, or repaint using matt paint in ivory, off-white, cream, light grey, of buff.
- Timber elements (windows, doors, eaves fascia) – light colours such as off-white, cream, pale green, light blue.
- Metal elements (gutters and downpipes) – dark colours such as Indian red and dark Brunswick green.

Figure 25. Late interwar paint scheme





### 3.4 Additional Matters for Commercial Heritage Buildings

#### Objectives:

- To conserve of significant shopfronts and their parts, e.g., stallboard, display windows, highlight windows, entrance door.
- To encourage new shopfronts to relate to the period and style of the heritage building, using authentic details.
- To conserve significant original and early verandahs and their parts.
- To ensure that new verandahs are sympathetic to the heritage building.
- To conserve signs that contribute to the significance of the heritage place.
- To ensure that new signage does not detract from the significance of the heritage building or precinct in its placement, size, quantity and design.

There are many high-quality commercial buildings on Moonee Valley's Heritage Overlay, many of them part of large shopping strips. Much of these general guidelines apply directly to commercial heritage buildings (including to those now converted to residential use), but there are a few additional matters that need to be considered, particularly in relation to shopfronts, verandahs and signage. These additional matters are addressed here.

#### 3.4.1 Shopfronts

The ground floor of a retail building is taken up by a shopfront, which is the main public interface. The traditional features of heritage shopfronts and their high design quality and decorative details are an important part of heritage streetscapes. See *Figure 26* for examples of heritage details of commercial buildings.

Shopfronts are frequently replaced, making original and early shopfronts that survive, in whole or in part, particularly valuable. Generally, replacement shopfronts installed prior to WWII in an earlier commercial building (e.g., Victorian) are also valued and may be protected under the Heritage Overlay.

The following principles are followed for original or early shopfronts in heritage buildings:

- Original shopfronts, or individual parts that survive in an altered shopfront, should be retained and repaired as required.
- The reinstatement of missing/altered features to an altered shopfront is encouraged.
- Removal or replacement of original parts of original/early shopfronts will not be supported.

Designing a new shopfront is a wonderful opportunity to re-integrate the architectural character of the upper facade or parapet with a ground floor whose character may have been lost with previous unsympathetic shopfront designs. It may be appropriate to replace a shopfront with a reproduction, providing that:

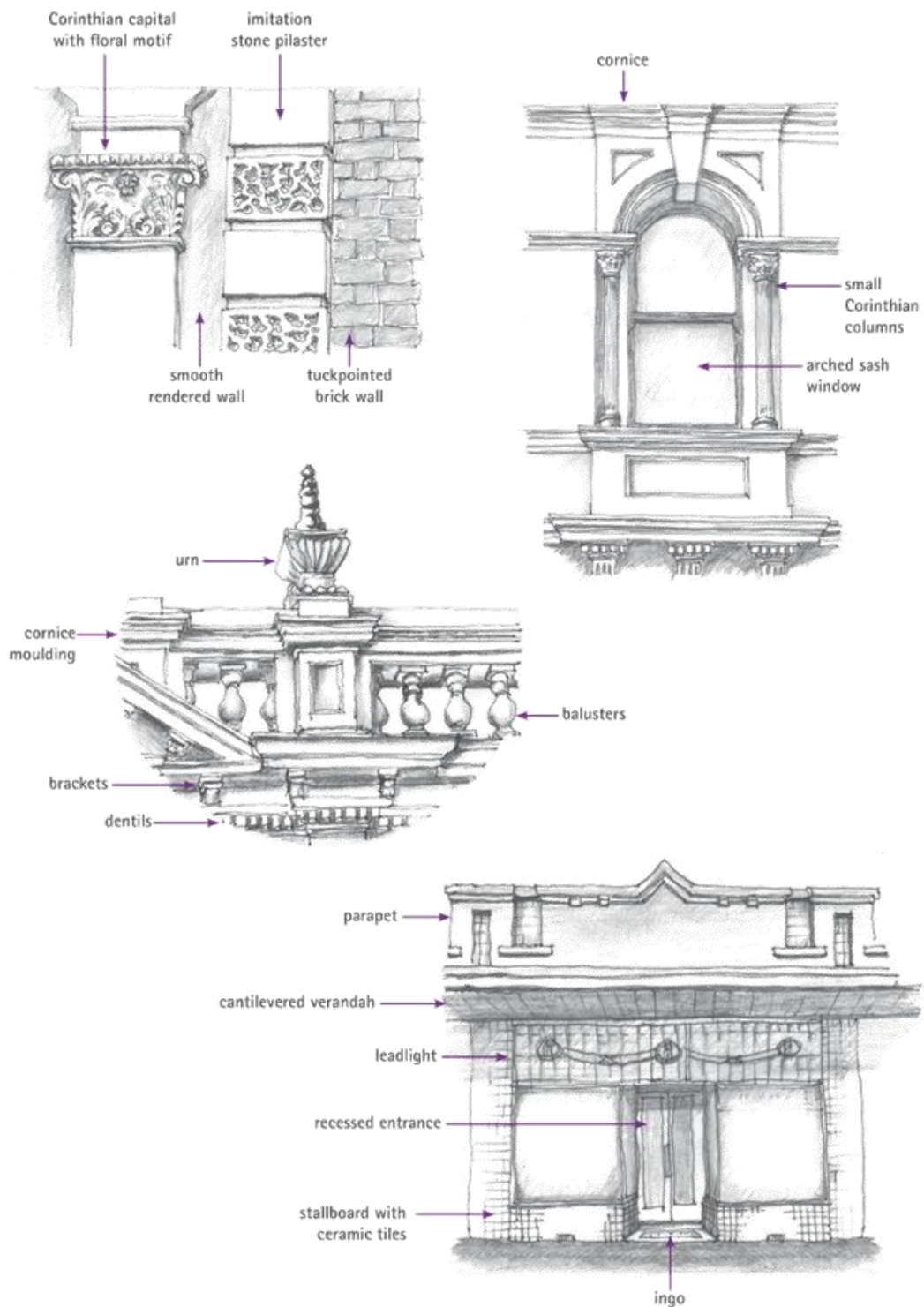
#### Guidelines – New shopfronts:

- This does not require the removal/demolition of a full or partial early shopfront that is of heritage value, though not necessarily the original.
- The design is based on documentary evidence, or, where this is not possible, is based on the typology for shopfronts of that period. See *Figure 26* for some examples.





Figure 26. Commercial building details



#### Victorian shopfronts

- Shopfronts were often set back slightly (75–100 mm) from the front boundary to give greater expression to the masonry piers on either side. Stallboards were of timber or rendered brick with moulded panels, up to 700 mm high. Display windows were timber-framed and had fixed display windows below highlights. Entrance doors were recessed.
- Window framing elements were slender in the manner of the period (avoid thicker aluminium sections).
- Transoms corresponded with heights of existing contributory windows.
- Doors had a painted finish rather than exposed clear timber treatments.

#### Early 20th-century shopfronts

- Shopfronts were generally located flush with the front boundary, apart from a recessed entry which often had one or two splayed sides depending on its placement i.e. in the centre or on one side of the shopfront. Stallboards were usually solid brick faced with ceramic tiles, up to 700 mm high. Tiles also covered the piers on either side of the shopfront. Windows were metal framed or the frames were timber clad with moulded metal, and had fixed display windows below highlights. Doors were usually glazed with a timber frame.
- The soffit lining to the underside of verandah roofs often consisted of pressed metal ceiling panels reflecting the design of the period.
- Glazing was clear and did not include glass bricks, obscure or tinted glazing.
- Highlight windows often consisted of leadlight in curvilinear Art Nouveau or geometric Art Deco patterns.
- Plain canvas awnings of appropriate colour were hung to the underside of the verandah. These are an accepted shading device for historic shopfronts.

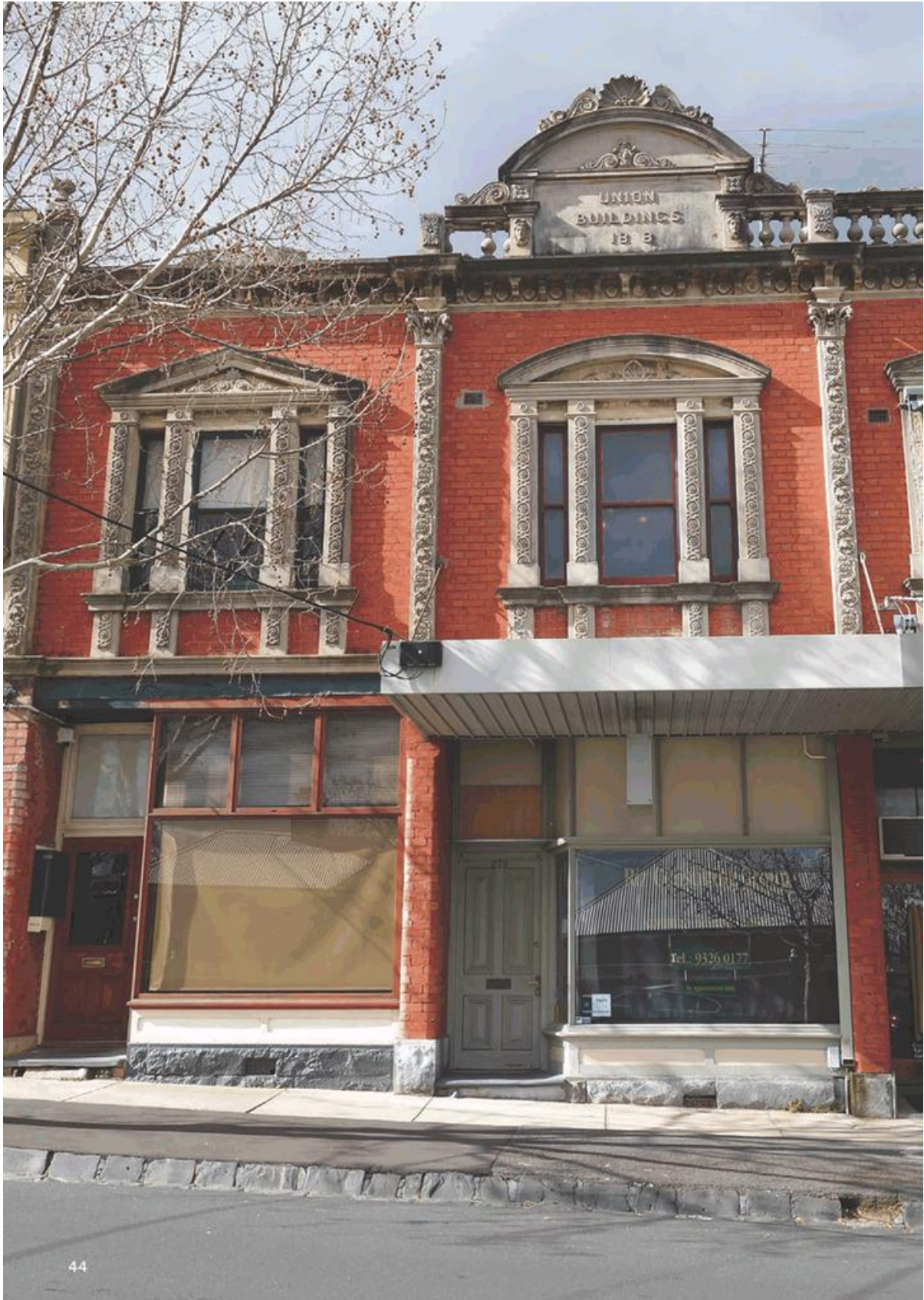
Unsympathetic framing treatments such as anodised aluminium, frameless glazing, bulky openable timber panels for cafes, bi-fold doors and corporate shopfront design elements do not suit commercial historic buildings.

Security roller doors are discouraged for Contributory and Non-contributory shopfronts with the exception of an appropriate concertina latticed grille that suits a particular shopfront.

Note that commercial buildings such as banks, post offices and hotels did not have shopfronts and often have smaller windows and more architectural expression to the ground floor. It is not appropriate to create larger openings in the walls of such buildings to install display windows, as this would require the demolition of significant building fabric and a reduction of their landmark status in traditional streetscapes.







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### 3.4.2 Verandahs

Prior to the interwar era, almost all retail buildings had a timber or cast-iron posted verandah that covered the footpath and provided shelter from the sun and rain to customers and passers-by. In the interwar period, new buildings began to have cantilevered verandahs or those suspended on cables to emulate this post-less form. All original shop verandahs add to the significance of heritage commercial buildings, and the same is sometimes true for well-detailed cantilevered verandahs used to replace original posted verandahs.

#### Guidelines – significant verandahs:

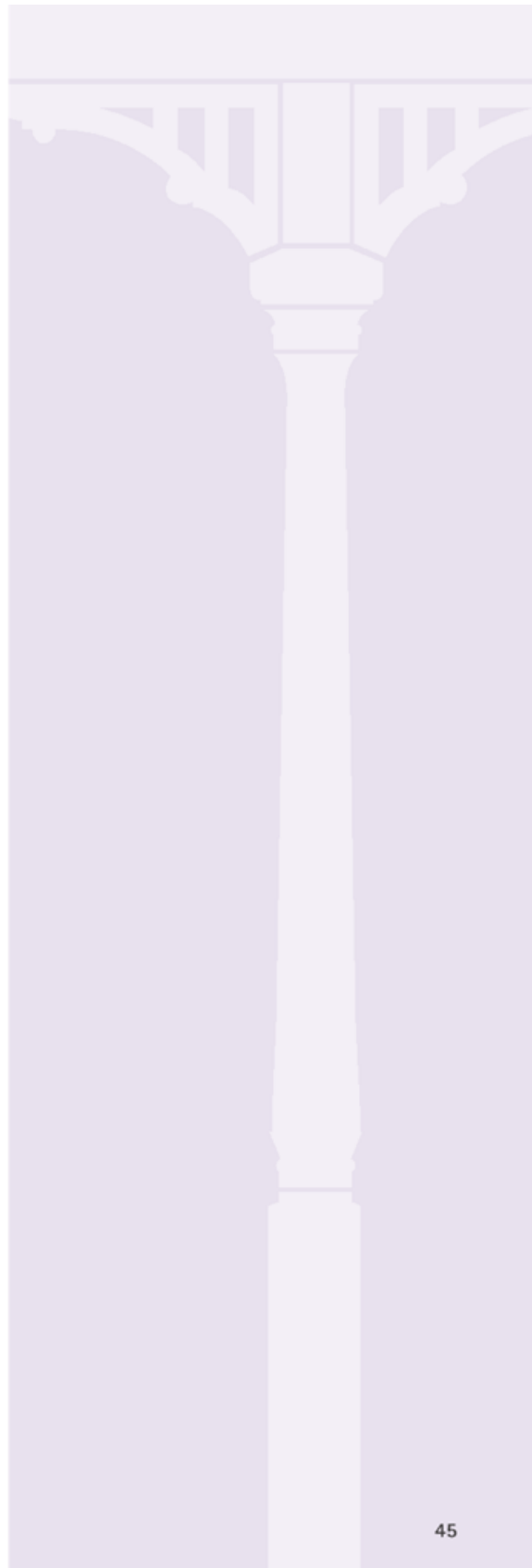
- Original posted and cantilevered verandahs, or their parts where the verandah is altered, should be retained and repaired as required. This includes details such as the pressed-metal soffits and moulded metal fascias to cantilevered verandahs.
- For cantilevered verandahs, decorative fascias should not be concealed by signage.
- For cantilevered verandahs, the original height of the fascia should not be increased, either permanently or with applied signage.

#### Guidelines – new verandahs:

In some cases, it may be appropriate to install a reproduction verandah, provided that:

- This does not require the removal/demolition of a full or partial existing verandah that is of heritage value, though not necessarily the original.
- The design is based on documentary evidence, or, where this is not possible, is based on the typology for shopfronts of that period.

Note that commercial buildings, such as banks, post offices and hotels, generally did not have verandahs, and it would only be appropriate to install a reproduction verandah if based on clear documentary evidence that one existed.



### 3.4.3 Signage

Early surviving signage, such as that painted on a side wall or parapet should be retained.

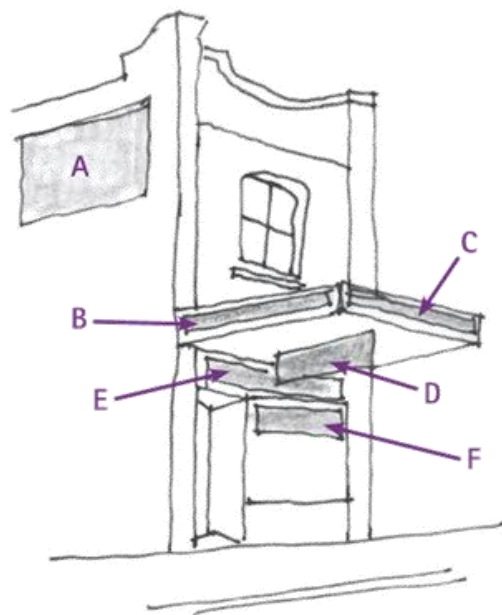
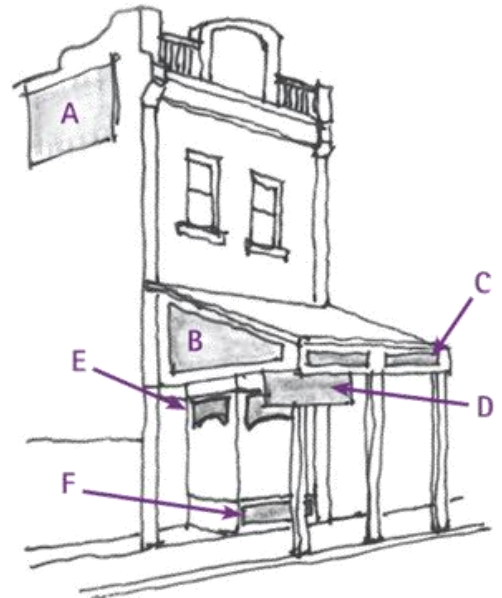
When installing new signage on heritage buildings, the following principles should be followed:

- Signs should not dominate the heritage building or block views to any significant features (including windows or front gardens), nor should they dominate or detract from the appearance of nearby heritage buildings. See Figure 27.
- Signs should be placed in the traditional areas set out for signage, as indicated by the individual building's design or the examples illustrated in Figure 27.
- Fixings of new signs should not damage the fabric of the heritage building.
- Corporate colour schemes, including paint, should be restricted to traditional signage areas, such as the verandah fascia and entry but only if these surfaces have been previously painted.
- Where an appropriately designed and sized sign does not detract from the parapet, it may be considered.
- Excessive signage is not permitted and detracts from the aesthetic value of heritage commercial streets. Note that the existence of excessive, unsympathetic signage (which is often lacking a permit) in the area does not serve as suitable justification for the approval of unsympathetic signage designs and quantities.
- Illuminated signage is only permitted in a heritage precinct or for other heritage buildings when it is located below the verandah level.
- Respectful but contemporary design is preferred for signs on heritage buildings.

#### Key

- A signage to exposed upper sidewall/s
- B signage to exposed side verandah fascia or verandah frieze
- C signage to front verandah fascia
- D sign under verandah (may be illuminated)
- E signage behind shopfront glazing
- F signage to stallboard

Figure 27. Historic shopfronts with appropriate commercial signage



## Appendix 1 – Glossary





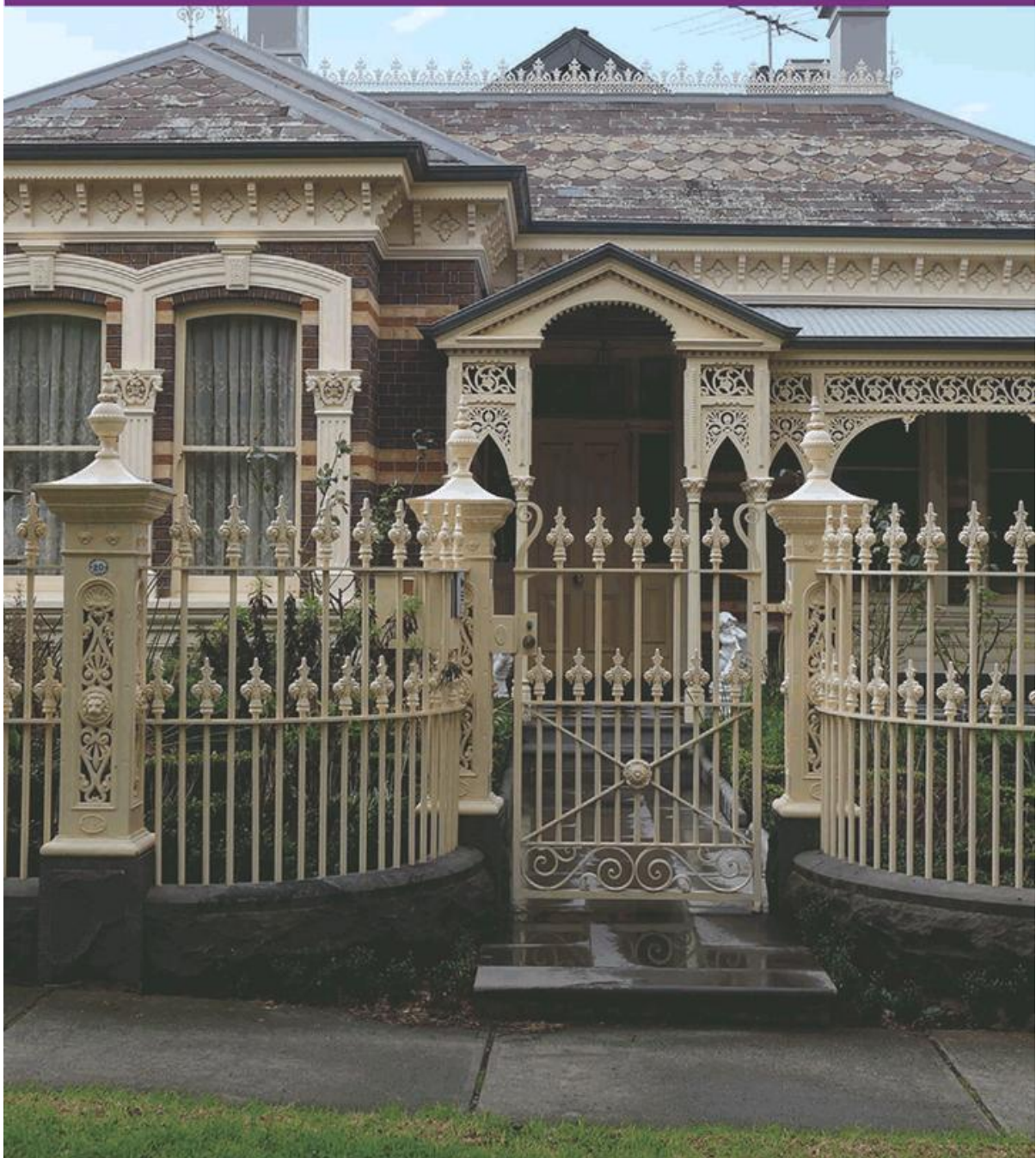
<b>Burra Charter definitions</b>	
<b>Adaptation</b>	Modifying a place to suit the existing use or a proposed use.
<b>Associations</b>	The special connections that exist between people and a place.
<b>Conservation</b>	All the processes of looking after a place so as to retain its cultural significance.
<b>Crossover</b>	The transition between a roadway and a property to allow for vehicle access.
<b>Cultural significance</b>	Aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
<b>Fabric</b>	All the physical material of the place including components, fixtures, contents and objects.
<b>Maintenance</b>	The continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.
<b>Place</b>	Site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
<b>Preservation</b>	Maintaining the fabric of a place in its existing state and retarding deterioration.
<b>Reconstruction</b>	Returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
<b>Restoration</b>	Returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
<b>Setting</b>	The area around a place, which may include the visual catchment.
<b>Use</b>	Means the functions of a place, as well as the activities and practices that may occur at that place.

Architectural definitions	
(Based primarily on Apperly et al, <i>A Pictorial Guide to Identifying Australian Architecture</i> , 1989.)	
<b>Arch</b>	Usually a curved structure forming the head of an opening and supporting the wall above. Common arches are round, pointed, segmental and flat.
<b>Architrave</b>	The lowest or load-bearing member of a classical entablature. Also, the moulded trim around a doorway or window.
<b>Ashlar boards</b>	Wide timber cladding boards produced to imitate large rectangular stone blocks.
<b>Baluster</b>	A member supporting a handrail or coping if atop a parapet. A series of balusters forms a balustrade.
<b>Bargeboard</b>	A sloping board fixed to the edge of a gable roof to conceal the roof construction. It may be plain or decorated.
<b>Base course</b>	The external cladding of the base of a building (below ground floor level), often visually differentiated from the wall above.
<b>Bracket</b>	A support, often angled, curved or decorative, for a projecting horizontal member.
<b>Casement</b>	A window hinged on one of its vertical edges, so as to open either inwards or outwards like a door.
<b>Ceramic tiles</b>	A fired-clay produce composed of a flat clay body, usually with a decorative surface glaze. Popular on shopfront stallboards in the early 20th century.
<b>Chamfer</b>	The corner of an element that is cut off at an angle. When the chamfer terminates before the ends of the element, such as a timber post, it is called a stop chamfer.
<b>Chimney stack</b>	The part of a chimney that projects above the roof.
<b>Chimney breast</b>	The horizontal projection of a chimney from the wall in which it is built, either internally or externally.
<b>Column</b>	A freestanding load-bearing vertical member, usually circular in plan. In classical architecture it consisted of a base, shaft and capital and supported an entablature.
<b>Creosote</b>	A dark brown oil distilled from coal tar and used as a wood preservative and external coating.
<b>Double-hung</b>	A window with two vertical sliding sashes, one over the other.
<b>Eaves</b>	The lower edge of a roof, intended to through rainwater clear of the wall. The horizontal board is called the eaves fascia. Projecting eaves either have exposed rafters or boxed rafters. The covering beneath boxed rafters is the eaves soffit.
<b>Façade</b>	The face or front of a building.
<b>Fretwork</b>	Ornamental design in timber, typically openwork, done with a fretsaw or jigsaw; often used for the verandah frieze of Edwardian houses.
<b>Frieze</b>	A continuous band of decoration round the top of a building or wall, or set below a verandah beam (such as cast-iron decoration).
<b>Gable</b>	The upper triangular portion of an external wall at the end of a doubly pitched roof. Also, used as a decorative device in a parapet.
<b>Half timbering</b>	A type of construction composed of exposed timber framing and infilled with render; often reproduced as decoration with applied timber members and roughcast render or with cement sheet with the joins concealed by timber strapwork.

<b>Leadlight</b>	A decorative window made of small sections of clear or coloured glass supported in lead cames.
<b>Lintel</b>	A single member spanning horizontally over an opening.
<b>Massing</b>	Refers to the arrangement of elements within a building such as the proportion of 'positive' or solid elements such as walls in relation to 'negative' elements such as windows or voids.
<b>Moulding</b>	A contoured band used to embellish a wall or other surface. Each style has its own typical moulding.
<b>Parapet</b>	A wall built up higher than the line of the roof, typically to hide the roof surface.
<b>Pier</b>	A solid masonry support more massive than a column, usually square in plan.
<b>Pilaster</b>	A decorative shallow pier attached to or part of a wall as though it were a classical column embedded in the wall.
<b>Pitch</b>	The degree of the slope of a roof.
<b>Pointing, tuck pointing</b>	The finished mortar treatment of masonry joints.
<b>Render / Stucco</b>	A thin decorative finish, typically composed of lime, sand and other ingredients, applied to external masonry facades.
<b>Roughcast</b>	Plaster, mortar or render containing pebbles or coarse gravel to give a rough, knobby texture to the walls.
<b>Sash</b>	A frame for holding the glass of a window, including sliding sashes and casement sashes (which are hinged like a door).
<b>Shopfront</b>	The front side of a store facing the street. Heritage shopfronts usually include a solid stallboard, display windows in timber, metal or metal-covered timber frames, highlight windows, timber or timber and glazed entry door, recessed entry with tiled floor and panelled or pressed-metal soffit.
<b>Sidelight</b>	Windows placed on either side of another window or door that are narrower than the centre opening.
<b>Sill</b>	The lower horizontal part of a window or door opening.
<b>Soffit</b>	The underside of a structural component, such as a beam, arch, staircase, or cornice.
<b>Transom</b>	The horizontal part at the top of a window or door frame that separates it from windows above.
<b>Urn</b>	A vase with a rounded bottom on a base, often executed in cast-concrete and installed at the top of parapets along with a spherical version called an orb or balloon.
<b>Verandah</b>	An open area attached to a building supported by the building on one side and posts and columns below a verandah beam on the other. Verandahs are often ornamented with a timber or cast-iron frieze below the verandah beam, and/or brackets affixed to verandah posts.
<b>Verandah tiles</b>	Unglazed terracotta tiles, some with encaustic designs, common for Victorian-era verandah floors.
<b>Weatherboard</b>	A long, thin board fixed horizontally, with overlapping edges, as an external wall covering.



## Appendix 2 – Architectural Styles Guide



## Architectural Styles Guide

This is a guide to some of the most common historic house types and commercial buildings protected in the Moonee Valley Heritage Overlay. It is intended to inform building owners and users of the features and setting typical for each building type. These elements are part of the historic significance of Moonee Valley's heritage buildings and should be treated with care.

The building types and styles reviewed, and the approximate date ranges they were built, are the following:

- Victorian timber cottages (1860s-1900)
- Victorian (Italianate) villas (1870s-1890)
- Victorian duplex and terrace houses (1860s-early 1890s)
- Federation/Queen Anne villas (1895-1910s)
- Edwardian single-fronted houses (1900-1910s)
- California Bungalows (1915-1940)
- Moderne/Art Deco houses (1920s-1940s)
- Spanish Mission & Mediterranean Revival (1920s-1930s)
- Old English/Tudor Revival (1930s-1940s)
- Early post-war/Austerity (1940s)
- Victorian & early 20th-century commercial buildings





### Victorian timber cottages (1860s-1900)

#### Typical features

**Roof form:** Hipped or M-hip roof form, sometimes gable-fronted. Generally a skillion to the rear.

**Materials:** Corrugated iron or slate to the roof, weatherboard to the walls, sometimes mock ashlar cladding (boards imitating stone work). Timber to the verandah floor.

**Façade composition and form:** Symmetrical façade, single or double-fronted, duplexes and triplexes (generally divided by a party wall). Verandah roofs separate from main roof form, covering full width of façade, supported by chamfered timber posts or slender columns with Corinthian capitals. Verandahs skillion or hipped; convex, concave, bull-nosed or skillion in profile. Door centrally located for double-fronted houses.

**Chimneys:** Brick chimneys, generally rendered with a cornice mould, face brick chimneys corbelled, sometimes polychrome, placed symmetrically or centrally.

**Ornamentation:** Brackets and battens to the eaves, cast iron lace to the verandah. Often several cottages were built by a single builder in an area sharing the same overall design and details.

**Windows and doors:** Double hung timber sash windows, ornamental horns to sashes, principle windows often with leadlight/coloured sidelights. Panelled entrance door, sometimes with bolection moulds, highlights and sidelights.

**Set backs:** A small setback behind a minimal or non-existent front garden.

**Fences:** Timber picket fence and gate. Side fences are often corrugated galvanised iron or timber palings.



### Victorian (Italianate) villas (1870s-1890)

#### Typical features

**Roof form:** Low-pitched hipped or M-hipped roof with a shallow convex profile to the verandah (not bull-nosed), separate from the main roof form.

**Materials:** Slate (sometimes patterned) or corrugated iron to the roof, always iron to the verandah. Walls are weatherboard, mock ashlar cladding (boards imitating stone work), polychrome brick, cement render. Timber boards or tessellated tiles to the verandah floor. The plinth, threshold and window sills may be bluestone.

**Façade composition and form:** Symmetrical or asymmetrical facade, single or double-fronted, freestanding. Asymmetrical variety has projecting hip-roof bay, sometimes with a canted bay window. Verandah usually supported by cast iron or timber columns with cast iron Corinthian capitals. Verandah may have a return portion. Large windows are double-hung sashes, often with sidelights, sometimes with a round or segmentally arched head.

**Chimneys:** Rendered or polychrome brick with cornice moulds, generally placed symmetrically.

**Ornamentation:** Cast iron lace to the verandah, deep cornices with moulding and brackets. Coloured or stained glass to window and door surrounds. Ornamental horns to the sash windows and bolection moulds to the door panels. More ornate villas have cast cement stringcourses, mouldings to window head and surrounds and impost moulds, towers projecting from roof.

**Windows and doors:** Heavy four-panelled door, sometimes glazed, fanlight and sidelights. Single or pairs of double-hung sash windows, sometimes with sidelights. Bluestone threshold and window sills.

**Set backs:** Medium set back, usually allowing for a small garden.

**Fences:** Timber picket or cast iron palisade fences on a stone plinth with end piers, and pedestrian gates.





**Victorian duplex and terrace houses  
 (1860s–early 1890s)**

**Typical features**

**Roof form:** Low-pitched hipped, M-hipped roof. Sometimes gabled or transverse gabled roof (ridge running parallel to the street). Early duplexes and terraces may have a shared roof form with no party walls. Later, roof form hidden behind a parapet. Projecting party walls, chimneys and a prominent concave or convex verandah. The bullnose profile became popular for verandahs in the 1890s.

**Materials:** Roof and verandah clad with (patterned) slate or corrugated iron. Polychrome brick or cement render (ruled to resemble stone) to the walls, cement render and cast cement ornament to the parapet. Tessellated tiles to the verandah floor, sometimes marble. The plinth, threshold and window sills are bluestone.

**Façade composition and form:** Duplex (two dwellings) or terrace in form (three or more dwellings), single or double-fronted, one or two-storeys tall. Two-storey terraces have a double-height verandah. Each terrace with a generally symmetrical façade, often with an integrated parapet design. Where used, verandah supports are cast iron or timber columns. Single-fronted dwellings have a single or pair of sash windows located next to an off-set door.

**Chimneys:** Brick chimneys often hidden behind the parapet, either rendered or corbelled. 1880s terraces often have an elaborate cornice to the chimney.

**Ornamentation:** The elaboration of the parapet varies, but generally with a deep cornice moulding, stuccoed and decorated in relief with pilasters, balusters, brackets, scrolls, floral motifs and often topped with a Greek pediment. Cast-cement brackets beneath the eaves, cast iron lace to the verandah and first-floor balustrade. Coloured or stained glass to windows and door surrounds.

**Windows and doors:** Four-panelled doors (sometimes with fanlight and sidelights) and single or pairs of double-hung sash windows (sometimes with sidelights). Bluestone threshold and window sills.

**Set backs:** Set close to the street, or with a small to medium setback allowing for a front garden.

**Fences:** Timber picket or cast iron palisade fences on a stone plinth with end piers, pedestrian gates.

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**Federation/Queen Anne villas (1895–1910s)**

**Typical features**

**Roof form:** Complex and steeply-pitched hip and gabled roof form. Larger houses often with turrets, gablets and false dormers, multiple dominant chimneys. Low verandahs (sometimes return) often an extension of the main roof form.

**Materials:** Roof and verandahs clad with corrugated iron, slate or Marseilles tiles (for brick houses). Black tuck-pointed red brick or square-edged weatherboard to the walls. Roughcast render (or pressed metal to imitate rough-cast render) to gable ends and bold horizontal bands. Gable ends also with timber strapping to mimic half-timbering, or a decorative timber trusswork. Verandah floor is timber, occasionally tiles. Bluestone windows sills and plinth.

**Façade composition and form:** Asymmetrical and picturesque in form, freestanding larger houses have a diagonal emphasis and a complex roof form above a verandah, often with a gabled entrance porch. Projecting gabled bays are asymmetrical or at right angles to each other. Verandah supported by turned timber posts with timber capitals and fretwork.

**Chimneys:** Tall ornate brick chimneys, sometimes in fluted shapes, face brick often with band of roughcast. Cornice and terracotta pots.

**Ornamentation:** Houses clad with Marseilles tiles can have terracotta ridge capping to the roof with ornate terracotta finials. Weatherboard notched to look like bands of shingles. Timber fretwork (often a ladder frieze plus brackets) to the verandah, gable ends and sometimes the eaves. Picturesque leadlight. After 1905, ornamentation (particularly timber fretwork and leadlight detail) became more curvilinear, reflecting Art Nouveau principles.

**Windows and doors:** Casement windows usually in groups of three or double-hung windows with ornamental horns to sashes. Circular and arched windows, projecting window bays, coloured glass or leadlight. Doors with (three or four) panels and bolection moulds, sometimes with fanlights. Glazing to the top third of the door.

**Set backs:** Medium-deep setback allowing for a front garden.

**Fences:** Timber pickets, sometimes brick with decorative metalwork.



### Edwardian single-fronted houses (1900-1910s)

#### Typical features

**Roof form:** Gable-fronted, or high hip with gablets at top. Verandah is a continuation of the main roof form, or separate with a skillion or bull-nosed profile.

**Materials:** Roof and verandahs clad with corrugated iron, slate or Marseilles tiles (for brick houses). Walls are brick (often tuck-pointed) or weatherboard, with accents of roughcast render.

**Façade composition and form:** Freestanding, duplex or terrace in form. Usually single-fronted, generally with a gable end to the street front, window bay below. Low verandah that is the full length of the façade or to one side of a projecting gabled bay, above the entrance. Verandah is supported by turned or square timber posts with timber capitals.

**Chimneys:** Tall face brick, often with bands of rough-cast render or stucco, cornice corbelling, terracotta pots.

**Ornamentation:** Houses clad with Marseilles tiles can have terracotta ridge capping to the roof with terracotta finials. Timber finials to the ridge ends and roughcast render and timber strapping to the gable-ends to reflect half-timbering, alternatively decorative timber trusswork. Timber fretwork, valences and brackets, sometimes cast iron lace in linear patterns to the verandah. Often several cottages were built by a single builder in an area sharing the same overall design and details.

**Windows and doors:** Tall timber casement or double-hung sash windows, sometimes single windows have arched heads. Hoods to window openings. Doors are three or four-panelled, with narrow vertical panels and a large top panel, sometimes with leadlight.

**Set backs:** Small setback, allowing for a minimal garden.

**Fences:** Timber pickets and gates.



### California Bungalows (1915-1940)

#### Typical features

**Roof form:** Early houses may have a hip-and-gable roof with prominent gable ends, later transverse gable (ridge parallel to street) and gable-fronted forms often with a secondary gable over the porch. Wide eaves with exposed rafter ends, and deep porches, often with the roof extending from the main roof form. A steep-pitched roof can create an attic level, evident from windows to the gable ends or dormer windows.

**Materials:** Roof is clad with terracotta or cement tiles, or corrugated iron. Walls constructed of timber or brick (sometimes tuckpointed), timber details such as shingles, sections of roughcast render.

**Façade composition and form:** Freestanding, asymmetrical composition, horizontal emphasis and wide gable ends. Deep verandah and bay windows under the verandah or with skillion-profiled hoods. Verandahs supported by large squat piers with balustrades.

**Chimneys:** Generally large red brick chimneys, external to the wall. Simple corbelling or just a soldier course at the top, sometimes rendered.

**Ornamentation:** Timber shingles, or rough-cast render and timber strapping (to reflect half-timbering) to the gable ends. Accents or bands of rough-cast render to brick walls. Large piers supporting the verandah often tapered, sometimes with rough-cast render (also to the balustrade) or topped with timber posts. Leadlight to the windows and doors.

**Windows and doors:** Casement or double-hung sash windows often with multiple panes to upper sash, bay windows with skillion-profile hoods. Often box windows in a projecting timber frame. Panelled doors high-set window, or glazed doors with geometric patterns. Leadlight to windows, sidelights, glazing of the door, often with Art Nouveau or pictorial motifs.

**Set backs:** Medium-deep setback allowing for a front garden.

**Fences:** Woven wire or chain mesh with timber posts and rails, simple timber pickets, sometimes low brick wall with mild-steel ornament and gates.





### Moderne/Art Deco houses (1920s-1940s)

#### Typical features

**Roof form:** Low-pitched hipped roof form sometimes concealed by parapet, projecting bay to facade, chimneys often external to walls.

**Materials:** Generally dark-glazed tiles to the roof. Walls are red, clinker or cream-brick, sometimes finished with textured render.

**Façade composition and form:** Freestanding or a maisonette (duplex), asymmetrical (L-shaped) in plan, prominent entrance porches (generally central) with tall parapets, enclosed with square openings or supported by double columns. Curved corners.

**Chimneys:** Tall, face brick or rendered. Sometimes indented band at cap, square or rectangular in plan, can be tiered.

**Ornamentation:** Curved corners, sometimes with single courses/sections of exposed brick to form a pattern, horizontal bands of moulding, abstracted classical or geometric details to porches.

**Windows and doors:** Single or pairs of double-hung timber sash windows, plain glazing. Often at corners. Single entrance door underneath the porch.

**Set backs:** Medium-deep setbacks behind a front garden.

**Fences:** Low, patterned brick wall (generally matching house) with brick piers, generally mild-steel gates.



### Spanish Mission & Mediterranean Revival (1920s-1930s)

#### Typical features

**Roof form:** Simple or complex hipped roof, porch often set below main roof below a decorative parapet.

**Materials:** Cordova or (sometimes Marseilles pattern) terracotta or concrete roof tiles and ridge tiles. Walls generally rendered with a decorative texture. Tiles to the verandah floor.

**Façade composition and form:** Freestanding or a maisonette, usually symmetrical façade with an arcaded porch in the centre supported on columns.

**Chimneys:** Tall, rendered, sometimes with decorative brick banding at the cap, sometimes with a 'rooflet' capped with Cordova tiles (dove-cote).

**Ornamentation:** Textured rendered walls, twisted 'Baroque-style' columns with capitals framing windows and entrance porch, arched openings, decorative cast-cement details, bands of decorative panels of face brickwork. Decorative lanterns, leadlight to entrance door. Sometimes bevelled edge glazing.

**Windows and doors:** Double-hung sash windows often in groups of three, arched heads, sometimes with wrought iron grilles. Pair of entrance doors with decorative leadlight.

**Set backs:** Medium-deep setbacks to allow for a garden.

**Fences:** Low, rendered brick wall (generally matching house), bricks or tiles can form decorative hipped capping, often with mild-steel gates. Or woven and cyclone wire mesh with timber posts, timber picket or hedge.





### Old English/Tudor Revival (1930s-1940s)

#### Typical features

**Roof form:** Steep hip roof form with one prominent gable end. Vergeless gables with corbelled eaves.

**Materials:** Glazed tiles to the roof, walls are generally deep red or clinker brick with decorative tapestry brickwork, sections rendered, timber strapping.

**Façade composition and form:** Freestanding or a maisonette, asymmetrical in plan. A prominent gabled-roof entrance porch on brick piers or a small porch beneath the main roof accessed through an arch.

**Chimneys:** Tall, face brick or rendered, sometimes with simple brickwork, brick banding or terracotta pots.

**Ornamentation:** Decorative tapestry brickwork and banding, Tudor-revival low pointed arches, timber strapping and rough-cast render to mimic half-timbering, vertical vent to gable end. Sometimes leadlight to the windows, often in a diamond pattern.

**Windows and doors:** Double-hung timber sash or casement windows placed in groups of three, sometimes with decorative glazing bars and leadlight. Later examples may have steel casement windows. Generally a pair of timber entrance doors with leadlight.

**Set backs:** Medium-deep setbacks to allow for a front garden.

**Fences:** Low, patterned brick wall (matching brickwork of the house), sometimes decorative capping, mild-steel gates.



### Early post-war/Austerity (1940s)

#### Typical features

**Roof form:** Hipped roof form, low-pitch, projecting bay to the façade.

**Materials:** Terracotta or concrete tiles to the roof, walls brick (veneer) or rendered, manganese brick to the window sills, timber double-hung or steel-framed casement windows.

**Façade composition and form:** Freestanding houses with asymmetrical façade created by projecting bay. Modest entrance porch with cantilevered (flat) roof, or enclosed porch, sometimes an external chimney to the façade, window bays. Façade with horizontal 'streamlined' emphasis.

**Chimneys:** Tall, broad rectangular chimneys (usually singular), rendered or face brickwork. Sometimes a chimney to the façade, external to the wall. Modelled forms, such as 'waterfall' stacks in the streamlined Moderne style to later houses.

**Ornamentation:** Simple ornamentation. If rendered, ornamental face brickwork in bands and often lozenge-shaped, exposed face brick at the base of the wall. Chimney with interesting design, such as waterfall chimneys with brown brick trim. Porches with cantilevered concrete roof, manganese brick sills, corner or 'porthole' windows.

The earliest post-war houses (Austerity) have no applied ornament but rely on the contrast between different colours of bricks for visual interest, simple in design, generally with simple rectangular chimney.

**Windows and doors:** Steel-framed or timber picture windows in groups of three (one large window with narrow side panels) with a horizontal emphasis, large corner windows, small 'porthole' windows to later examples.

**Set backs:** Medium-deep setbacks to allow for a front garden.

**Fences:** Generally simple, low masonry, brick or rendered walls (matching house), sometimes decorative brick capping, with mild-steel gates, or low chain-link and metal pipe fence.



### Victorian & early 20th-century commercial buildings

#### Typical features

**Roof form:** Generally hipped roof hidden behind a parapet, verandah over footpath. Earlier Victorian shops may not have a parapet.

**Materials:** *Victorian* – Corrugated iron to the roof, rendered brick or polychrome brickwork.

*Early C20th* – Corrugated iron to the roof, red brick and roughcast rendered façade.

**Façade composition and form:** One or two-storey, constructed individually or in rows. Shopfront at ground level with verandah, first floor divided or delineated by pilasters below a decorative parapet.

**Original Shopfront:** *Victorian* – Central or side indented entrance with tiled floor, timber-framed shop windows with chambered or decorative framing, highlight windows, solid stallboard of panelled timber or cement render. Verandah supported by timber or cast-iron fluted columns and capitals.

*Early C20th* – Central or side indented entrance with tiled floor and pressed metal soffit; shop windows with metal or metal-covered timber frames and highlights (sometimes leadlights), solid stallboard and surrounds of shop window finished with ceramic tiles. Posted verandah to early examples, later cantilevered verandah with pressed-metal soffit.



**Chimneys:** *Victorian* – Generally not visible from the street, generally rendered brick.

*Early C20th* – Generally not visible from the street, simple square red brick, top soldier course.

**Ornamentation:** *Victorian* – Classical influence to first-floor ornament, generally of cement render or cast-cement, including pilasters, label and hood moulds or moulded architrave to windows, plain or dentilated cornice. Parapet with classical ornament, balustrade, pilasters, urns, central pediment. Painted commercial signs on upper walls.

*Early C20th* – First floor and parapet treatment varies in style: Free Style, Mediterranean, Bungalow, Early Modern, Art Deco. Many parapets feature an arched or stepped form. Varying types of windows, decorative brickwork, rendered details.

**Windows and doors:** *Victorian* – Original shop doors generally solid four-panel doors (few survive). First-floor windows rectangular, round or segmentally arched double-hung sashes, usually within cement render architrave.

*Early C20th* – Timber-framed glazed doors to shop. Windows to the first floor vary in style: usually double-hung sashes, single, pairs, box windows, thermal/Diocletian windows.

**Set backs:** Flush with footpath, verandah over footpath.







**Moonee Valley Language Line**

عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
Hrvatski	Croatian	9280 0740	Somali	Somali	9280 0743	Việt-ngữ	Vietnamese	9280 0746

All other languages 9280 0747

National Relay Service 133 677 or iprelay.com.au

Moonee Valley City Council  
 9 Kellaway Avenue | PO Box 126 Moonee Ponds VIC 3039  
 Telephone 03 9243 8888 | Facsimile 03 9377 2100  
 Email council@mvcc.vic.gov.au | Website mvcc.vic.gov.au



*Planning and Environment Act 1987*

## MOONEE VALLEY PLANNING SCHEME

### AMENDMENT C163

#### EXPLANATORY REPORT

##### **Who is the planning authority?**

This amendment has been prepared by Moonee Valley City Council, which is the planning authority for this amendment.

##### **Land affected by the Amendment**

The Amendment applies to all land included in the Heritage Overlay.

##### **What the amendment does**

The Amendment seeks to support the protection and conservation of heritage places and precincts by providing a clear heritage planning policy framework to guide decision making.

More specifically the Amendment seeks to:

- Amend the Municipal Strategic Statement (MSS) to include the City of Moonee Valley Heritage Guidelines 2016 (CMVHG) as a reference document.
- Introduce a new local heritage policy at Clause 22.01 to guide decision making for permit applications for heritage places and give effect to the CMVHG.
- Make consequential changes to Clause 21.03-2 *Built Environment* and Clause 21.06-2 *Heritage* to ensure it provides a clear strategic framework, and avoid repetition by removing redundant provisions that are now proposed to be included in the new Cl. 22.01 or the CMVHG.

##### **Strategic assessment of the Amendment**

##### **Why is the Amendment required?**

The Moonee Valley Planning Scheme Review, implemented via Amendment C134 and gazetted in March 2015, recommended a comprehensive rewrite of the MSS. The aim of proposed changes to the MSS is to significantly improve Council's planning strategies and lead to better and more consistent planning decisions and outcomes for the community. Further work identified to achieve this included the development of updated Heritage Design Guidelines. Accordingly, the CMVHG has been prepared and was adopted by Council in 2016.

The purpose of the CMVHG is to assist property owners, architects, building designers and others with the conservation of heritage places including new alterations and additions, and the design of infill buildings in heritage areas.

In order to give effect to the CMVHG a new local heritage policy has been prepared. The local policy will explain *what* is to be achieved in terms of policy outcomes and the issues that council will take into account when deciding an application, while the CMVHG will complement the policy by explaining *how* the policy can be achieved by providing examples of appropriate approaches to conservation, alteration, demolition etc.

As a result, relevant clauses in the MSS have been revised to remove redundant provisions that will now be included in the local policy or CMVHG, and to ensure that the MSS provides clear strategic policy direction for the identification, protection and conservation of heritage in Moonee Valley.

**How does the Amendment implement the objectives of planning in Victoria?**

The amendment will implement the following objectives of planning in Victoria, under Section 4 of the *Planning and Environment Act 1987*:

- 4(1)(a) to provide for the fair, orderly, economic and sustainable use, and development of land;
- 4(1)(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
- 4(1)(f) to facilitate development in accordance with the objectives set out in paragraph (a),(d);
- 4(1)(g) to balance present and future interests of all Victorians.

**How does the Amendment address any environmental, social and economic effects?**

The amendment is expected to have positive environmental and social effects by protecting and promoting places of local heritage significance in Moonee Valley.

The amendment is not expected to have any adverse environmental or economic effects.

**Does the Amendment address relevant bushfire risk?**

The amendment is not considered to impact on bushfire risk.

**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 as discussed below.

Direction 4.7 aims to manage tensions between development and conservation and “*respect our heritage as we build for the future*”.

This amendment will provide Council with a clear policy framework to guide decision making to ensure that an appropriate balance is struck between conservation and development of heritage places and areas.

**How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?**

The amendment is consistent with the State Planning Policy Framework, in particular Clause 15.03 (Built Environment and Heritage) and implements the policy by providing a policy framework to guide decision-making about places identified and assessed as having local heritage significance and included in the Heritage Overlay.

This amendment will directly implement the following strategies under Clause 15.03-1:

*Provide for the conservation and enhancement of those places which are of, aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value.*

*Encourage appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations.*

*Retain those elements that contribute to the importance of the heritage place. Encourage the conservation and restoration of contributory elements.*



*Ensure an appropriate setting and context for heritage places is maintained or enhanced.  
Support adaptive reuse of heritage buildings whose use has become redundant.*

**How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The amendment will assist in the implementation of Clause 21.03-2, which sets out the Vision for Built Environment in Moonee Valley and the strategic objectives for heritage in Clause 21.06-2 (Heritage). Specifically, it will implement one of the key items of strategic work identified in Clause 21.06-7, which is to 'Develop Heritage Design Guidelines to better guide decision-making'.

**Does the Amendment make proper use of the Victoria Planning Provisions?**

The amendment has been prepared having regard to the VPP practices notes 'Writing a local policy' and 'Writing a Municipal Strategic Statement'. The proposed changes will ensure:

- The strategic framework for heritage is contained within the Municipal Strategic Statement
- The new heritage policy will build upon the strategic policy in the MSS by guiding decision-making by helping the responsible authority and other users of the scheme to understand how the discretions allowed under the heritage overlay will be considered and exercised.

A local policy is a particularly useful tool for the heritage overlay that, unlike most other overlays, does not allow policy statements, decision guidelines, maps or permit guidelines to form part of the associated schedule. The HO schedule is limited to a list of the places and precinct that are subject to control and indicates the specific controls that may be 'turned on', but not 'switched off'.

Because of this, Heritage Victoria has acknowledged the role of local heritage policies as a tool for the conservation of heritage places and precincts in planning schemes. The Advisory Committee appointed in 2007 to review Heritage provisions in planning schemes also supported the use of local policies, making the following comment:

*Local Planning Policy would continue to play a role in heritage management under planning schemes. We see it as being the vehicle for localised sets of guidelines for decisions on permits and to be used to indicate area and building gradings in those municipalities where that approach has been adopted. It should also be the repository for policies about the timing of demolition and replacement building approvals.*

**How does the Amendment address the views of any relevant agency?**

The views of relevant agencies, including Heritage Victoria will be sought through the public exhibition phase to the amendment.

**Does the Amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment is not expected to impact on the transport system.

**Resource and administrative costs**

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment is not expected to result in an increase the number of planning permit applications lodged with Council for buildings and works under the heritage overlay.

**Where you may inspect this Amendment**

The amendment is available for public inspection, free of charge, during office hours at the following places:

Moonee Valley City Council  
Civic Centre  
9 Kellaway Avenue  
Moonee Ponds VIC3039

The amendment can also be inspected free of charge at the Moonee Valley City Council website at [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au) and the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

*Planning and Environment Act 1987*

**MOONEE VALLEY PLANNING SCHEME**

**AMENDMENT C163**

**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 Ordinance**

The Planning Scheme Ordinance is amended as follows:

1. In Local Planning Policy Framework – replace Clause 21.03 with a new Clause 21.03 in the form of the attached document.
2. In Local Planning Policy Framework – replace Clause 21.06 with a new Clause 21.06 in the form of the attached document.
3. In Local Planning Policy Framework – insert a new Clause 22.01 in the form of the attached document.

End of document



MOONEE VALLEY PLANNING SCHEME

**21.03 VISION**

05/03/2015  
C134

**21.03-1 Community vision**

05/03/2015  
C134

Moonee Valley Next Generation 2035 Community Vision is the community's shared aspirations and values about the city where they want to live, work or play into the future.

The community vision for Moonee Valley is:

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

**21.03-2 Strategic planning vision**

05/03/2015  
C134

Moonee Valley is a City in transition. As such we need to ensure that planning for the future takes into account:

- Significant population growth and demographic change
- Linking transport to employment, housing and education
- Climate change, environmental sustainability and liveability
- Equity and access for all members of the community

The strategic planning vision that is to be delivered through the Municipal Strategic Statement (MSS) is set out under the seven themes of the MSS.

**Sustainable Environment**

The vision for sustainable environment is for:

*A thriving urban ecology, providing habitat, food and shelter for flora and fauna while improving liveability and wellness for our community.*

*A connected City that meets the daily needs of the community within walking distance, and for homes and workplaces to be low impact, adaptable and healthy places.*

*A conscious city that makes the best use of valuable resources, prevents pollution and adapts to climate change.*

**Housing**

The vision for housing is for:

*An inclusive, sustainable and liveable community where all residents will enjoy a good quality of life.*

*A diverse range of housing that anticipates the needs of existing and future residents, that is built in appropriate locations and that supports and improves community health and well-being.*

*New development will enhance the existing areas unique character or cultural heritage significance.*

**Built Environment**

The vision for the built environment is:

*For architecture and building design to respond to the environment, local character heritage, and context of the area. To have development that is designed and managed in an environmentally sustainable manner, where public safety and health and wellbeing are prioritised, and that activates the public realm.*

MOONEE VALLEY PLANNING SCHEME

~~To have~~For development ~~that respects the ongoing conservation and enhancement of areas to respect, complement and enhance, buildings places of cultural, and natural features of architectural, historical and cultural heritage value.~~

**Activity Centres**

The vision for activity centres is:

*To develop economically, environmentally and socially sustainable community places that provide for a range of goods, services, facilities, and diverse housing and transport options to meet the needs of the community now and into the future.*

*For each activity centre to be a vibrant community place, with commercial, civic, cultural and community value, whilst retaining its own unique identity and character.*

**Economic Development**

The vision for economic development is for:

*A City that is a vibrant, diverse and attractive, that meets the needs of the growing population to live, work, invest and prosper, and supports growing and emerging business opportunities.*

**Transport**

The vision for transport and access is:

*To have a range of choices for how people move within and to and from Moonee Valley, and improved transport amenity and safety. This will be based on sustainable transport principles.*

**Infrastructure**

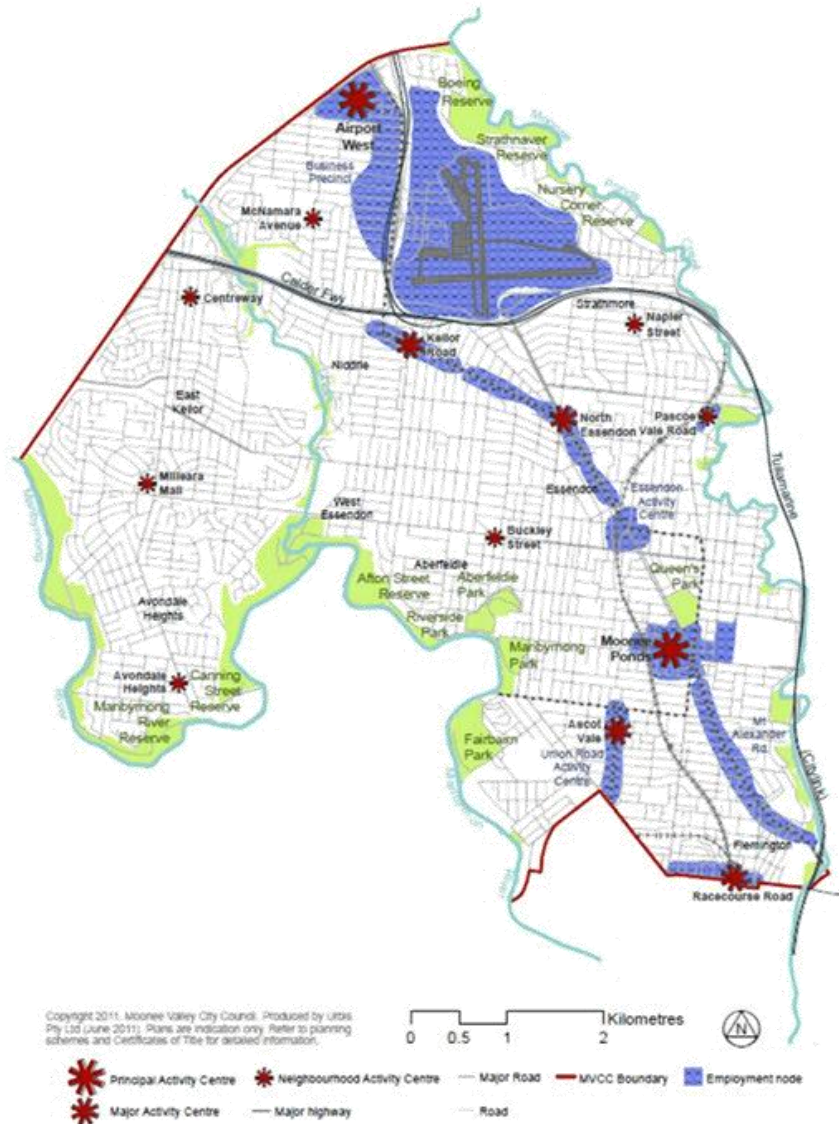
The vision for social and physical infrastructure is for:

*A linked, sustainable and accessible system of quality open spaces and community facilities valued and well used by the community.*

*Road and stormwater infrastructure and facilities that meet the needs of a growing and changing population, responds to extreme weather conditions and improves the quality of the environment and local waterways.*

MOONEE VALLEY PLANNING SCHEME

Strategic Framework Plan





MOONEE VALLEY PLANNING SCHEME

21.06  
10/03/2015  
C144

**BUILT ENVIRONMENT**

21.06-1  
05/03/2015  
C134

**Neighbourhood Character**

Council recognises that residents are attracted to Moonee Valley because of an appreciation of the aesthetics of the area and aims to provide high quality residential neighbourhoods for future generations. Council supports urban consolidation within Moonee Valley. However, it is recognised that increased residential density is often contentious among residents where building design bears no relation to the established streetscape and street interfaces are poor.

Council acknowledges that all streetscapes within the city possess unique qualities that deserve recognition and careful design responses such as architectural styles, dwelling setbacks, pattern of built form, building materials and landscaping. Council has prepared 'Neighbourhood Character Precinct Profiles' for each Neighbourhood Character Area which will be used in the assessment of all applications.

Moonee Valley's residential neighbourhoods include a number of areas that have been identified for their highly consistent and valued character. These areas of significant neighbourhood character may be valued for a range of reasons such as showing a particularly consistent building form, scale or siting; as an example of a rare or exemplary form of residential development; displaying a high number of intact buildings from a particular era of the City's development; or their particular subdivision quality.

**Objective 1**

- To ensure new development is in accordance with the preferred character of each residential precinct as outlined in the Neighbourhood Character Precinct Profiles 2012.

**Strategy**

- Maintain and enhance residential streetscape quality and character.
- To ensure that new development makes a positive contribution to the appearance and amenity of the streetscape.
- Ensure new residential development considers the design objectives as outlined in the Neighbourhood Character Precinct Profiles 2012 as appropriate.
- Ensure the siting of new development contributes to the preferred character of the neighbourhood.
- Ensure that the distinct neighbourhood character attributes within identified significant neighbourhood character areas within the municipality are retained and enhanced.

21.06-2  
05/03/2015  
C134

**Heritage**

The Moonee Valley Heritage Strategy 2011 acknowledges the importance of Moonee Valley's heritage places to the built and natural environment. Moonee Valley has extensive areas and numerous individual places of heritage importance-significance and the protection and conservation of these heritage assets is required.

In conserving areas of heritage significance there is also a need to provide for adaptive reuse and change of buildings.

In addition to protecting existing heritage places, Council is committed to continually undertake and implement heritage studies to assess places and precincts for their heritage significance.

MOONEE VALLEY PLANNING SCHEME

Objective 1

- To protect and conserve the historic fabric and quality of places of cultural heritage significance including buildings, streetscapes, gardens and archaeological sites.

Strategies

- Ensure all heritage places in Moonee Valley are identified, assessed and documented.
- Protect Provide protection for all designated heritage areas places and objects of natural and cultural significance by inclusion in the appropriate overlays.
- Promote the identification, protection and management of Aboriginal cultural heritage.
- Reveal and enhance the significance of heritage places by:
  - Encouraging the maintenance and repair rather than replacement, and accurate restoration and renovation reconstruction of existing heritage places significant fabric.
  - Discouraging inappropriate additions and alterations and demolition.
- Ensure the significance of heritage precincts is not diminished by:
  - New development that is inappropriate due its scale, siting or design.
  - Incremental loss of buildings and other features including in the public realm that contribute to its significance.
- Consider the cumulative effect of incremental changes to heritage places over time.
- Discourage the use of replica architectural styles.
- Facilitate the adaptive reuse of buildings, which acknowledge the importance of identified heritage places within a current day context Ensure that heritage places are used and occupied.
- Working with Heritage Victoria to ensure protection of archaeological remains.

Implementation

- Apply the Heritage Policy (22.01) to the assessment of applications under the heritage overlay.
- Ensure that heritage applications are considered in accordance with the "Policy Guidelines" at Clause 21.06-2 Promote the use of the Moonee Valley Heritage Guidelines 2016.

Objective 2

- To ensure that new development is sympathetic and integrates with the surrounding buildings.
- Strategies
- Encourage setbacks that result in new additions and works that are not visible when viewed from the street frontage.
  - Encourage a façade height that conforms to the same height as the adjacent building frontages in the street.
  - Encourage roof forms to be sympathetic to the predominant roof form of the streetscape particularly in heritage overlay precincts.
  - Encourage ancillary site services that support sustainability of heritage fabric and reduce the operational environmental impact of the existing building (such as solar panels,

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MOONIE VALLEY PLANNING SCHEME

water tanks, solar hot water systems etc.) to be sensitively integrated into the design of the heritage place. These services may be visible if there is no reasonable alternative location.

**Policy Guidelines (exercise of discretion)**

The demolition of a heritage place is discouraged unless:

- The heritage place has no heritage value.
- The heritage place has been changed beyond recognition of its original or subsequent contributory architectural character and:
  - It has been identified as a non-contributory building; and
  - It does not form part of a group of similar buildings, historic streetscape or collection of historic buildings; and
  - The proposed replacement building generally meets the provisions of this policy.

The derelict state of a heritage place will not be a reason for permitting demolition.

Additions and new works to heritage places are encouraged that:

- Do not obscure principal viewlines to heritage buildings or their features, such as verandahs, towers or porticos.
- Do not obscure principal viewlines to existing significant signage.
- Respect the context of an adjacent contributory heritage building.

New upper storey additions are encouraged where:

- The higher section is hidden from the street, such as behind an existing parapet wall or where impractical located to minimise the impact on the streetscape.
- The higher section is setback at least the depth of two rooms from the front wall of the dwelling to ensure the preservation of the existing historic ridge line and chimney, if the existing building is a terrace style or attached house.

Buildings and works are encouraged to respect historic trees and historic garden layouts by locating proposed new development at a distance that ensures

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MOONEE VALLEY PLANNING SCHEME

**the ongoing health of the tree that does not negatively impact upon an historic garden layout or context.**

21.06-3  
06/03/2015  
C134

**Safety, Health and Wellbeing**

Council recognises that the design of the built environment can influence the incidence of crime and feelings of safety within a city. It also acknowledges that aspects of the natural and built environment can promote, or be a barrier to public health and wellbeing.

People should feel safe getting around Moonee Valley, whether crossing the road, on public transport, walking about the streets or accessing facilities. In addition to being safe, public and private spaces should also be accessible and promote activity and interaction.

Council supports active planning and design principles that promote opportunities for formal and informal leisure and recreation activities, accessible transport and social connection.

Council recognises that a safe and healthy city must support the varying needs of people at different stages in the life course, including creating a child-friendly and age-friendly municipality.

Council supports the establishment of urban agriculture and localised food supplies to contribute to food security and to the liveability of the municipality.

**Objective 1**

- To ensure new developments create safe environments.

**Strategies**

- Encourage the Complete Street principles to design safe, attractive and multipurpose streets.
- Encourage the design of buildings, subdivisions, car parks and public open space that maximises natural surveillance to provide for safe neighbourhoods.
- Encourage building design with active street frontages.
- Discourage designs that provide opportunities for concealment and entrapment along paths and in community spaces.

**Objective 2**

- To ensure that the design of the public and private environment supports accessibility, wellbeing and healthy living.

**Strategies**

- Encourage the application of universal design principles that improve accessibility to all aspects of the built environment, including the maintenance and retrofitting of existing building stock, roadways, pedestrian and bicycle paths, and public transport infrastructure.
- Encourage major urban development projects to incorporate landscaped pedestrian and bicycle paths as links to open space where possible.
- Encourage opportunities for social interaction at interfaces between public and private areas, spaces and facilities within multi-storey residential and mixed use development.
- Encourage the provision of public art in new development.

MOONIE VALLEY PLANNING SCHEME

**Objective 3**

- To provide food friendly neighbourhoods and increase resident and community participation in food production.

**Strategies**

- Design subdivisions and new buildings to provide for private and, where suitable, shared garden space for food production.
- Prioritise passive solar design principles for garden design to maximise their food growing potential.
- Encourage roof top and vertical gardens to provide opportunity for food growing.

**Objective 4**

- Ensure that access to healthy food choices is supported by the built environment.

**Strategies**

- Encourage adequate provision and location of food retail outlets across the municipality.
- Encourage development around activity nodes and good public transport options which will enhance access to food premises.
- Support the establishment of farmers markets and the operation of food carts/vans.
- Support the establishment of community gardens.

21.06-4  
05/03/2015  
C134

**Urban Design**

The community's increasingly demanding high quality architectural and urban design outcomes for built form and open spaces. The appearance of residential, commercial and industrial areas is considered important in maintaining a strong level of civic pride.

The siting and design of buildings can have a critical impact on visual appearance within urban streetscapes. Council is keen to ensure that sustainability principles strongly influence the design, siting and servicing of all buildings.

**Objective 1**

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

**Strategies**

- Encourage development that provides an appropriate degree of visual interest and design articulation and a high standard of amenity for residents.
- Enhance and create visual and physical links to adjoining streets, public transport and/or key community facilities when developing large or consolidated sites.
- Ensure the siting (including setbacks and site coverage) of new development responds to the opportunities, constraints and features of the site.
- Ensure development minimises off-site amenity impacts.

MOONEE VALLEY PLANNING SCHEME

- Ensure new development presents integrated building forms that have a sense of address.
- Encourage new development to apply design techniques (including façade variation, contrast/repetition, colour, texture and detail) that will integrate a building with its surroundings and create attractive and interesting forms.
- Ensure that new development highlights key corners or intersections through the use of design projections, detailing and massing that presents to its surroundings and street frontages.
- Encourage new developments up to but not exceeding preferred heights as outlined in relevant design guidelines, overlays or plans. In cases where a development seeks to exceed preferred maximum building heights it must clearly demonstrate a net community benefit to be delivered through this increased height, and an exemplary urban design outcome.
- Where relevant all new development must be designed to protect flight safety by recognising its proximity to Essendon Airport and the height restrictions within airspace prescribed under the Airports Act 1996.

**Objective 2**

- To ensure that new development of five or more storeys is designed and located to complement the surrounding neighbourhood, and is considerate of potential off site impacts.

**Strategies**

- Ensure development is consistent with the Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004), and the City of Moonee Valley Design Guidelines for Multistorey Residential Buildings, December 2003.
- Ensure that taller built form is located within areas that have been identified for High to Substantial Housing Intensification as defined at Clause 21.05-1.
- Ensure that all new development of five or more storeys makes a positive contribution to an area's character, protecting and contributing to its valued natural, built and community qualities.
- Ensure that all new development of five or more storeys reinforces the character of the area. Building height, scale and massing are to be derived from the local context, street conditions and local character objectives.
- Ensure that all new development of five or more storeys provides an appropriate relationship with adjoining buildings, separation between buildings to maximise light, air and outlook.
- Encourage new development of five or more storeys to achieve the highest architectural standards possible. Design should give careful consideration of building scale and form, movement patterns, and external spaces and their interrelationships.
- Ensure that new development of five or more storeys contributes to the creation of private and public open spaces that are accessible, attractive, safe and comfortable for their users.

**21.06-5**  
05/03/2015  
C134

**Signage**

Council recognises that businesses have a right to advertising and well-designed signs that provide information and create interest in the streetscape have an important role in the built environment.



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Within Moonee Valley there is a variety of industrial and commercial areas. The expectation for neighbouring residential areas is for a high level of amenity and privacy, with minimal intrusion from business use and signage which is not part of the character of these areas.

Some industrial areas and open spaces along freeways and declared main road offer some limited opportunities for promotional high wall and sky signs in locations with long distance visibility. Generally, these signs are illuminated to maximise their visibility subject to consideration of the impact of such signage on the amenity of the surrounding area.

There is also a wide variety of shopping centres that vary in size, character and the role in which they serve the community. Council promotes a co-ordinated approach to advertising in terms of common themes, colours and building identification.

**Objective 1**

- To ensure that signage is compatible with the character of the area and its local streetscapes.

**Strategies**

- Ensure that signs do not cause loss of amenity or adversely affect the natural or built environment, or the safety or efficiency of a road.
- Ensure that advertising signage is considered in accordance with the "Policy Guidelines" at Clause 21.06-5.

**Policy Guidelines (exercise of discretion)**

- Policy guidelines for signage in residential areas are found at Clause 52.05-3.

For **non-residential uses in residential areas**, Council will consider:

- Business identification signage having regard to the need to avoid visual clutter.
- Illumination of these signs only where it can be shown that the impact from light spillage on adjoining residential areas is minimal.

In **industrial areas**, Council will consider:

- Business and identification signs which are necessary to identify the location of the premises and the use of the building.
- Business directory signs for buildings with multiple occupants/uses.
- Internally illuminated pole signs where the building is set back from the street frontage and for uses such as petrol filling stations and car sales.
- Architecturally innovative sign structures that demonstrate a regard to the building design, scale and presentation and to the surrounding area.
- Promotional signage but only where it can be demonstrated that the amenity of the area will not be detrimentally affected and the sign will not obscure existing signage.

**Along or near freeways and main roads**, Council will consider:

- Innovative and creative signage which positively contributes to the appearance of the area and enhances and adds interest to the locality
- Architecturally designed and innovative supportive structures.
- Large promotional panel or sky signs but only where they are located in industrial zones and where it can be demonstrated that the signs have been designed to minimise

MOONEE VALLEY PLANNING SCHEME

intrusion on the skyline, not dominate the area of building walls and parapets and not have a negative impact on traffic safety.

- Signs that contain no flashing or intermittent lighting.
- Signs that are designed to become an architectural feature.
- The illumination of promotional signs which have appropriate baffling to minimise light spillage onto adjoining land.

In **commercial areas**, Council will consider the use of:

- Suspended under-verandah sign, including internally illuminated signage.
- Ground and first floor window signs.
- Awning fascia and parapet signs and first floor wall face signs.
- A-frame signs.
- Above verandah signage at 90 degrees angle to the building, if it is appropriate to the scale of the building.
- Projecting above-awning parapet level signs.
- Free-standing pole signs of appropriate scale to the buildings with a front setback.
- Side wall, upper storey panel signs which are of appropriate scale to the building.

21.06-6  
05/03/2015  
C134

**Implementation**

- Apply the *Heritage Overlay* to identified heritage places.
- Implement updated heritage precinct citations.
- Apply the *Neighbourhood Character Overlay* to areas which have been identified as having a significant neighbourhood character.
- Apply the *Design and Development Overlay* to control built form outcomes based on adopted built form or urban design guidelines.
- ~~Use the *Heritage Overlay Guidelines (Heritage Victoria, 2007)* when considering applications under the *Heritage Overlay*.~~

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21.06-7  
05/03/2015  
C134

**Further Strategic Work**

- Review the Moonee Valley Neighbourhood Character Study prior to the next Planning Scheme Review in line with relevant VCAT decisions and any other analysis.
- Develop a consolidated permit exemptions policy for heritage precincts and ensure all precinct citations are revised to include identification of contributory and non-contributory buildings/structures.
- Develop Heritage Design Guidelines to better guide decision-making.
- Investigate the places of potential cultural significance recommended for further research in the Moonee Valley Thematic Environmental History.
- ~~Undertake a municipal-wide Stage-I Heritage Gap Study based on the findings of the Moonee Valley Thematic Environmental History.~~
- Undertake an Aboriginal Cultural Heritage Study.
- Prepare a Food Security Policy.
- Develop an overarching municipal-wide Urban Design Policy to guide built form outcomes.

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- Prepare Airport West Design and Development Guidelines.
- Consider the preparation of Design and Development Guidelines for industrial development.
- Develop a Laneway Development Policy.
- Update the Waste Management Guidelines to provide clearer guidance for waste management for multi-storey developments.

21.06-8  
10/09/2015  
C164

Reference Documents

- Moonee Valley Neighbourhood Character Study, Planisphere, 2012
- Mt Alexander Road Corridor Urban Design Guidelines, 2010
- Urban Design and Development Guidelines for Heritage Areas, Moonee Valley City Council, 2006.
- Guidelines for Higher Density Residential Development, Department of Sustainability and Environment, 2004.
- City of Moonee Valley Design Guidelines for Multistorey Residential Buildings, December 2003.
- Essendon Conservation Study, Graeme Butler, 1985
- Individual data-sheets, City of Moonee Valley
- Moonee Valley Heritage Gap Study, Heritage Alliance, 2005
- Urban Design and Development Guidelines for Heritage Areas, Moonee Valley City Council, 2006.
- Flemington and Kensington Conservation Study (Individual data-sheets, City of Moonee Valley), Graeme Butler, 1995
- Moonee Valley Heritage Gap Study, Heritage Alliance, 2005
- Moonee Valley Heritage Strategy, Moonee Valley City Council, 2011.
- Review of Heritage Overlay Precincts Report, David Helms Heritage Planning 2012.
- Moonee Valley Thematic Environmental History, Living Histories, 2012.
- Guidelines for Higher Density Residential Development, Department of Sustainability and Environment, 2004.
- City of Moonee Valley Design Guidelines for Multistorey Residential Buildings, December 2003.
- Moonee Valley Thematic Places Heritage Study, Context Pty Ltd, 2012-14
- Heritage Overlay Review, David Helms Heritage Planning, (2014
- Moonee Valley Heritage Study, Context Pty Ltd, 2015
- Moonee Valley Heritage Guidelines, City of Moonee Valley 2016)

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**22.01 Heritage**

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This policy applies to all land included in the Heritage Overlay.

**22.01-1 Policy basis**

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CXX

This policy:

- Implements the Vision for Moonee Valley in Clause 21.03, and builds on the MSS objectives and strategies for heritage in Clause 21.06, which identifies the use of local policies as one of the key tools to ensure that the cultural heritage of Moonee Valley is protected and conserved.
- Implements the recommendations of the *Moonee Valley Heritage Strategy* 2011 and various heritage studies for the City of Moonee Valley, and gives effect to the *Moonee Valley Heritage Guidelines* 2016.
- Is intended to assist with the consideration of permit applications or amendments sought under Clause 43.01.

**22.01-2 Policy objectives**

2016  
CXX

- To encourage conservation of heritage places in accordance with the principles and procedures set out in the Burra Charter.
- To ensure accurate restoration or reconstruction of heritage places.
- To maintain the integrity, intactness and significance of heritage places.
- To maintain the distinctive historic character and visual cohesion of streetscapes within heritage precincts.
- To ensure that alterations and additions and new buildings respect and complement the heritage place.
- To avoid alterations, additions or demolition that would result in the incremental or complete loss of significance of a heritage place.
- To maintain an appropriate setting for a heritage place including the historic public realm.
- To avoid inadvertent destruction of archaeological remains.

**22.01-3 Definitions**

/2016  
CXX

- *Heritage place.* A heritage place includes a site, building or structure, area or group of buildings (also referred to as a 'heritage precinct'), archaeological site, tree, garden, geological formation, fossil site, habitat or other place of identified natural or cultural significance and its associated land.
- *Significant.* A heritage place that has cultural heritage significance independent of its context. *Significant* places may also contribute to the significance of a heritage precinct. *Significant* places will usually have a separate citation and statement of significance (refer to References at the end of this policy).
- *Contributory.* A heritage place that contributes to the significance of a heritage precinct, but would not be significant on its own.
- *Non-contributory.* A place that does not contribute to the significance of a heritage precinct. In some instances, a *Significant* place may be considered *Non-contributory* to a heritage precinct, for example, an important Modernist house within a Victorian era precinct.
- *Public realm.* The public realm includes all non-private property including streets, roads and laneways, and public parks. Public realm features that contribute to the significance of heritage places can include kerb and channel treatments, laneways,

MOONEE VALLEY PLANNING SCHEME

roadside verges, monuments, pavilions, public art, and street trees and other heritage landscape features.

**22.01-4 General**

/2016  
CXX

It is policy to:

- Consider the most recent statement of significance if there is more than one statement of significance for a heritage place. If there is a statement of significance at both the individual and precinct level for a heritage place then both should be taken into account.
- Obtain expert heritage advice to identify the contributory elements of a heritage place, where the responsible authority determines that the relevant statement of significance does not clearly identify these.
- Encourage the maintenance, and repair, rather than replacement of original materials and details that contribute to the significance of a heritage place.
- Encourage the accurate restoration or reconstruction of colour schemes, materials and details to a known earlier state. This should be guided by the statement of significance and any additional supporting evidence.
- Conserve views of, vistas to, silhouettes and profiles of a heritage place or within a heritage precinct, where these views or vistas have been identified as contributing to the significance of the heritage place.
- Conserve the visual relationship between heritage places.
- Allow adaptive reuse if the new use supports the conservation of a heritage place.
- Ensure external materials, colours and finishes are appropriate for style and detailing of the heritage place.
- Discourage the painting of originally unpainted surfaces.
- Discourage paint removal methods (such as sandblasting, waterblasting), which may damage the heritage place.
- Discourage introducing vehicle crossovers at the frontage of heritage places, except where the statement of significance identifies crossovers as a contributory feature.

**22.01-5 Demolition and relocation**

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CXX

It is policy to:

- Discourage the complete demolition of a Significant or Contributory heritage place unless:
  - The heritage place is structurally unsound and it is demonstrated to the satisfaction of the responsible authority that it cannot feasibly be repaired or adapted for reuse.
  - The heritage place is in poor condition and it is proposed to deconstruct and accurately rebuild it to the original condition.
  - As appropriate, a visual record of the building is provided prior to demolition commencing.
- Consider demolition of part of a Significant or Contributory heritage place when it can be demonstrated that the part demolition will not adversely affect the significance of the heritage place and, as appropriate:
  - It will assist in the long term conservation or maintenance of the heritage place, or
  - It will support the viability of the existing use of the heritage place, or will facilitate a new use that is compatible with the on-going conservation of the heritage place, or
  - It will remove non-contributory elements, such as alterations or additions, particularly where this would assist in revealing the significance of the heritage place.
- Allow complete or part demolition of Non-contributory buildings in a heritage precinct.
- Avoid the relocation of a heritage place unless:

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- It can be shown that the relocation is the only reasonable means of ensuring the continued existence of the heritage place, or
- The heritage place has a history of relocation and/or is designed for relocation.
- If relocation is considered appropriate, then all of the following conditions should be met:
  - The heritage place can be relocated without damage, and
  - The heritage place is historically recorded on its current site prior to relocation, and
  - An appropriately qualified person oversees the relocation procedure and undertakes the historical recording.

**22.01-6 Alterations and additions to heritage places**

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CXX

This policy applies to alterations and additions to heritage places including the construction of new garages and outbuildings to a Significant, Contributory or Non-contributory place.

It is policy to:

- For Significant and Contributory places, encourage alterations and additions to respect and complement the associated heritage place in form, siting, scale/height, proportions, details, colours and materials.
- For Significant and Contributory places, discourage alterations and additions that would alter, conceal or destroy/remove features, materials or details that contribute to the significance of the heritage place.
- For Significant and Contributory places, avoid alterations or additions to visible elevations of heritage buildings.
- For all places, discourage alterations and additions that copy historical styles in detail.
- For all places, discourage additions that would be visually dominant.

**22.01-7 New buildings**

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CXX

This policy applies to infill buildings within a heritage precinct including construction of more than one dwelling on a site.

It is policy to:

- Encourage contextual contemporary design that respects and complements the form, scale, colours, materials, rhythm, siting and spacing of Significant and Contributory buildings.
- Discourage new buildings that would be visually dominant.
- Discourage new buildings that copy historical styles in detail.

**22.01-8 Subdivision**

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CXX

It is policy to:

- Ensure that subdivision in a heritage precinct is compatible with the historic subdivision pattern.
- Ensure that subdivision maintains the contributory elements associated with a heritage place on a single lot.
- Avoid subdivision that could create the potential for new buildings that could adversely affect a heritage place.

**22.01-9 Advertising signs**

/2016  
CXX

It is policy to:

- Encourage conservation of historic signage that contributes to the significance of a heritage place.



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- Encourage advertising signs to have traditional forms and locations on heritage buildings.
- Avoid excessive signage, or any signage that would conceal, damage or require the removal of significant fabric.
- Avoid illuminated signage.

**22.01-10 Fences and gates**

/2016  
CXX

It is policy to:

- Encourage conservation of fences or gates that contribute to the significance of a heritage place.
- Encourage new fences or gates to complement the style and detailing of the heritage place if the original fence cannot be conserved or reinstated and specifically to:
  - Encourage a consistent approach for buildings that form part of a related group of buildings such as an attached pair or terrace row.
  - Encourage front fences to be of a low height, unless there is historic evidence for a higher fence.
  - Encourage front fences to have a level of transparency unless there is historic evidence that supports otherwise.
- Encourage new fences or gates for Non-contributory places to be in a simple contemporary style that complements the historic fences found in the heritage precinct.

**22.01-11 Significant trees**

/2016  
CXX

It is policy to:

- Ensure that any future development, or changes in immediate environmental conditions, adjacent to a tree will not have a detrimental impact upon the integrity and condition of the tree.
- Where a tree needs to be removed due to poor health or dangerous condition, encourage 'like for like' replacement. An alternative species of tree, or no replacement, may be considered when:
  - Changes in the site conditions since the species was first planted mean that the original species is no longer appropriate or is no longer suitable (e.g. due to size or form or proximity to buildings).
  - The original species is inappropriate given the local climate, soils or other reasons and an alternative would be more suited.
  - The species is identified as an environmental weed and cannot be appropriately managed when planted.
  - The species is at risk from pest or disease and another species would be more appropriate.
- Encourage pruning (if required) to be in accordance with AS 4373 – 2007 'Pruning of Amenity Trees'

**22.01-12 Public realm**

/2016  
CXX

It is policy to:

- Retain contributory elements of the public realm.
- Discourage changes to the shape and position of roads and footpaths if these are contributory elements of a heritage place.
- Discourage the replacement of medians or tree planting that would interrupt important vistas or create a visual intrusion on streetscapes.
- Encourage location of services away from sensitive public realm elements.

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- Ensure that where the replacement of services requires the removal of any contributory elements in the public realm, existing conditions are recorded and where possible, reinstated to match pre-intervention form.

**22.01-13 Archaeology**

/2016  
CXX

It is policy to refer an application to Heritage Victoria for comment if the heritage place is included on the Victorian Heritage Inventory.

**22.01-14 Application requirements**

/2016  
CXX

An application should be accompanied by the following information, as appropriate. This information may not be required for minor applications as determined by the responsible authority:

- A report, which assesses the impact of the proposal upon heritage place. This report should:
  - As part of the site analysis, describe the contributory elements of the heritage place and how these have been considered in the preparation of the application.
  - Describe how the proposal responds to this policy and the *Moonee Valley Heritage Guidelines*.
  - If it is proposed to vary or not comply with any aspect of this policy or the *Moonee Valley Heritage Guidelines*, an explanation of the reasons why.
- For applications where demolition is sought on the basis of the condition of the building a report prepared by a suitably qualified consultant that assesses the structural condition of the building and whether or not any defects can be repaired or restored.
- A Conservation Management Plan prepared by a suitably qualified consultant in accordance with the *Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 2013* (the Burra Charter) may be required for a proposal that the responsible authority considers to raise significant heritage issues.
- A report prepared by a suitably qualified consultant, which assesses the impact of an application upon any tree/s that contribute to the significance or setting of a heritage place.

**22.01-15 Decision guidelines**

/2016  
CXX

It is policy to, as appropriate, consider the following matters when deciding an application:

- The significance of the heritage place.
- The intactness or integrity of the heritage place.
- For alterations or additions to a building or a new infill building within a precinct, as appropriate:
  - The visibility of the alteration, addition or infill building within the streetscape.
  - The intactness of the streetscape.
  - The form, materials, height and setbacks of Significant and Contributory buildings on surrounding sites.
  - The suitability of the proposed colours and materials.
- The physical or documentary evidence to support restoration or reconstruction of historic building fabric.
- The structural condition of the heritage place and whether any defects can be restored.
- The health and condition of a significant tree.

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**22.01-16 Reference documents**

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CXX

- *Moonee Valley Heritage Guidelines*, Moonee Valley City Council, 2016
- *Moonee Valley Heritage Study*, Context Pty Ltd, 2015
- *Moonee Valley Thematic Places Heritage Study*, Context Pty Ltd, 2012-14
- *Heritage Overlay Review*, David Helms Heritage Planning, 2014
- *Moonee Valley Thematic Environmental History*, Living Histories, 2013
- *Review of Heritage Overlay Precincts*, David Helms Heritage Planning, 2012
- *Moonee Valley Heritage Strategy*, Moonee Valley City Council, 2011
- *Heritage Assessment: Moonee Ponds Activity Centre Stage 2 report*, David Helms Heritage Planning, 2011
- *Moonee Valley Heritage Gap Study*, Heritage Alliance, 2005
- *Flemington and Kensington Conservation Study (Individual data-sheets, City of Moonee Valley)*, Graeme Butler, 1995
- *Essendon Conservation Study*, Graeme Butler, 1985



## **Moonee Valley Planning Scheme Heritage Policy Review**

Prepared for Moonee Valley City Council

DAVID HELMS HERITAGE PLANNING | JUNE 2016

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Draft – 12 June 2016

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MOONEE VALLEY PLANNING SCHEME

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## 1 Introduction

### 1.1 Purpose

Moonee Valley City Council (MVCC) engaged David Helms Heritage Planning to prepare a new local heritage policy framework that will give effect to the recently completed City of Moonee Valley Heritage Guidelines (CMVHG) and build upon the strategic directions in relation to built environment and heritage in the Municipal Strategic Statement (MSS).

The key objectives for the project are:

- ▶ Review the existing MSS Clause 21.06 (Built Environment) policy framework and identify areas for revision and improvement to avoid unnecessary repetition;
- ▶ Based on the findings of the review, develop a local planning policy to better describe the key cultural heritage issues for MVCC based on the draft CMVHG; and
- ▶ Give statutory effect to the CMVHG by introducing it into the Moonee Valley Planning Scheme as a reference document, which will enable clearer guidance and decision making for properties affected by the Heritage Overlay (HO).

This report sets out the methodology, and explains the rationale for the new local heritage policy (see Appendix C) and proposed changes to existing heritage policy in the MSS (see Appendix B).

### 1.2 Approach and methodology

The approach to this project has been informed by preliminary advice prepared for MVCC in 2013 (see Appendix A), which reviewed relevant VPP practice notes and considered three key issues:

- ▶ The structure and format of local policies;
- ▶ The content of local policies; and
- ▶ The role of incorporated and reference documents.

The methodology and approach to this review and its recommendations was also guided by:

- ▶ Principles and procedures set out in the Australia ICOMOS Charter for Places of Cultural Significance (the Burra Charter);
- ▶ The VPP Practice Note *Applying the Heritage Overlay* (2015) (hereafter referred to as the 'VPP Practice Note'); and
- ▶ Comments made by relevant Independent Panel reports and, in particular, the Advisory Committee report for the *Review of Heritage Provisions in Planning Schemes* (the Advisory Committee Report), which was completed in August 2007.

Specifically, the tasks have included:

- ▶ A review of existing heritage policy in the Moonee Valley MSS;
- ▶ A review of the CMVHG; and
- ▶ A review of heritage policy in other planning schemes including City of Ballarat, City of Banyule, City of Greater Geelong, City of Moreland, City of Port Phillip, City and City of Yarra.

## 2 Review of heritage policy

### 2.1 Basis for undertaking the review

Because of the unique nature of the HO and its schedule (see Appendix A) a local heritage policy is an appropriate tool to guide decision making when considering applications under the heritage overlay.

The purpose of heritage policy within the planning scheme should be to explain *what* is to be achieved in terms of policy outcomes and the issues that council will take into account when deciding an application. The purpose of heritage guidelines, on the other hand, is to complement the policy by explaining *how* the policy can be achieved by providing examples of appropriate approaches to conservation, alteration, demolition etc.

Specifically, the MSS establishes the strategic framework for the municipality and should show how it supports and implements the State Planning Policy Framework. The role of an MSS is different from the role of a local policy. The local strategic direction of a planning scheme should be contained in the MSS and not in a local policy.

The purpose of a local policy is to guide decision-making by helping the responsible authority and other users of the scheme to understand how a particular discretion is likely to be exercised. A local policy:

- ▶ Should not repeat or contradict provisions already within the planning scheme – e.g., the State heritage provisions, MSS, other local policies or the heritage overlay itself;
- ▶ Should avoid repetition within itself and not be overly complex;
- ▶ Should not include strategic statements that are more appropriately included in the MSS; and
- ▶ Should be self-contained and should not rely on external documents or guidelines unless those documents are incorporated into the scheme.

### 2.2 Review of existing heritage policy

Strategic policy in relation to heritage at the local level in the Moonee Valley Planning Scheme is contained in two clauses:

- ▶ Clause 21.03-2 *Strategic planning vision*; and
- ▶ Clause 21.06 *Built environment*, specifically clauses 21.06-2 *Heritage* and 21.06-7 *Further strategic work*.

#### **Clause 21.03-2**

This sets out the strategic planning vision to be achieved through seven themes in the MSS. One of these is Built Environment. The vision for Built Environment is:

*For architecture and building design to respond to the environment, local character and context of the area. To have development that is designed and managed in an environmentally sustainable manner, where public safety and health and wellbeing are prioritised, and that activates the public realm.*

*To have development that respects the ongoing conservation and enhancement of areas, buildings, and natural features of architectural, historical and cultural value.*

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While this vision is generally appropriate the expression could be improved by including more specific reference to heritage and ensuring the terminology is consistent with the Burra Charter.

The recommended changes are shown in Appendix B.

**Clause 21.06-2 and 21.06-7**

Clause 21.06-2 includes an overview, two policy objectives each with strategies and policy guidelines for the exercise of discretion.

As for Clause 21.03-2 the expression of the overview, objectives and strategies could be improved by ensuring the terminology is consistent with the Burra Charter. In addition:

- ▶ New or amended strategies are required for objective 1 in relation to each key heritage issue including:
  - Identification and assessment
  - Statutory protection by inclusion in the overlay planning scheme overlay
  - Conservation of individual heritage places
  - Conservation of heritage precincts
- ▶ Objective 2 and its strategies are more appropriately included in the new local policy or are dealt with in CMVHPG; and
- ▶ Similarly, the 'Policy Guidelines (exercise of discretion)' are more appropriately included in the local policy or CMVHPG. However, it is noted that some of these are either confusing or inappropriate and they have been revised or replaced in the new heritage policy (see discussion in section 2.3).

Clause 21.06-7 includes two strategies in relation to heritage guidelines:

- ▶ One is to use the Heritage Overlay Guidelines 2007 prepared by Heritage Victoria when considering applications under the HO; and
- ▶ The other is to 'Develop Heritage Design Guidelines to better guide decision-making'

As the CMVHG have been prepared it is now appropriate to delete both of these strategies and replace them with a reference to the new CMVHG, which will form part of a new sub-section 'Implementation' that will also include reference to the new local heritage policy.

Finally, the Reference Documents at the end of Cl. 21.06 should be updated to ensure the list of heritage studies is complete and correct.

The recommended changes are shown in Appendix B.

**2.3 New heritage policy**

The new heritage policy (see Appendix C) has been prepared in accordance with the principles set out in section 2.1. It includes:

- ▶ A policy basis that explains how it will build upon strategic policy in the MSS, implement key heritage studies and the CMVHG;
- ▶ Policy objectives that relate to the key matters – conservation, development including alterations and addition and new buildings, subdivision and archaeology. These build upon the single objective in the MSS;
- ▶ Definitions, which are consistent with those in the CMVHG;



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HERITAGE POLICY REVIEW

- ▶ Policies that are, as far as possible, use the same categories as the CMVHG. These follow on from the MSS strategies but do not simply repeat them;
- ▶ Decision guidelines; and
- ▶ Reference documents.

The provisions removed from Cl. 21.06-2 have not been transferred verbatim into the new policy. In accordance with the principles set out above, the expression of policy has been simplified and consistent terminology used. In addition, policy considered to be inappropriate or poorly worded has been deleted or changed. For example, one policy in Cl. 21.06-02 began with the following introduction:

*New upper storey additions are encouraged where:*

And while the criteria that followed were generally appropriate the introduction nonetheless implied that upper storey additions are encouraged when they are not.

In addition the policy in relation to demolition is poorly worded and confusing. It also only appears to anticipate complete demolition and doesn't allow discretion to consider part demolition. Specific issues include:

- ▶ The first criterion 'The heritage place has no heritage value' contradicts itself. For a property to be identified as a heritage place, it must have heritage value, either individually or as part of a precinct.
- ▶ The second criterion refers to a heritage place that 'has been changed beyond recognition of its original or subsequent architectural character' and includes three matters that must also be met, which include:
  - 'It has been identified as a non-contributory building' – if it is a non-contributory (NC) building within a precinct then it is not a heritage place and complete demolition is not an issue.
  - 'It does not form part of a group of similar buildings, historic streetscape or collection of historic buildings' – this is a legitimate matter, but if the building is NC then, once again, this shouldn't be a reason to oppose demolition.

The third matter is 'The proposed replacement building generally meets the provisions of this policy'. The question of whether this is should be a relevant matter when considering complete demolition was discussed at length in the 2007 Advisory Committee Report. After considering numerous submissions by Councils and the National Trust, and reviewing case law the Advisory Committee made the following recommendations (p.4-213):

- ▶ *A revised VPP Practice Note should clarify that demolition and new development are separate permit triggers in the HO and that the decisions should not be merged in a way that allows one to 'trade-off' the other.*
- ▶ *The HC/HV Guidelines should clarify the matters to be considered when permission is sought under the HO for demolition and a replacement development.*
- ▶ *Local policies that include explicit or implicit statements suggesting that a replacement development can compensate or offset the loss of significance caused by demolition of a contributory heritage building should be revised.*

The final policy is 'The derelict state of a heritage place will not be a reason for permitting demolition'. However, while poor condition may not be a reason to allow demolition,

MOONEE VALLEY PLANNING SCHEME

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most Councils now accept that structural unsoundness of building, which cannot be rectified, is a legitimate reason to consider demolition. This issue has been discussed in two VCAT decisions:

- ▶ VCAT P1290/2011 *Loddon Mallee Housing Services Ltd v. Ballarat City Council*
- ▶ VCAT P1233/2011 *Jenkins v. Manningham City Council*

In VCAT 1290/2011 the application under review involved the demolition of a Contributory dwelling within a heritage precinct and one of the key issues identified by the Tribunal was 'Is the dwelling 'beyond repair'. The Tribunal made the following comment (item 35) in response:

*The dwelling on the review site is in a state of disrepair-a fact that was not in dispute by any of the parties. What is in dispute however, is the extent to which the dwelling can or should be retained-ostensibly, how much of the dwelling should be retained and whether or not re-use is financially feasible or reasonable.*

Following on from this, the Tribunal referred to an earlier VCAT decision *CBA Building Designers v. Greater Bendigo CC [2010] VCAT 2088* with the following quote:

*"The tribunal has held that to support demolition of a building with heritage values and a reasonable level of significance, its physical condition should be beyond repair, both physically and economically. It should be in a ruinous condition. Whilst this is not defined, it would reasonably mean that parts of the building would be likely (50% probability) to collapse within the short to medium term if no remedial works are undertaken. The applicant is required to demonstrate the building has reached this threshold of disrepair. The assessment should also be undertaken by heritage practitioners..." (my underlining)*

The term 'beyond reasonable repair' was also discussed in VCAT 1233/2011, which involved the proposed demolition of an individually listed Significant building. The Tribunal made the following comment (item 19):

*The term 'beyond reasonable repair' in the context of this application has taken on a financial meaning whereas it can equally mean 'physically possible'. While there is a clear difference of opinion between Mr Hodkinson and Mr Cross about the extent of works required to be undertaken, and hence the cost, there is no disagreement that the older section is capable of being repaired (in the words of Mr Cross). The issue then is not of it being beyond reasonable physical repair but rather of it being beyond reasonable financial repair.*

In deciding to not allow the demolition of the building the Tribunal also made the following comment (item 21):

*I have also considered the cost of restoration/repair in the context that this is a significant building in its own right and not just a contributory or lower grade building within a heritage precinct. Further, I have considered whether the cost of restoration is reasonable in the context of the locality in which the building is situated.*

Accordingly, the demolition policy has been revised in accordance with the above.

## APPENDIX A – Review of VPP practice notes

### The structure and format of local policies

According to the VPP practice notes 'Writing a local policy' and 'Writing a Municipal Strategic Statement':

- ▶ The Municipal Strategic Statement 'establishes the strategic framework for the municipality and should show how it supports and implements the State Planning Policy Framework'. It goes on to add that 'the role of an MSS is different from the role of a Local Planning Policy (LPP). The local strategic direction of a planning scheme should be contained in the MSS and not in an LPP'.
- ▶ The purpose of an LPP is to guide decision-making by helping the responsible authority and other users of the scheme to understand how a particular discretion is likely to be exercised.

The LPP practice note goes on to state that 'there is generally no need to have a separate policy that relates only to the implementation of an overlay'. However, it is my opinion that the heritage overlay is an exception. Unlike most other overlays the HO schedule does not allow policy statements, decision guidelines, maps or permit exemptions to form part of the schedule. The HO schedule is limited to a list of the places and precinct that are subject to control and indicates the specific controls that may apply.

It is my understanding that Heritage Victoria also envisages a role for local policy as a tool in decision making for heritage places, in particular, heritage precincts or areas. The standard brief for Stage 2 heritage studies directs:

*Where heritage areas are identified (eg precincts, landscapes, complexes, multiple properties etc), the boundaries of each area shall be identified on a map(s) for potential inclusion by the council in a Local Planning Policy or Schedule to an Overlay. All significant places and contributory elements within the heritage area shall be shown on this map(s). Specific objectives and policies for the conservation of the area and significant elements within the area shall be provided in a format which is suitable for ultimate inclusion in either a Local Heritage Policy at Clause 22 of the planning scheme, an Incorporated Plan or in a Schedule to an Overlay.*

The role of local policy was also considered by the RHPPS Advisory Committee, which made the following comment (p.5-237):

*Local Planning Policy would continue to play a role in heritage management under planning schemes. We see it as being the vehicle for localised sets of guidelines for decisions on permits and to be used to indicate area and building gradings in those municipalities where that approach has been adopted. It should also be the repository for policies about the timing of demolition and replacement building approvals.*

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It is my understanding that the outcomes of the HO review if they are implemented will either allow for existing heritage policies to be retained or enable them to be easily translated into the new HO format.<sup>1</sup>

The practice notes direct that an LPP may form part of the MSS or be included as a separate policy in Clause 22. While some councils are moving toward replacing some or all of their Clause 22 LPPs with policy guidelines in the MSS, many, including Moonee Valley, retain an MSS that is supported by a suite of LPPs for particular themes.

**The content of local policies**

The LPP Practice Note describes how a local policy should be written by providing guiding principles and notes on structure and format. The Practice Note advises that an LPP must be 'clear, precise and user-friendly' and notes that 'using a consistent format will help to deliver these objectives'. On this basis, it provides specific guidance for the preferred format and expression of a policy.

The principles for LPPs include (amongst other things):

- ▶ A local policy should not repeat or contradict provisions already within the planning scheme – e.g., the State heritage provisions, Municipal Strategic Statement, other LPPs or the heritage overlay itself. A local policy should also avoid repetition within itself and not be overlay complex.
- ▶ A local policy should not include strategic statements that are more appropriately included in the Municipal Strategic Statement.
- ▶ A local policy should be self-contained and should not rely on external documents or guidelines unless those documents are incorporated into the scheme.

A common criticism of local policies is that they are overly complex and/or repetitive. The Independent Panel appointed to consider submissions to Amendment C14 to the Buloke Planning Scheme discussed this issue and concluded:

*We continue to be of the view that it is desirable to reduce the volume and repetition of new policy being added to the Planning Scheme.*

**Incorporated & reference documents**

The VPP Practice Note 'Incorporated and Reference documents' notes that 'Planning schemes should be transparent and complete in terms of policies and provisions that are relied upon to make decisions about planning matters'. It identifies three types of external document – incorporated documents, reference documents and other documents not mentioned and concludes that 'The decision to incorporate or refer to a document in the planning scheme should be based on the way in which the document will be used or relied upon.'

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<sup>1</sup> Verbal advice provided by Geoff Austin, Manager, Heritage Planning, dtpli



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HERITAGE POLICY REVIEW

For incorporated documents the practice note sets out four situations when a document must be incorporated. Of these, it is my opinion that the following is most relevant:

*The document will be used to guide the discretion by the responsible authority (except for a development plan under the Development Plan Overlay, which does not need to be incorporated).*

However, the practice note also goes on to say that:

*Where possible, the best approach is to extract the specific planning decision requirements from a document and include them in the scheme as local planning policy, decision guidelines or requirements in a schedule rather than incorporating the document. This is particularly useful when only parts of the document are relevant or where the document is not written in a way that expresses specific requirements for planning decisions.*

*Some documents may not have been prepared in a format suitable for incorporation. Parts may need to be extracted and incorporated into the scheme or be rewritten in an appropriate form that makes it easy to use in the context of the planning scheme. If the document is intended to provide guidance on the exercise of discretion, then it should be prepared and written with this function in mind.*

*If the document includes plans or guidelines that are lengthy, or contains illustrations, consider publishing them separately and including them as an incorporated document.*

In relation to reference documents the practice note goes on to add:

*Many documents, while useful, may be too long or complex or cover too wide a subject matter to be suitable for inclusion as an incorporated document in the scheme. If they provide useful background information or general advice to applicants, or will assist in understanding the scheme, they may be suitable as reference documents.*

*A reference document may explain why particular requirements are in the scheme, substantiate a specific issue or provide background to specific decision guidelines in local planning policies or schedules. For example, a flora and fauna study that provides the reason for an Environmental Significance Overlay may be usefully referenced as the basis for the statement of environmental significance.*

And, in answer to the question 'What documents should not be mentioned in the scheme':

*There is no need to refer to a document if the substantive elements of the document have been included in the scheme in either the MSS, a local planning policy or a schedule, unless it contains additional useful information.*

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## APPENDIX B – Revised MSS heritage policy

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**21.03 VISION**

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**21.03-1 Community vision**

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Moonee Valley Next Generation 2035 Community Vision is the community's shared aspirations and values about the city where they want to live, work or play into the future.

The community vision for Moonee Valley is:

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

**21.03-2 Strategic planning vision**

05/03/2015  
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Moonee Valley is a City in transition. As such we need to ensure that planning for the future takes into account:

- Significant population growth and demographic change
- Linking transport to employment, housing and education
- Climate change, environmental sustainability and liveability
- Equity and access for all members of the community

The strategic planning vision that is to be delivered through the Municipal Strategic Statement (MSS) is set out under the seven themes of the MSS.

**Sustainable Environment**

The vision for sustainable environment is for:

*A thriving urban ecology, providing habitat, food and shelter for flora and fauna while improving liveability and wellness for our community.*

*A connected City that meets the daily needs of the community within walking distance, and for homes and workplaces to be low impact, adaptable and healthy places.*

*A conscious city that makes the best use of valuable resources, prevents pollution and adapts to climate change.*

**Housing**

The vision for housing is for:

*An inclusive, sustainable and liveable community where all residents will enjoy a good quality of life.*

*A diverse range of housing that anticipates the needs of existing and future residents, that is built in appropriate locations and that supports and improves community health and well-being.*

*New development will enhance the existing areas unique character or [cultural-heritage](#) significance.*

**Built Environment**

The vision for the built environment is:

*For architecture and building design to respond to the environment, local character [heritage](#), and context of the area. To have development that is designed and managed in an environmentally sustainable manner, where public safety and health and wellbeing are prioritised, and that activates the public realm.*

MOONEE VALLEY PLANNING SCHEME

~~To have for development that respects the ongoing conservation and enhancement of areas to respect, complement and enhance, buildings places of cultural, and natural features of architectural, historical and cultural heritage value.~~

**Activity Centres**

The vision for activity centres is:

*To develop economically, environmentally and socially sustainable community places that provide for a range of goods, services, facilities, and diverse housing and transport options to meet the needs of the community now and into the future.*

*For each activity centre to be a vibrant community place, with commercial, civic, cultural and community value, whilst retaining its own unique identity and character.*

**Economic Development**

The vision for economic development is for:

*A City that is a vibrant, diverse and attractive, that meets the needs of the growing population to live, work, invest and prosper, and supports growing and emerging business opportunities.*

**Transport**

The vision for transport and access is:

*To have a range of choices for how people move within and to and from Moonee Valley, and improved transport amenity and safety. This will be based on sustainable transport principles.*

**Infrastructure**

The vision for social and physical infrastructure is for:

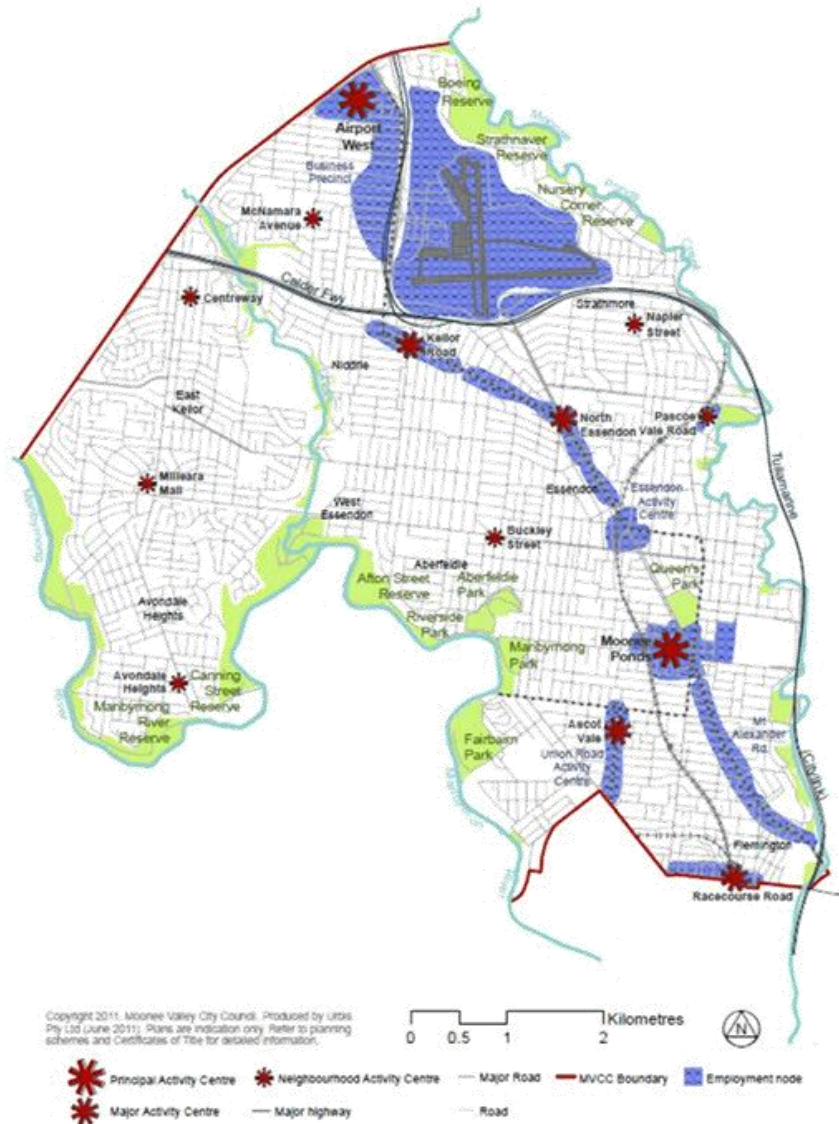
*A linked, sustainable and accessible system of quality open spaces and community facilities valued and well used by the community.*

*Road and stormwater infrastructure and facilities that meet the needs of a growing and changing population, responds to extreme weather conditions and improves the quality of the environment and local waterways.*



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Strategic Framework Plan



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**BUILT ENVIRONMENT**

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**Neighbourhood Character**

Council recognises that residents are attracted to Moonee Valley because of an appreciation of the aesthetics of the area and aims to provide high quality residential neighbourhoods for future generations. Council supports urban consolidation within Moonee Valley. However, it is recognised that increased residential density is often contentious among residents where building design bears no relation to the established streetscape and street interfaces are poor.

Council acknowledges that all streetscapes within the city possess unique qualities that deserve recognition and careful design responses such as architectural styles, dwelling setbacks, pattern of built form, building materials and landscaping. Council has prepared 'Neighbourhood Character Precinct Profiles' for each Neighbourhood Character Area which will be used in the assessment of all applications.

Moonee Valley's residential neighbourhoods include a number of areas that have been identified for their highly consistent and valued character. These areas of significant neighbourhood character may be valued for a range of reasons such as showing a particularly consistent building form, scale or siting; as an example of a rare or exemplary form of residential development; displaying a high number of intact buildings from a particular era of the City's development; or their particular subdivision quality.

**Objective 1**

- To ensure new development is in accordance with the preferred character of each residential precinct as outlined in the Neighbourhood Character Precinct Profiles 2012.

**Strategy**

- Maintain and enhance residential streetscape quality and character.
- To ensure that new development makes a positive contribution to the appearance and amenity of the streetscape.
- Ensure new residential development considers the design objectives as outlined in the Neighbourhood Character Precinct Profiles 2012 as appropriate.
- Ensure the siting of new development contributes to the preferred character of the neighbourhood.
- Ensure that the distinct neighbourhood character attributes within identified significant neighbourhood character areas within the municipality are retained and enhanced.

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**Heritage**

The Moonee Valley Heritage Strategy 2011 acknowledges the importance of Moonee Valley's heritage places to the built and natural environment. Moonee Valley has extensive areas and numerous individual places of heritage importance-significance and the protection and conservation of these heritage assets is required.

In conserving areas of heritage significance there is also a need to provide for adaptive reuse and change of buildings.

In addition to protecting existing heritage places, Council is committed to continually undertake and implement heritage studies to assess places and precincts for their heritage significance.

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Objective 1

- To protect and conserve the historic fabric and quality of places of cultural heritage significance including buildings, streetscapes, gardens and archaeological sites.

Strategies

- Ensure all heritage places in Moonee Valley are identified, assessed and documented.
- Protect- Provide protection for all designated heritage areas, places and objects of natural and cultural significance by inclusion in the appropriate overlays.
- Promote the identification, protection and management of Aboriginal cultural heritage.
- Reveal and enhance the significance of heritage places by:
  - Encouraging the maintenance and repair rather than replacement and accurate restoration and renovation-reconstruction of existing heritage places significant fabric.
  - Discouraging inappropriate additions and alterations and demolition.
- Ensure the significance of heritage precincts is not diminished by:
  - New development that is inappropriate due to its scale, siting or design.
  - Incremental loss of buildings and other features including in the public realm that contribute to its significance.
- Consider the cumulative effect of incremental changes to heritage places over time.
- Discourage the use of replica architectural styles.
- Facilitate the adaptive-reuse of buildings, which acknowledge the importance of identified heritage places within a current day context. Ensure that heritage places are used and occupied.
- Working with Heritage Victoria to ensure protection of archaeological remains.

Implementation

- Apply the Heritage Policy (22.01) to the assessment of applications under the heritage overlay.
- Ensure that heritage applications are considered in accordance with the "Policy Guidelines" at Clause 21.06-2 Promote the use of the Moonee Valley Heritage Guidelines 2016.

Objective 2

- To ensure that new development is sympathetic and integrates with the surrounding buildings.
- Strategies
- Encourage setbacks that result in new additions and works that are not visible when viewed from the street frontage.
  - Encourage a façade height that conforms to the same height as the adjacent building frontages in the street.
  - Encourage roof forms to be sympathetic to the predominant roof form of the streetscape particularly in heritage overlay precincts.
  - Encourage ancillary site services that support sustainability of heritage fabric and reduce the operational environmental impact of the existing building (such as solar panels,

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water tanks, solar hot water systems etc.) to be sensitively integrated into the design of the heritage place. These services may be visible if there is no reasonable alternative location.

Policy Guidelines (exercise of discretion)

The demolition of a heritage place is discouraged unless:

- The heritage place has no heritage value.
- The heritage place has been changed beyond recognition of its original or subsequent contributory architectural character and:
  - It has been identified as a non-contributory building; and
  - It does not form part of a group of similar buildings, historic streetscape or collection of historic buildings; and
  - The proposed replacement building generally meets the provisions of this policy.

The derelict state of a heritage place will not be a reason for permitting demolition.

Additions and new works to heritage places are encouraged that:

- Do not obscure principal viewlines to heritage buildings or their features, such as verandahs, towers or porticos.
- Do not obscure principal viewlines to existing significant signage.
- Respect the context of an adjacent contributory heritage building.

New upper-storey additions are encouraged where:

- The higher section is hidden from the street, such as behind an existing parapet wall or where impractical located to minimise the impact on the streetscape.
- The higher section is setback at least the depth of two rooms from the front wall of the dwelling to ensure the preservation of the existing historic ridge line and chimney, if the existing building is a terrace style or attached house.

Buildings and works are encouraged to respect historic trees and historic garden layouts by locating proposed new development at a distance that ensures

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the ongoing health of the tree that does not negatively impact upon an historic garden layout or context.

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**Safety, Health and Wellbeing**

Council recognises that the design of the built environment can influence the incidence of crime and feelings of safety within a city. It also acknowledges that aspects of the natural and built environment can promote, or be a barrier to public health and wellbeing.

People should feel safe getting around Moonee Valley, whether crossing the road, on public transport, walking about the streets or accessing facilities. In addition to being safe, public and private spaces should also be accessible and promote activity and interaction.

Council supports active planning and design principles that promote opportunities for formal and informal leisure and recreation activities, accessible transport and social connection.

Council recognises that a safe and healthy city must support the varying needs of people at different stages in the life course, including creating a child-friendly and age-friendly municipality.

Council supports the establishment of urban agriculture and localised food supplies to contribute to food security and to the liveability of the municipality.

**Objective 1**

- To ensure new developments create safe environments.

**Strategies**

- Encourage the Complete Street principles to design safe, attractive and multipurpose streets.
- Encourage the design of buildings, subdivisions, car parks and public open space that maximises natural surveillance to provide for safe neighbourhoods.
- Encourage building design with active street frontages.
- Discourage designs that provide opportunities for concealment and entrapment along paths and in community spaces.

**Objective 2**

- To ensure that the design of the public and private environment supports accessibility, wellbeing and healthy living.

**Strategies**

- Encourage the application of universal design principles that improve accessibility to all aspects of the built environment, including the maintenance and retrofitting of existing building stock, roadways, pedestrian and bicycle paths, and public transport infrastructure.
- Encourage major urban development projects to incorporate landscaped pedestrian and bicycle paths as links to open space where possible.
- Encourage opportunities for social interaction at interfaces between public and private areas, spaces and facilities within multi-storey residential and mixed use development.
- Encourage the provision of public art in new development.

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**Objective 3**

- To provide food friendly neighbourhoods and increase resident and community participation in food production.

**Strategies**

- Design subdivisions and new buildings to provide for private and, where suitable, shared garden space for food production.
- Prioritise passive solar design principles for garden design to maximise their food growing potential.
- Encourage roof top and vertical gardens to provide opportunity for food growing.

**Objective 4**

- Ensure that access to healthy food choices is supported by the built environment.

**Strategies**

- Encourage adequate provision and location of food retail outlets across the municipality.
- Encourage development around activity nodes and good public transport options which will enhance access to food premises.
- Support the establishment of farmers markets and the operation of food carts/vans.
- Support the establishment of community gardens.

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**Urban Design**

The community's increasingly demanding high quality architectural and urban design outcomes for built form and open spaces. The appearance of residential, commercial and industrial areas is considered important in maintaining a strong level of civic pride.

The siting and design of buildings can have a critical impact on visual appearance within urban streetscapes. Council is keen to ensure that sustainability principles strongly influence the design, siting and servicing of all buildings.

**Objective 1**

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

**Strategies**

- Encourage development that provides an appropriate degree of visual interest and design articulation and a high standard of amenity for residents.
- Enhance and create visual and physical links to adjoining streets, public transport and/or key community facilities when developing large or consolidated sites.
- Ensure the siting (including setbacks and site coverage) of new development responds to the opportunities, constraints and features of the site.
- Ensure development minimises off-site amenity impacts.

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- Ensure new development presents integrated building forms that have a sense of address.
- Encourage new development to apply design techniques (including façade variation, contrast/repetition, colour, texture and detail) that will integrate a building with its surroundings and create attractive and interesting forms.
- Ensure that new development highlights key corners or intersections through the use of design projections, detailing and massing that presents to its surroundings and street frontages.
- Encourage new developments up to but not exceeding preferred heights as outlined in relevant design guidelines, overlays or plans. In cases where a development seeks to exceed preferred maximum building heights it must clearly demonstrate a net community benefit to be delivered through this increased height, and an exemplary urban design outcome.
- Where relevant all new development must be designed to protect flight safety by recognising its proximity to Essendon Airport and the height restrictions within airspace prescribed under the Airports Act 1996.

**Objective 2**

- To ensure that new development of five or more storeys is designed and located to complement the surrounding neighbourhood, and is considerate of potential off site impacts.

**Strategies**

- Ensure development is consistent with the Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004), and the City of Moonee Valley Design Guidelines for Multistorey Residential Buildings, December 2003.
- Ensure that taller built form is located within areas that have been identified for High to Substantial Housing Intensification as defined at Clause 21.05-1.
- Ensure that all new development of five or more storeys makes a positive contribution to an area's character, protecting and contributing to its valued natural, built and community qualities.
- Ensure that all new development of five or more storeys reinforces the character of the area. Building height, scale and massing are to be derived from the local context, street conditions and local character objectives.
- Ensure that all new development of five or more storeys provides an appropriate relationship with adjoining buildings, separation between buildings to maximise light, air and outlook.
- Encourage new development of five or more storeys to achieve the highest architectural standards possible. Design should give careful consideration of building scale and form, movement patterns, and external spaces and their interrelationships.
- Ensure that new development of five or more storeys contributes to the creation of private and public open spaces that are accessible, attractive, safe and comfortable for their users.

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**Signage**

Council recognises that businesses have a right to advertising and well-designed signs that provide information and create interest in the streetscape have an important role in the built environment.

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Within Moonee Valley there is a variety of industrial and commercial areas. The expectation for neighbouring residential areas is for a high level of amenity and privacy, with minimal intrusion from business use and signage which is not part of the character of these areas.

Some industrial areas and open spaces along freeways and declared main road offer some limited opportunities for promotional high wall and sky signs in locations with long distance visibility. Generally, these signs are illuminated to maximise their visibility subject to consideration of the impact of such signage on the amenity of the surrounding area.

There is also a wide variety of shopping centres that vary in size, character and the role in which they serve the community. Council promotes a co-ordinated approach to advertising in terms of common themes, colours and building identification.

**Objective 1**

- To ensure that signage is compatible with the character of the area and its local streetscapes.

**Strategies**

- Ensure that signs do not cause loss of amenity or adversely affect the natural or built environment, or the safety or efficiency of a road.
- Ensure that advertising signage is considered in accordance with the "Policy Guidelines" at Clause 21.06-5.

**Policy Guidelines (exercise of discretion)**

- Policy guidelines for signage in residential areas are found at Clause 52.05-3.

For **non-residential uses in residential areas**, Council will consider:

- Business identification signage having regard to the need to avoid visual clutter.
- Illumination of these signs only where it can be shown that the impact from light spillage on adjoining residential areas is minimal.

In **industrial areas**, Council will consider:

- Business and identification signs which are necessary to identify the location of the premises and the use of the building.
- Business directory signs for buildings with multiple occupants/uses.
- Internally illuminated pole signs where the building is set back from the street frontage and for uses such as petrol filling stations and car sales.
- Architecturally innovative sign structures that demonstrate a regard to the building design, scale and presentation and to the surrounding area.
- Promotional signage but only where it can be demonstrated that the amenity of the area will not be detrimentally affected and the sign will not obscure existing signage.

**Along or near freeways and main roads**, Council will consider:

- Innovative and creative signage which positively contributes to the appearance of the area and enhances and adds interest to the locality
- Architecturally designed and innovative supportive structures.
- Large promotional panel or sky signs but only where they are located in industrial zones and where it can be demonstrated that the signs have been designed to minimise



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intrusion on the skyline, not dominate the area of building walls and parapets and not have a negative impact on traffic safety.

- Signs that contain no flashing or intermittent lighting.
- Signs that are designed to become an architectural feature.
- The illumination of promotional signs which have appropriate baffling to minimise light spillage onto adjoining land.

In **commercial areas**, Council will consider the use of:

- Suspended under-verandah sign, including internally illuminated signage.
- Ground and first floor window signs.
- Awning fascia and parapet signs and first floor wall face signs.
- A-frame signs.
- Above verandah signage at 90 degrees angle to the building, if it is appropriate to the scale of the building.
- Projecting above-awning parapet level signs.
- Free-standing pole signs of appropriate scale to the buildings with a front setback.
- Side wall, upper storey panel signs which are of appropriate scale to the building.

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**Implementation**

- Apply the *Heritage Overlay* to identified heritage places.
- Implement updated heritage precinct citations.
- Apply the *Neighbourhood Character Overlay* to areas which have been identified as having a significant neighbourhood character.
- Apply the *Design and Development Overlay* to control built form outcomes based on adopted built form or urban design guidelines.
- ~~Use the *Heritage Overlay Guidelines* (Heritage Victoria, 2007) when considering applications under the *Heritage Overlay*.~~

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**Further Strategic Work**

- Review the Moonee Valley Neighbourhood Character Study prior to the next Planning Scheme Review in line with relevant VCAT decisions and any other analysis.
- Develop a consolidated permit exemptions policy for heritage precincts and ensure all precinct citations are revised to include identification of contributory and non-contributory buildings/structures.
- Develop Heritage Design Guidelines to better guide decision-making.
- Investigate the places of potential cultural significance recommended for further research in the Moonee Valley Thematic Environmental History.
- ~~Undertake a municipal-wide Stage-1 Heritage Gap Study based on the findings of the Moonee Valley Thematic Environmental History.~~
- Undertake an Aboriginal Cultural Heritage Study.
- Prepare a Food Security Policy.
- Develop an overarching municipal-wide Urban Design Policy to guide built form outcomes.

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- Prepare Airport West Design and Development Guidelines.
- Consider the preparation of Design and Development Guidelines for industrial development.
- Develop a Laneway Development Policy.
- Update the Waste Management Guidelines to provide clearer guidance for waste management for multi-storey developments.

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Reference Documents

- Moonee Valley Neighbourhood Character Study, Planisphere, 2012
- Mt Alexander Road Corridor Urban Design Guidelines, 2010
- [Urban Design and Development Guidelines for Heritage Areas, Moonee Valley City Council, 2006.](#)
- [Guidelines for Higher Density Residential Development, Department of Sustainability and Environment, 2004.](#)
- [City of Moonee Valley Design Guidelines for Multistorey Residential Buildings, December 2003.](#)
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- Moonee Valley Thematic Places Heritage Study, [Context Pty Ltd](#), 2012-14
- Heritage Overlay Review, [David Helms Heritage Planning](#), (2014
- [Moonee Valley Heritage Study, Context Pty Ltd, 2015](#)
- [Moonee Valley Heritage Guidelines, City of Moonee Valley 2016\)](#)

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## APPENDIX C – New local heritage policy

MOONEE VALLEY PLANNING SCHEME

**22.01 Heritage**

/2016  
CXX

This policy applies to all land included in the Heritage Overlay.

**22.01-1 Policy basis**

/2016  
CXX

This policy:

- Implements the Vision for Moonee Valley in Clause 21.03, and builds on the MSS objectives and strategies for heritage in Clause 21.06, which identifies the use of local policies as one of the key tools to ensure that the cultural heritage of Moonee Valley is protected and conserved.
- Implements the recommendations of the *Moonee Valley Heritage Strategy* 2011 and various heritage studies for the City of Moonee Valley, and gives effect to the *Moonee Valley Heritage Guidelines* 2016.
- Is intended to assist with the consideration of permit applications or amendments sought under Clause 43.01.

**22.01-2 Policy objectives**

2016  
CXX

- To encourage conservation of heritage places in accordance with the principles and procedures set out in the Burra Charter.
- To ensure accurate restoration or reconstruction of heritage places.
- To maintain the integrity, intactness and significance of heritage places.
- To maintain the distinctive historic character and visual cohesion of streetscapes within heritage precincts.
- To ensure that alterations and additions and new buildings respect and complement the heritage place.
- To avoid alterations, additions or demolition that would result in the incremental or complete loss of significance of a heritage place.
- To maintain an appropriate setting for a heritage place including the historic public realm.
- To avoid inadvertent destruction of archaeological remains.

**22.01-3 Definitions**

/2016  
CXX

- *Heritage place.* A heritage place includes a site, building or structure, area or group of buildings (also referred to as a 'heritage precinct'), archaeological site, tree, garden, geological formation, fossil site, habitat or other place of identified natural or cultural significance and its associated land.
- *Significant.* A heritage place that has cultural heritage significance independent of its context. *Significant* places may also contribute to the significance of a heritage precinct. *Significant* places will usually have a separate citation and statement of significance (refer to References at the end of this policy).
- *Contributory.* A heritage place that contributes to the significance of a heritage precinct, but would not be significant on its own.
- *Non-contributory.* A place that does not contribute to the significance of a heritage precinct. In some instances, a *Significant* place may be considered *Non-contributory* to a heritage precinct, for example, an important Modernist house within a Victorian era precinct.
- *Public realm.* The public realm includes all non-private property including streets, roads and laneways, and public parks. Public realm features that contribute to the significance of heritage places can include kerb and channel treatments, laneways,



MOONEE VALLEY PLANNING SCHEME

roadside verges, monuments, pavilions, public art, and street trees and other heritage landscape features.

**22.01-4 General**

/2016  
CXX

It is policy to:

- Consider the most recent statement of significance if there is more than one statement of significance for a heritage place. If there is a statement of significance at both the individual and precinct level for a heritage place then both should be taken into account.
- Obtain expert heritage advice to identify the contributory elements of a heritage place, where the responsible authority determines that the relevant statement of significance does not clearly identify these.
- Encourage the maintenance, and repair, rather than replacement of original materials and details that contribute to the significance of a heritage place.
- Encourage the accurate restoration or reconstruction of colour schemes, materials and details to a known earlier state. This should be guided by the statement of significance and any additional supporting evidence.
- Conserve views of, vistas to, silhouettes and profiles of a heritage place or within a heritage precinct, where these views or vistas have been identified as contributing to the significance of the heritage place.
- Conserve the visual relationship between heritage places.
- Allow adaptive reuse if the new use supports the conservation of a heritage place.
- Ensure external materials, colours and finishes are appropriate for style and detailing of the heritage place.
- Discourage the painting of originally unpainted surfaces.
- Discourage paint removal methods (such as sandblasting, waterblasting), which may damage the heritage place.
- Discourage introducing vehicle crossovers at the frontage of heritage places, except where the statement of significance identifies crossovers as a contributory feature.

**22.01-5 Demolition and relocation**

/2016  
CXX

It is policy to:

- Discourage the complete demolition of a Significant or Contributory heritage place unless:
  - The heritage place is structurally unsound and it is demonstrated to the satisfaction of the responsible authority that it cannot feasibly be repaired or adapted for reuse.
  - The heritage place is in poor condition and it is proposed to deconstruct and accurately rebuild it to the original condition.
  - As appropriate, a visual record of the building is provided prior to demolition commencing.
- Consider demolition of part of a Significant or Contributory heritage place when it can be demonstrated that the part demolition will not adversely affect the significance of the heritage place and, as appropriate:
  - It will assist in the long term conservation or maintenance of the heritage place, or
  - It will support the viability of the existing use of the heritage place, or will facilitate a new use that is compatible with the on-going conservation of the heritage place, or
  - It will remove non-contributory elements, such as alterations or additions, particularly where this would assist in revealing the significance of the heritage place.
- Allow complete or part demolition of Non-contributory buildings in a heritage precinct.
- Avoid the relocation of a heritage place unless:

MOONEE VALLEY PLANNING SCHEME

- It can be shown that the relocation is the only reasonable means of ensuring the continued existence of the heritage place, or
- The heritage place has a history of relocation and/or is designed for relocation.
- If relocation is considered appropriate, then all of the following conditions should be met:
  - The heritage place can be relocated without damage, and
  - The heritage place is historically recorded on its current site prior to relocation, and
  - An appropriately qualified person oversees the relocation procedure and undertakes the historical recording.

**22.01-6 Alterations and additions to heritage places**

/2016  
CXX

This policy applies to alterations and additions to heritage places including the construction of new garages and outbuildings to a Significant, Contributory or Non-contributory place.

It is policy to:

- For Significant and Contributory places, encourage alterations and additions to respect and complement the associated heritage place in form, siting, scale/height, proportions, details, colours and materials.
- For Significant and Contributory places, discourage alterations and additions that would alter, conceal or destroy/remove features, materials or details that contribute to the significance of the heritage place.
- For Significant and Contributory places, avoid alterations or additions to visible elevations of heritage buildings.
- For all places, discourage alterations and additions that copy historical styles in detail.
- For all places, discourage additions that would be visually dominant.

**22.01-7 New buildings**

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CXX

This policy applies to infill buildings within a heritage precinct including construction of more than one dwelling on a site.

It is policy to:

- Encourage contextual contemporary design that respects and complements the form, scale, colours, materials, rhythm, siting and spacing of Significant and Contributory buildings.
- Discourage new buildings that would be visually dominant.
- Discourage new buildings that copy historical styles in detail.

**22.01-8 Subdivision**

/2016  
CXX

It is policy to:

- Ensure that subdivision in a heritage precinct is compatible with the historic subdivision pattern.
- Ensure that subdivision maintains the contributory elements associated with a heritage place on a single lot.
- Avoid subdivision that could create the potential for new buildings that could adversely affect a heritage place.

**22.01-9 Advertising signs**

/2016  
CXX

It is policy to:

- Encourage conservation of historic signage that contributes to the significance of a heritage place.

MOONEE VALLEY PLANNING SCHEME

- Encourage advertising signs to have traditional forms and locations on heritage buildings.
- Avoid excessive signage, or any signage that would conceal, damage or require the removal of significant fabric.
- Avoid illuminated signage.

**22.01-10 Fences and gates**

/2016  
CXX

It is policy to:

- Encourage conservation of fences or gates that contribute to the significance of a heritage place.
- Encourage new fences or gates to complement the style and detailing of the heritage place if the original fence cannot be conserved or reinstated and specifically to:
  - Encourage a consistent approach for buildings that form part of a related group of buildings such as an attached pair or terrace row.
  - Encourage front fences to be of a low height, unless there is historic evidence for a higher fence.
  - Encourage front fences to have a level of transparency unless there is historic evidence that supports otherwise.
- Encourage new fences or gates for Non-contributory places to be in a simple contemporary style that complements the historic fences found in the heritage precinct.

**22.01-11 Significant trees**

/2016  
CXX

It is policy to:

- Ensure that any future development, or changes in immediate environmental conditions, adjacent to a tree will not have a detrimental impact upon the integrity and condition of the tree.
- Where a tree needs to be removed due to poor health or dangerous condition, encourage 'like for like' replacement. An alternative species of tree, or no replacement, may be considered when:
  - Changes in the site conditions since the species was first planted mean that the original species is no longer appropriate or is no longer suitable (e.g. due to size or form or proximity to buildings).
  - The original species is inappropriate given the local climate, soils or other reasons and an alternative would be more suited.
  - The species is identified as an environmental weed and cannot be appropriately managed when planted.
  - The species is at risk from pest or disease and another species would be more appropriate.
- Encourage pruning (if required) to be in accordance with AS 4373 – 2007 'Pruning of Amenity Trees'

**22.01-12 Public realm**

/2016  
CXX

It is policy to:

- Retain contributory elements of the public realm.
- Discourage changes to the shape and position of roads and footpaths if these are contributory elements of a heritage place.
- Discourage the replacement of medians or tree planting that would interrupt important vistas or create a visual intrusion on streetscapes.
- Encourage location of services away from sensitive public realm elements.

MOONEE VALLEY PLANNING SCHEME

- Ensure that where the replacement of services requires the removal of any contributory elements in the public realm, existing conditions are recorded and where possible, reinstated to match pre-intervention form.

**22.01-13 Archaeology**

/2016  
CXX

It is policy to refer an application to Heritage Victoria for comment if the heritage place is included on the Victorian Heritage Inventory.

**22.01-14 Application requirements**

/2016  
CXX

An application should be accompanied by the following information, as appropriate. This information may not be required for minor applications as determined by the responsible authority:

- A report, which assesses the impact of the proposal upon heritage place. This report should:
  - As part of the site analysis, describe the contributory elements of the heritage place and how these have been considered in the preparation of the application.
  - Describe how the proposal responds to this policy and the *Moonee Valley Heritage Guidelines*.
  - If it is proposed to vary or not comply with any aspect of this policy or the *Moonee Valley Heritage Guidelines*, an explanation of the reasons why.
- For applications where demolition is sought on the basis of the condition of the building a report prepared by a suitably qualified consultant that assesses the structural condition of the building and whether or not any defects can be repaired or restored.
- A Conservation Management Plan prepared by a suitably qualified consultant in accordance with the *Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 2013* (the Burra Charter) may be required for a proposal that the responsible authority considers to raise significant heritage issues.
- A report prepared by a suitably qualified consultant, which assesses the impact of an application upon any tree/s that contribute to the significance or setting of a heritage place.

**22.01-15 Decision guidelines**

/2016  
CXX

It is policy to, as appropriate, consider the following matters when deciding an application:

- The significance of the heritage place.
- The intactness or integrity of the heritage place.
- For alterations or additions to a building or a new infill building within a precinct, as appropriate:
  - The visibility of the alteration, addition or infill building within the streetscape.
  - The intactness of the streetscape.
  - The form, materials, height and setbacks of Significant and Contributory buildings on surrounding sites.
  - The suitability of the proposed colours and materials.
- The physical or documentary evidence to support restoration or reconstruction of historic building fabric.
- The structural condition of the heritage place and whether any defects can be restored.
- The health and condition of a significant tree.



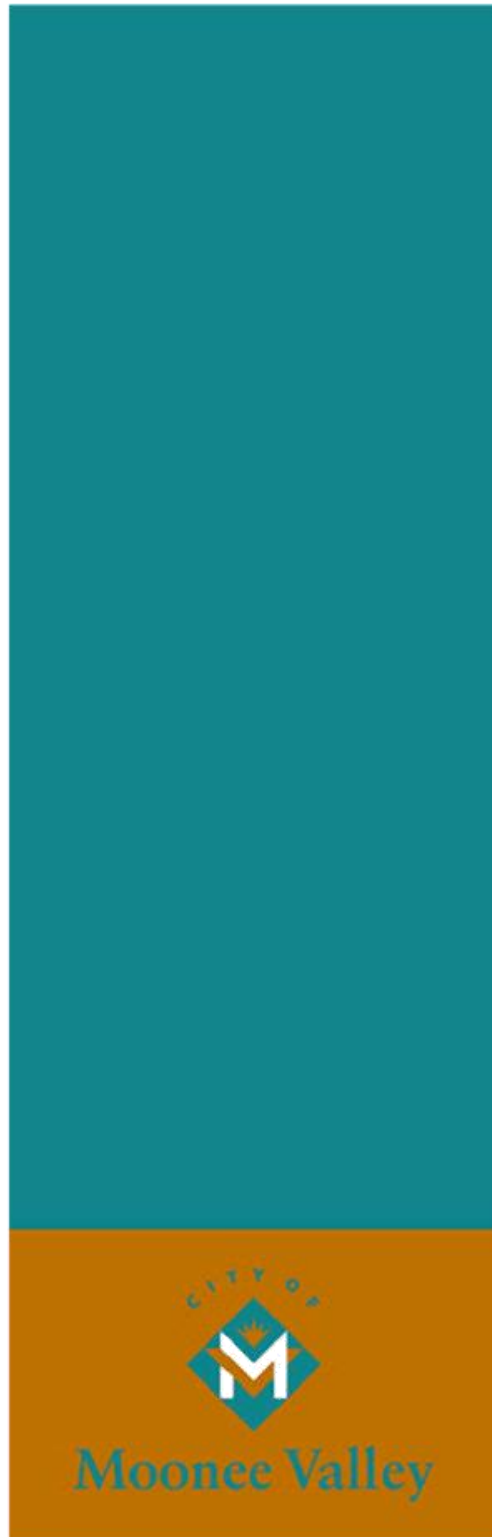
MOONEE VALLEY PLANNING SCHEME

**22.01-16    Reference documents**

/2016  
CXX

- *Moonee Valley Heritage Guidelines*, Moonee Valley City Council, 2016
- *Moonee Valley Heritage Study*, Context Pty Ltd, 2015
- *Moonee Valley Thematic Places Heritage Study*, Context Pty Ltd, 2012-14
- *Heritage Overlay Review*, David Helms Heritage Planning, 2014
- *Moonee Valley Thematic Environmental History*, Living Histories, 2013
- *Review of Heritage Overlay Precincts*, David Helms Heritage Planning, 2012
- *Moonee Valley Heritage Strategy*, Moonee Valley City Council, 2011
- *Heritage Assessment: Moonee Ponds Activity Centre Stage 2 report*, David Helms Heritage Planning, 2011
- *Moonee Valley Heritage Gap Study*, Heritage Alliance, 2005
- *Flemington and Kensington Conservation Study (Individual data-sheets, City of Moonee Valley)*, Graeme Butler, 1995
- *Essendon Conservation Study*, Graeme Butler, 1985

# URBAN DESIGN & DEVELOPMENT GUIDELINES FOR HERITAGE AREAS



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These Guidelines apply to both properties within the heritage precincts and individual heritage properties outside heritage precincts that are listed in the schedule to the Heritage Overlay, Moonee Valley Planning Scheme.

Refer to the relevant planning scheme map to determine whether a property is located within a Heritage Overlay.

## Introduction

There are many areas within the City of Moonee Valley that are special places which have recognised historical or architectural significance. Some of these special places have been designated as Heritage Areas and are protected by the Moonee Valley Planning Scheme. Any works associated with restoration, additions or infill development that occurs within these special areas must be sensitive to the housing and streetscape character.

The City of Moonee Valley has prepared a set of Guidelines which will play a key role in conserving and enriching our remarkable City for future generations to enjoy. These guidelines indicate the preferred approach to be used with regard to conservation and restoration, extensions and infill development within the Heritage Overlay. Council strongly suggests that residents use these Guidelines when considering alterations or renovations to their property.

Council offers a free service to all residents and property owners of places within the Heritage Overlay of the Moonee Valley Planning Scheme. Should you wish to use the Heritage Advisory Service, bookings can be made by telephoning the Planning Department on 9243 8815.

As a further service to Moonee Valley residents Council has an Architectural Advisory Service where you can obtain advice about alterations and renovations to properties. For a fee of \$55.00 (inclusive of GST) an architect can meet with you to discuss your plans and prepare a rough sketch of the proposed alterations. Application forms for the Architectural Advisory Service are available from Council's Town Planning Department by phoning 9243 8780.



## Aim & Objectives

### Aim

To conserve and enhance areas, buildings and natural features of architectural, historical or cultural value for future generations.

### Objectives

- To conserve Moonee Valley's cultural heritage to ensure its future conservation and continued relevance to the community.
- To educate the community and promote the importance of appropriate conservation.
- To promote the City's heritage.
- To conserve the historic fabric of places of cultural heritage significance including buildings, streetscapes, gardens and archaeological sites.
- To conserve the historic quality of heritage places through careful consideration of proposed buildings and works.
- To ensure that new development is sympathetic and integrates with the surrounding buildings.

## Conservation and Reconstruction

### Demolition

A permit for the total or partial demolition of a building subject to the Heritage Overlay (either as an individual building or as part of a precinct) will not be granted unless it:

- Has no heritage value.
- Has been changed beyond recognition of its original or subsequent contributory architectural character.
- Does not contribute to the heritage character of the streetscape.
- Does not form part of a group of similar buildings, historic streetscape or collection of historic buildings.
- The proposed replacement building meets the provisions of these guidelines.

*Note: A heritage building's derelict state is not, in itself, a case for demolition under the provisions of these Guidelines.*

### Removal of Architectural features and details

The demolition or removal of contributory features and details from a heritage place will not be permitted unless the proposed demolition or removal:

- does not negatively impact upon the cultural heritage significance or architectural character of the place;
- cannot be seen from the street.

### Relocation

The moving of all or part of a heritage building from its original location will not be normally permitted unless:

- \* The location is not an important component of the cultural heritage significance of the heritage place.
- \* It can be shown that relocation is the only reasonable means of ensuring the survival of the heritage place.

**Contributory features and details include:**

- Window shapes (such as double hung or casement) shutters and surrounds, including shop windows and external display cases.
- Roof shapes and ridge lines and materials (such as corrugated iron, slate and gutter styles)
- Chimneys (including industrial) Verandahs and balconies
- Stained glass and lead light
- Parapet walls
- Towers, spires, columns, bay windows and other significant details
- Front fences and garden walls
- Exterior door panels that can be seen from the street
- Balustrades (and their frieze brackets)
- Internal staircases (where they comply with Building Commission Australia standards)
- Original gardens
- Equipment (such as engines, weigh bridges set into roads)
- Historic signs, (including internally illuminated and painted structures)
- Trussed and pressed metal ceilings, light fittings and other internal fittings
- Paving treatments to roads and laneways (such as bluestones)
- Fittings such as historic bollards, bracket or post lighting, former gas lamp bases, watering troughs
- Outbuildings such as stables and privies

Any other element that contributes to the historic appearance and/or significance of the heritage place.

### **Removal of Historic Trees and Gardens**

The removal of significant trees or gardens that are listed in the schedule to the Heritage Overlay will not be permitted unless:

- They are causing structural damage to an existing structure; and
- They cannot be seen from the street.

The removal of or alterations to historic gardens will not be permitted unless the historic garden has changed beyond recognition of its original or contributory character.

### **Reconstruction**

Reconstruction is encouraged only where:

- A building, road, laneway or architectural element is incomplete or damaged and where there is sufficient evidence to reproduce the missing fabric.
- It will not distort or obscure its heritage significance or detract from its appreciation.
- It sensitively reconstructs contributory features which have been removed, including front fences, verandahs, roofing, windows, road/laneway surface details or other architectural details and features.

### **Painting**

A permit is required to paint a heritage building (or part of) that is listed in schedule of the Heritage Overlay.

New works should not involve sand blasting of render, masonry or timber surfaces.

The painting of previously unpainted surfaces is discouraged.

The careful removal of paint (with an approved non-destructive process) from originally unpainted masonry surfaces is encouraged.

### **Use of a Heritage Place**

The schedule to the Heritage Overlay, identifies heritage places where prohibited uses may be permitted. A prohibited use may be permitted provided that any associated works:

- Are substantially reversible and do not require reconstruction; and/or
- Have a minimal impact on the culturally significant fabric of the building.



## Buildings & New Works - All Heritage Places

Buildings and new works include additions and alterations to existing buildings as well as infill development. The design of new works should avoid confusion with the original historic fabric so there is a clear visual distinction between the old and new building. New buildings should not copy or reproduce period detail or form. In contrast there is an opportunity to use contemporary modern design and materials while still being sympathetic to the original fabric.

### Design

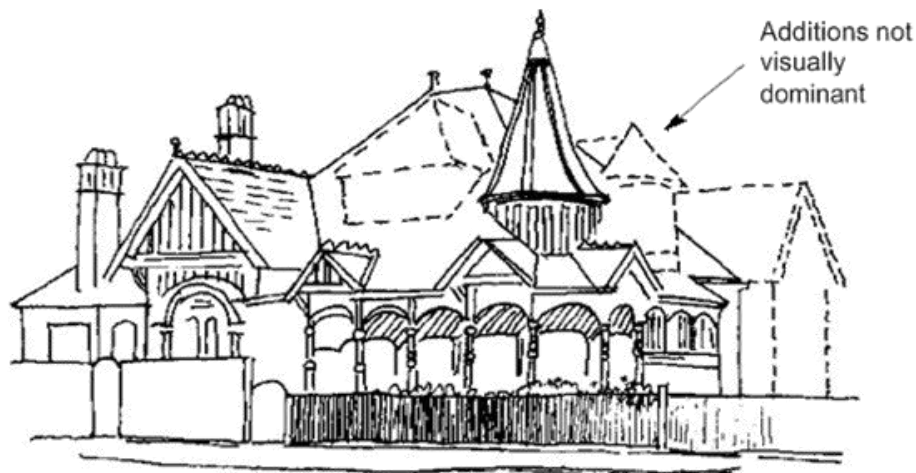
Additions and new works to heritage places are encouraged where the design:

- ensures the original fabric remains intact;
- Is not be visually dominant in existing heritage place or street in terms of size, height and bulk when viewed from the street frontage;
- Considers the architectural integrity of the heritage place;
- Reflect the particular rhythm, spatial characteristics and character of the surrounding historic streetscape;
- Avoids blank walls at ground and upper floor levels when viewed from surrounding streets.
- Retains original bluestone road/laneway materials and details.



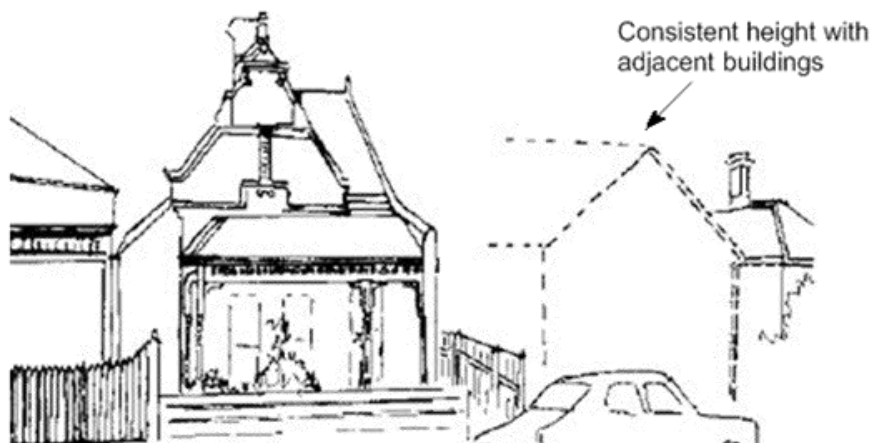
### Set backs

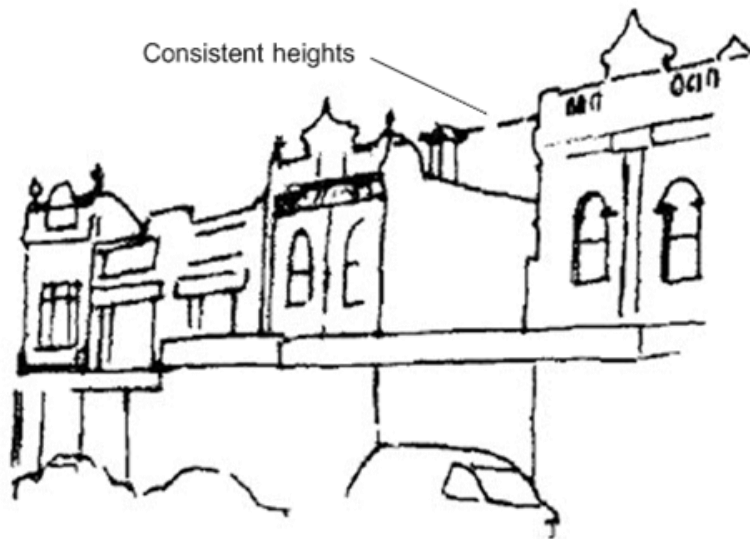
- Additions and new works should aim to ensure that they are not seen from the surrounding streetscape.



### Height

- The building height of alterations and new works is encouraged to be consistent with the height of the adjacent building frontages in the street
- Taller buildings may be permissible at the rear of sites as long as they do not visually dominate surrounding heritage places.





#### Building orientation to the street

- Buildings are encouraged to be orientated to the street to conform to the same pattern as the existing buildings in the street (where there is a dominant subdivision pattern)

#### Viewlines

Additions and new works are encouraged not to obscure principal viewlines to:

- heritage buildings or their features such as verandahs, towers, porticos.
- to existing significant signage.

*Note: In some cases, it may be permissible to allow low visual impact alterations such as attic windows within the visible roof or higher additions to the rear of the main roof ridge.*



### **New upper storey additions**

New upper storey additions to residential heritage places are inappropriate unless the higher section is:

- Hidden from the street (such as behind an existing parapet wall); or
- If the existing building is a terrace style or attached housing only the higher section is setback at least the depth of two rooms from the front wall of the dwelling to ensure the preservation of the existing historic ridge line and chimney.

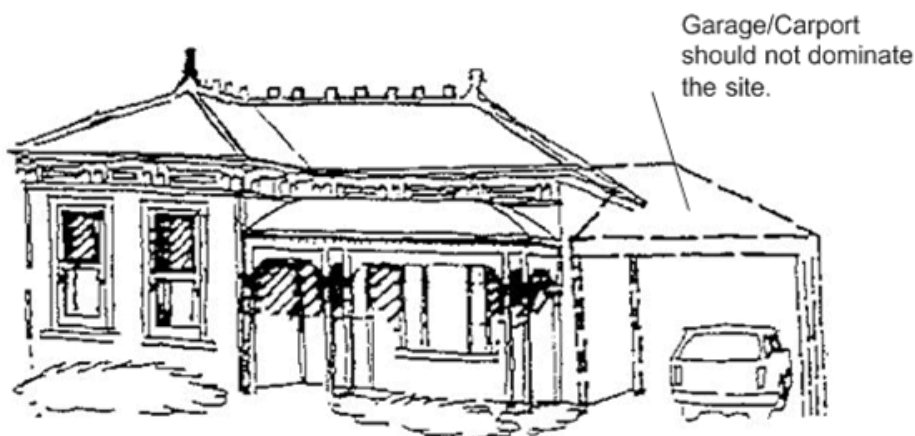
### **Historic trees and gardens**

Additions and works should respect historic trees and gardens layouts by ensuring that any new development does not impact on the ongoing health of the tree or the historic garden layout or context.

### **Carports, carparks, garages, and other additions**

Carports are not typical of the periods prior to World War II and are discouraged. Carports, garages, driveways and parking spaces will not normally be permitted unless:

- Existing frontage setbacks on the street are irregular; and
- They are setback behind principal architectural features; and
- Will not obscure viewlines to the facade or viewlines of adjacent buildings from the street frontage.
- The design compliments the associated heritage place but does not replicate the heritage features.







### **Fences & Gates**

The height and design of new front fences and gates should:

- ♦ Not obscure views to heritage places from surrounding streets.
- ♦ Be a maximum of 1.2 metres in height if solid or 1.5 metres if more than 50% transparent.
- ♦ Be consistent with the architectural period of the building.

The fences found in the City of Moonee Valley can be broadly identified as follows:

#### **Victorian**

Cast iron balusters fixed to stone plinth or timber picket fences.

#### **Queen Anne/Edwardian/Federation**

Capping rail between timber posts or masonry piers, 1.2 metre high.

#### **Inter War/Californian Bungalow**

Woven wire fixed to timber posts and rails, trimmed hedges, low brick and/or rendered fences detailed to reflect house.

#### **Early Modern**

Low brick fences using house bricks and detailing.

### **Ancillaries**

Additions and new works should conceal ancillaries such as:

- ♦ Satellite dishes
- ♦ Access ladders
- ♦ Air conditioning plants
- ♦ Roof top gardens
- ♦ Water meters
- ♦ Rubbish bins
- ♦ Wall and roof top mounted lighting solar heating systems

## Buildings & New Works - Industrial and Commercial Heritage Places

### Additions

The following additions will not normally be permitted:

- Contemporary balconies
- Promotion signs
- Roof top gardens
- Pedestrian entrance canopies and other ancillary structures
- Reflective glass to windows
- Roof top mounted signs

These works may be permitted in exceptional circumstances, if:

- They do not negatively impact upon the significance or architectural character of the place; and/or
- They cannot be seen from the street.

New upper storey additions to industrial places are inappropriate unless:

- The higher section is hidden from the street; and/or
- The higher section is hidden behind an existing parapet wall.

## Definitions

### **Building**

Structure, work and fixture and any part of the building, structure, work or fixture.

### **Conservation**

The retention of the cultural heritage and significance of a place or object; and

Any maintenance, preservation, restoration, reconstruction or sustainable use of a place or object

### **Cultural heritage**

Places and objects of cultural heritage significance

### **Cultural heritage significance**

Includes aesthetic, archaeological, architectural, cultural, historical, scientific or social significance

### **Development**

The construction or exterior alteration or exterior decoration of a building; and

The demolition or removal of a building or works; and

The subdivision or consolidation of land, including the buildings or airspace; and

The placing or relocation of a building or works on land; and

The construction or putting up for display of signs or hoardings

### **Heritage Place**

A building; and

A garden; and

A tree; and

A precinct; and

A site.

### **Reconstruction**

Means returning a historic place as nearly as possible to a known earlier state and is distinguishable by the introduction of materials (new or old) into the fabric

### **Works**

Include any change to the natural or existing condition or topography of land including the removal, destruction or lopping of trees and the removal of vegetation or topsoil.

## Useful References

Chalmers R.W.. The Annals of Essendon, Volume 1 (1850's to 1924), Essendon Historical Society, 1998.\*

Chalmers R.W.. The Annals of Essendon, Volume 2 (1925 to 1962), Essendon Historical Society, 1998.\*

Chalmers R.W.. The Annals of Essendon, Volume 3 (1963 to 1985), Essendon Historical Society, 1998.\*

Essendon Conservation Study, Commissioned by City of Essendon, 1985.

Flemington & Kensington Conservation Study & Building Identification Sheets. Volume 1 - 25. City of Melbourne, 1985.

Harvey D. & Waters C.. A Guide to Altering Old Houses. City of Essendon, 1985.

Vines M. Outhead G. & Leigh J.. Identification of Housing Styles and Faults. Melbourne, RMIT, 1996.

All these references are available at the Local History Room, Sam Merrifield Library, 762 Mt Alexander Road, Moonee Ponds. Phone: 9370 0636.

*\* The Annals uses the Essendon Gazette as the main reference for detailed information on prominent houses, estates and streets. Records of the Essendon Gazette are available on microfiche and will be soon available on computer.*



**For further information on:**

- Council's Heritage Advisory Service
- Council's Architectural Advisory Service
- Council's Heritage Overlay

Contact Council's Planning Department on 9243 8815.

Council also has the following brochures available:

- Heritage Funding for Local Community Projects
- A Guide to Fences & Colour Schemes for Residences in Moonee Valley
- Veranda & Facade Restoration Project

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Moonee Ponds 3039**

**Telephone (03) 9243 8888  
Facsimile (03) 9375 4393**

**Web Site [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au)  
Email [council@mvcc.vic.gov.au](mailto:council@mvcc.vic.gov.au)**

This booklet should only be used as a guide and is provided purely for the interest of the local community. No liability can be accepted for any error or omission by Moonee Valley City Council.



Moonee Valley City Council

Governance Local Law 2009

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# **Moonee Valley's Meetings Procedure Protocol**

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*Moonee Valley City Council*

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## Moonee Valley's Meetings Procedure Protocol

### 1. Purpose

The purpose of this Protocol is to regulate the proceedings of meetings of the Council and special committees.

### 2. Definitions

In this Protocol –

**Act** means the Local Government Act 1989;

**Agenda** means a document containing the date, time and place of a Meeting and a list of business to be transacted at the Meeting;

**Chairperson** means the person who chairs a Meeting;

**CEO** means the person who is the Chief Executive Officer of the Council or any person acting in that position;

**Council** means the Moonee Valley City Council;

**Mayor** means the Mayor of the Council and any person acting as Mayor;

**Meeting** means an Ordinary Meeting of the Council, Special Meeting of the Council and Special Committee Meeting of the Council (established under S.86 of the Act);

**Minutes** mean a brief, but formal record of those present at a meeting and the decisions made by the Council.

**Officer** means an employee of the Council;

**Protocol** means Moonee Valley's Meetings Procedure Protocol incorporated by reference into Council's Governance Local Law 2009.

**Urgent Business** means business that because of its urgency, cannot be reasonably listed in the agenda of the next meeting.

### 3. Responsibilities of Chief Executive Officer

The responsibilities of the CEO under this Protocol are contained in Schedule 1.



**4. Quorum**

- 4.1 The quorum for a meeting is a majority of Councillors.
- 4.2 A meeting cannot commence, resume or continue without a quorum.

**5. Adjourning Meetings**

- 5.1 Should a quorum be unachievable after 30 minutes from the commencement of the scheduled starting time or cannot be maintained during the meeting, those Councillors present may adjourn the meeting, to a date and/or time to be determined. In the event there are no Councillors present, the CEO (or delegate) may adjourn the meeting.
- 5.2 Should a quorum be unachievable or maintainable due to the disclosure of conflicts of interest by one or more Councillors, the Chairperson may:
  - a) defer the item of business to a future meeting; or
  - b) adjourn the meeting (for a sufficient period) to enable exemption for the affected Councillor/s from the Minister.

**6. Business at Meetings**

- 6.1 No business can be dealt with at an Ordinary Council Meeting or Special Committee Meeting unless:
  - a) it is included in the agenda, or
  - b) Councillors who by a unanimous vote, vote in favour of a matter being dealt with as urgent business.
- 6.2 Special Council Meetings must transact business pursuant to s.84 of the Act.
- 6.3 Unless the Chairperson otherwise determines -
  - a) the order of business at a Meeting must be as it is set out in the agenda; and
  - b) the meeting shall conclude when all the business set out on the agenda has been dealt with.

**7. Confirmation of the Minutes of a Meeting**

- 7.1 When confirming the minutes of a Meeting, the Chairperson must ask if any item in the minutes is opposed.
- 7.2 Opposition can only be expressed in regard to items in the minutes on the basis that the record is incomplete or inaccurate.
- 7.3 The Chairperson must not allow discussion or motions on any other issue than the alleged omission from or inaccuracy of the minutes.
- 7.4 If no Councillor indicates opposition, the Chairperson must declare the minutes to be confirmed.

- 7.5 If any Councillor indicates opposition, he or she must specify the particular item or items in the minutes concerned and can, after asking any questions to clarify the matter, only move a motion to rectify the alleged error(s) in the record.

## **8. Conflicts of Interest**

- 8.1 A Councillor (or officer participating in a meeting) must disclose any conflict of interest (as outlined in s.77A of the Act) relating to a matter, which is to be considered or discussed at a meeting, and remove themselves from the meeting during deliberations of the item.
- 8.2 It is a requirement of s.79 to disclose conflicts of interests immediately before the matter is considered. Although Council agendas make provision for such disclosures at the commencement of the meeting, it must again be disclosed immediately before any consideration or discussion of the agenda item occurs.
- 8.3 Disclosures must:
- a) be made before the matter is considered or by advising the CEO in writing prior to the commencement of the meeting; and
  - b) include the type (direct or indirect) and nature of the conflict of interest.

## **9. Form of Motions**

### **9.1 Motions**

A motion may be in the form of an Officer's recommendation (as contained in a Council report) or a motion as proposed by a Councillor.

### **9.2 Amendments**

An amendment is a motion which has been moved and seconded but amended by another Councillor to include/exclude words.

- a) Formal Amendment
- i) An amendment must not be the negative of or substantially contrary to the motion and must be relevant to the subject of the motion.
  - ii) An amendment may be moved and seconded by any Councillor, except the mover or seconder of the original motion.
  - iii) Only one amendment can be before the meeting at a time and until it is put to the vote, no further amendment can be proposed.
  - iv) If lost, debate is to resume on the original motion.
  - v) If carried, the amendment becomes the substantive motion before the meeting and can be debated and further amended.

b) Informal Alteration

A Councillor may propose an alteration to a motion without going through a formal amendment process. With the acceptance of the mover and seconder, the alteration is included in the motion (without needing to move and second) and debate continues until a vote is taken.

**9.3 Notices of Motion**

A notice of motion is a notice setting out the text of a motion that a Councillor proposes to move at a Meeting.

a) A Notice of Motion must:

- i) have been announced at a Councillor Briefing Session by the Councillor proposing to move the notice of motion;
- ii) be received by the CEO at least 5 days prior to the meeting at which the notice of motion is proposed to be moved; and
- iii) be included in order of receipt on the agenda for that meeting.

b) Should a Councillor who has given a Notice of Motion be absent from the meeting, any other Councillor may move the motion.

c) A register of Notices of Motion is to be kept.

**9.4 Foreshadowed Motions**

A foreshadowed motion is an alternative, prefaced by a Councillor with a statement that in the event of a motion before the Chair being lost, a Councillor intends to move an alternative motion.

- a) At any time during debate a Councillor may foreshadow a motion but this does not extend any special right to the foreshadowed motion. A foreshadowed motion has no procedural standing and is merely a means of assisting the flow of a Council meeting.
- b) Foreshadowed motions are not recorded in the Minutes until the foreshadowed motion is formally moved.

**10. Procedures for Motions**

10.1 A motion which is proposed by a Councillor at a Meeting must be -

- a) clearly expressed and unambiguous;
- b) not defamatory or objectionable in nature;
- c) related to the powers or functions of Council; and
- d) relevant to an item on the agenda (unless it relates to an item which has been agreed by the Meeting as urgent business).

- 10.2 If the motion is to be moved by the Chairperson, the Chairperson must vacate the Chair and appoint the Deputy Mayor as Temporary Chairperson. Should the Deputy Mayor be absent/unavailable from the meeting, Council by resolution, must appoint the Temporary Chairperson for the duration of the motion.
- 10.3 Any motion that differs in wording from an Officer's recommendation or Notice of Motion that is on the agenda must, if requested by the Chairperson, be written out by the proposer.
- 10.4 The Chairperson may request that the motion be read to the meeting before the vote is taken.
- 10.5 The Chairperson may reject any motion that does not conform to sub-clause 10.1.
- 10.6 A Councillor who is proposing a motion must first state briefly the nature of the motion and then move it, without speaking to it.
- 10.7 The Chairperson must then call for the motion to be seconded and after it is seconded (by any Councillor other than the mover); the mover may then speak to it or may with the consent of the Chairperson defer speaking on it until later in the debate.
- 10.8 Any motion that is not seconded lapses.
- 10.9 The Chairperson may ask after a motion is moved and seconded whether it is opposed and if no opposition is indicated, he or she may then put it to the vote, without debate. Similarly, the Chairperson may ask at any time during the debate whether the motion before the Meeting is opposed or is further opposed and if no opposition or no further opposition is indicated, he or she may put it to the vote, without further debate.
- 10.10 The mover of a motion has the right of reply with respect to the debate on his or her motion immediately before the vote is taken, but that right of reply is lost if an Amendment to the motion is carried.
- 10.11 If an amendment to a motion is carried, the mover of the amendment has no right of reply.
- 10.12 Apart from the mover's right of reply referred to in the previous sub clause 10.10, a Councillor may only speak once on the motion and once on any amendment of a motion.
- 10.13 A Councillor may request at any time before a vote is taken on a motion that it is in two or more parts, that each part be put to the vote separately. The Chairperson may agree with or refuse such a request.
- 10.14 When the mover of a motion has a right of reply under sub-clause (10.10) and has exercised that right, the Chairperson must then put the motion to the vote without making or allowing any further comment on it.
- 10.15 A motion must otherwise be put to the vote when the Chairperson believes that the issues have been reasonably canvassed in the debate.



- 10.16 A Councillor calling a point of order or foreshadowing a new motion or further amendment or making a request under sub-clause (10.13) is not deemed to be speaking to the motion before the Meeting.
- 10.17 Once a motion is seconded it cannot be withdrawn or altered, except with the leave of the Chairperson or in accordance with this clause.
- 10.18 If the mover or seconder of a motion indicates that he or she wishes to withdraw from moving or seconding the motion, the Chairperson may seek another mover or seconder (as the case requires), but if no Councillor indicates his or her willingness to be the substitute mover or seconder, the motion lapses.
- 10.19 Despite any other provisions of this Protocol, before putting a motion to the vote, the Chairperson may have the text of the motion read to the Meeting.

#### 11. Further Procedures relating to Planning Applications

Given Council's statutory obligations with regard to making decisions regarding planning applications, should a motion be lost or lapses for the want of a mover or seconder, the Chairperson must seek a further motion prior to moving to the next item.

#### 12. Procedural Motions

- 12.1 There are two types of procedural motions permitted under this Protocol which may be proposed by any Councillor who has not moved or seconded the motion or otherwise spoken to the motion -
  - a) **'Closure of Debate'** - A motion "that the motion be now put" is a procedural motion intended to close debate which -
    - i) if carried in respect to a motion, that motion must be put to the vote immediately without any further debate, discussion or amendment and the mover does not have a right of reply.
    - ii) if carried in respect to an amendment, that amendment must be put to the vote immediately without any further debate or discussion and debate on the substantive motion may continue unaffected; and
    - iii) if lost, debate may continue unaffected.

The Chairperson has discretion to reject such a formal motion if he or she believes that the motion on which it is proposed has not been sufficiently debated.

- b) **'Adjourning the Debate'** – A motion "that the debate be adjourned until \_\_\_\_\_ OR indefinitely" is a procedural motion -
  - i) which may not be moved while any person is speaking or during the election of a Chairperson; and
  - ii) on which debate is permitted but, which may only be amended in relation to the time, date and place of the proposed adjournment.
  - iii) The mover does not have a right of reply.

- 12.2 The Chairperson must deal with a procedural motion immediately.
- 12.3 Procedural motions are not required to be seconded.
- 12.4 The Chairperson may not move a procedural motion.

### 13. Revocation and Amendment

- 13.1 Motions to revoke or amend a resolution can be made in the following ways -
  - a) by notice of motion signed by a Councillor and lodged with the Chief Executive Officer; or
  - b) by recommendation contained in an officer's report included in the Agenda.
- 13.2 Any motion that proposes the revocation or amendment of a resolution of the Council must be included in the agenda for the Meeting at which it is to be considered and cannot be proposed as an item of urgent business.
- 13.3 A resolution can only be revoked if it has not been acted upon.

### 14. Rules for Debate

- 14.1 Debate must be relevant to the motion before the Chair.
- 14.2 Any Councillor to whom a direction has been given under sub-clause 14.1 by the Chairperson, must comply with that direction.
- 14.3 A Councillor must not speak on any one motion or other matter before a Meeting for a time longer than that stated below unless granted an extension by the Chair immediately prior to the speaker speaking:
  - a) the mover of a motion or an amendment ..... 5 minutes;
  - b) any other Councillor ..... 3 minutes, and
  - c) the mover of a motion exercising a right of reply ..... 2 minutes.
  - d) extension of time.....further 2 minutes.

- 14.4 In cases where there is competition for the right to speak at a Meeting then the Chairperson must decide the order in which Councillors may speak.
- 14.5 A Councillor has the right to speak on any item they have not yet spoken on, even where the meeting may be considering to deal with a number of items on the agenda, en bloc.
- 14.6 If a debate is adjourned by motion, then the Councillor who moved the adjournment has the right to speak first when the debate is resumed.
- 14.7 A Councillor must not be interrupted except by the Chairperson or upon a point of order being taken.
- 14.8 Unless excused by the Chairperson, a Councillor at any Council Meeting must stand when speaking.
- 14.9 The Chairperson may remain seated when speaking at any Meeting and he or she may speak on any matter under discussion.
- 14.10 When exercising a right of reply, a Councillor must not introduce fresh matter.
- 14.11 No resolution may be discussed after it is dealt with, unless the Chairperson allows it.

**15. Points of Order**

- 15.1 A Councillor may take a point of order by stating briefly the matter which is the subject of the point of order and if related to this Protocol by stating the subject clause or clauses.
- 15.2 A Councillor may take a point of order by drawing the Chairperson's attention to an act of disorder or to a Councillor allegedly being out of order.
- 15.3 When a point of order is called the Councillor speaking at the time must stop and be seated (unless asked by the Chairperson for an explanation), until the Chairperson rules upon it.
- 15.4 The Chairperson may take a point of order.
- 15.5 The Chairperson may adjourn the Meeting to consider a point of order that has been taken and must rule upon it as soon as possible and before the business of the Meeting proceeds further.
- 15.6 The Chairperson must when ruling upon a point of order state the provision of this Protocol or other legislation, rule, custom or practice upon which he or she is basing the ruling.

**16. Points of Clarification**

- 16.1 A Councillor may raise a point of clarification with the Chairperson, where a Councillor is unclear about the meaning of a comment or detailed response provided by a Councillor or Council Officer during a Council meeting.
- 16.2 Where a Councillor is deemed by the Chairperson to be intentionally mischievous and/or disruptive to the meeting by calling for frivolous points of clarification, the Councillor may be called to order and refused any further requests by the Chairperson.

**17. Voting**

- 17.1 Voting must take place by a show of hands.
- 17.2 Minutes of meetings need not record such votes (unless provision 17.3 applies), however a Councillor may ask that his or her name be recorded in the minutes as having voted in the negative, immediately after the Chairperson has put any motion to the vote and has announced the result of that vote.
- 17.3 Divisions
  - a) At any Meeting a division may be called by a Councillor immediately after the Chairperson has put any motion to the vote and has announced the result of that vote.
  - b) The calling of a division sets aside the result of the voting announced by the Chairperson.
  - c) When a division has been called, the Chairperson must:
    - i) ask Councillors voting in the affirmative to hold up their hands, and have the nominated officer announce the names of those Councillors;
    - ii) ask for those voting in the negative to hold up their hands, and have the nominated officer announce the names of those Councillors;
    - iii) announce the result of the vote.
  - d) The names of Councillors voting in the affirmative and in the negative must be recorded in the minutes of the Meeting.
  - e) No Councillor is prevented from changing his or her original vote on the division, and the voting by division will determine whether the motion is carried or is lost.
  - f) The Chairperson must announce the result of the vote immediately after the division is taken.



**17.4 Casting Vote**

- a) If the number of votes in favour of the question is half the number of Councillors or members of the special committee present at the Meeting at the time the vote is taken, the Chairperson has a second vote.
- b) The casting vote cannot be exercised in the circumstance of electing a Mayor, or appointing a Chairperson for a special committee.
- c) The Chairperson must announce the use of a casting vote and the result of the vote.
- d) The Chairperson may adjourn a meeting to consider how his or her casting vote will be cast.

**18. Chairperson's Ruling**

- 18.1 Where this Protocol does not provide a procedure for a Meeting, the Chairperson shall decide the procedure to be followed.
- 18.2 When the Chairperson makes a ruling during a Meeting, any motion dissenting from the Chairperson's ruling must be moved immediately.
- 18.3 The Chairperson is not required to stand down during the debate and voting on a dissent motion.
- 18.4 The Chairperson is bound by the result of the motion of dissent.
- 18.5 The defeat of the Chairperson's ruling is not a vote of no-confidence in the Chairperson.

**19. General Conduct at Meetings & Mode of Address**

- 19.1 A Councillor or any other person who addresses a Meeting must do so in a courteous manner.
- 19.2 A Councillor must not at a Meeting make any defamatory, indecent, abusive, offensive or disorderly statement or comment.
- 19.3 If such a statement or comment is made, the Chairperson may require the Councillor to withdraw it and the Councillor concerned must immediately and unreservedly do so.
- 19.4 Visitors at a Meeting must not interject or take part in the debate.
- 19.5 The gallery must preserve silence at all times during a Meeting.
- 19.6 If any visitor is called to order by the Chairperson for any improper or disorderly conduct on more than one occasion during the Meeting, the Chairperson may order him or her to leave the Meeting room or building.
- 19.7 The Chairperson may adjourn a disorderly Meeting.

**20. Suspension of Standing Orders**

- 20.1 Any provision of this Protocol except that relating to a quorum may by resolution be suspended for any part of a Meeting.
- 20.2 No motion, except one that proposes the resumption of standing orders, may be accepted by the Chairperson during such suspension.

**21. Public Question Time**

- 21.1 Question time will take place during the Meeting as provided for in the agenda.
- 21.2 Questions in writing in the form prescribed by the CEO will be accepted up to noon on the day of the Meeting.
- 21.3 Persons submitting questions must be present in the public gallery and must identify themselves by stating their name and address.
- 21.4 The Chairperson shall decide who will answer each question.

**22. Petitions & Joint Letters**

- 22.1 Petitions and joint letters presented to Council must be in writing and contain the 'prayer' or request of the petitioners or signatories.
- 22.2 Petitions and joint letters must be signed by the persons whose names are appended to it and include their address.
- 22.3 Any signature appearing on a page, which does not bear the text of the whole of the petition or request, may not be considered by Council.
- 22.4 Electronic petitions or joint letters must comply with sub-clauses as stated above and include the name and e-mail address of each petitioner (this functions as the 'signature' of a petitioner);
- 22.5 Under the Planning and Environment Act 1987 (s.57) any person who may be affected by the grant of a planning permit, has the right to make submission (or objection). As such any Petition or Joint Letter relating to a planning application will be treated in accordance with this Act, and need not be tabled at a meeting.

## Schedule 1

The responsibilities of the CEO under this Protocol are to ensure that –

1. Notice of the date, time and place of Meetings (including adjourned Meetings) is given to the public.
2. Content, format and presentation of and order of items on:
  - a) Ordinary Meeting agendas must include:
    - Opening
    - Apologies
    - Confirmation of Minutes
    - Declarations of Conflict of Interest
    - Presentations
    - Petitions and Joint Letters
    - Public Question Time
    - Reports by Mayor and Councillors
    - Notices of Motion
    - Council Reports
    - Urgent Business
    - Confidential Reports
    - Closure
  - b) Special Meeting agendas will only include:
    - Opening
    - Apologies
    - Declarations of Conflict of Interest
    - Council Reports (as advertised).
    - Closure
  - c) Special Committee Meeting agendas will include matters as resolved by Council.
3. An agenda is prepared and given to Councillors at least 48 hours before a Meeting.
4. The minutes of each Meeting are kept.
5. A copy of the minutes is given to Councillors at least 48 hours prior to the Meeting at which those minutes are to be confirmed.
6. Meetings are conducted in conformity with the Act and this Protocol.

<b>POLICY TITLE</b>	<b>Right of Way Access for Abutting Development Proposals</b>
<b>POLICY TYPE</b>	<b>Council</b>
<b>GROUP</b>	<b>Technical Services</b>

## 1. Background

Right of Ways (ROWs) are commonly known as a 'laneway', being the area of land between property boundaries that provides a legal right to pass along the area of land, which usually connects to a road.

Within Moonee Valley, Right of Ways (ROWs) cover an area of 227,000 square metres and have a combined length of 68km. Three-quarters of the ROWs are maintained by Moonee Valley City Council (MVCC) and are constructed of concrete, asphalt or bluestone. The remaining quarter are unconstructed and are not maintained by MVCC.

ROWs were often originally planned to accommodate drainage and some utilities for adjoining properties. Generally ROWs provide an overland drainage function and can sometimes be subject to flooding.

In recent years, MVCC has experienced an increased number of planning applications that propose vehicular access to developments via ROWs. Developments with access abutting ROWs provide the opportunity for intensification of urban land and infill development within MVCC.

The majority of ROWs within the municipality are narrow (single traffic lane) and require consideration specific to their constrained conditions. This policy has been developed to provide strategic guidance for developments abutting laneways.

## 2. Purpose

As stated in the Council Plan (2013-2017), Moonee Valley has the strategic objective to ensure there is clear direction of growth and proactive management of development in the city. Accordingly, MVCC is committed to ensure development adjacent to ROWs is designed and managed in accordance with the standards required by Council, for the benefit of the local community and to facilitate appropriate development.

The purpose of this policy is to provide clear guidelines for developments abutting ROWs within the municipality and is intended for use by Council officers, utilities, private developers and residents.

The policy provides measures to reduce the likelihood of damage to the ROW and to support their role and function for all ROW users. By providing these guidelines, Council is providing clear expectations to the developer and residents applying for works abutting ROWs.



### 3. Scope

This policy applies to the whole municipality in regard to residential and commercial developments seeking access via ROWs.

This policy extends to all development applications seeking access via ROWs, and will be applied by Council officers assessing development applications. In particular, Council's City Planning, Statutory Planning, Technical Services and Infrastructure Services departments involved in the planning and assessment of developments and projects.

### 4. Definitions

Right-of-Way: commonly referred to as a 'laneway', being the area of land between property boundaries that provides a legal right to pass along the area of land, which usually connects to a road. Ownership of a right-of-way may be with Council, adjacent property owners, or, a third party, and, may be identified on the Certificate(s) of Title or implied.

Constructed road surface treatment conditions:

Brand new:	A new road or road recently rehabilitated back to new condition
Excellent:	A road in excellent overall condition however is not new; the road is providing its intended level of service.
Good:	A road in good overall condition with some possible early stages of slight deterioration evident that is minor in nature and causing no serviceability issues. No indicators of any future obsolescence and providing a good level of service
Fair:	A road in fair overall condition with some deterioration evident that may be slight or minor in nature and causing some serviceability issues. Providing an adequate level of service with no signs of immediate or short term obsolescence.
Poor:	A road in poor overall condition moderate to high deterioration evident. Substantial maintenance required to keep the asset serviceable. Will need to be renewed, upgraded or disposed in near future.
Very poor:	A road in extremely poor condition or obsolete. The asset no longer provides an adequate level of service and/or immediate remedial action required to keep the asset in service in the near future.

### 5. Responsibility

#### Statutory Planning

- Implementation and enforcement of policy for all relevant planning applications that about ROWs.

#### Technical Services

- Assessing and determining engineering permit conditions
- Standard drawing designs

- Drainage upgrades
- Assessing works associated with developments
- Asset management

**Infrastructure Services**

- Maintenance of constructed ROWs
- Construction of new ROW's

**Operations Delivery**

- Waste collection
- Cleaning

**Building, Health and Property Services**

- Technical Permits
- Inspections
- Asset Protection

## 6. Legislation

This policy has been developed with consideration to the following legislations and guidelines:

- Road Management Act 2004
- Local Government Act 1989
- Planning and Environment Act 1987
- Building Act 1993
- Geographic Place Names Act 2010
- Valuation of Land Amendment Act 2009
- Victorian Building Regulations
- Moonee Valley Planning Scheme
- Metropolitan Fire Brigades Act 1958
- Emergency Management Act 1986
- Subdivision Act 1988
- Transfer of Land Act 1958
- Disability Discrimination Act 1992

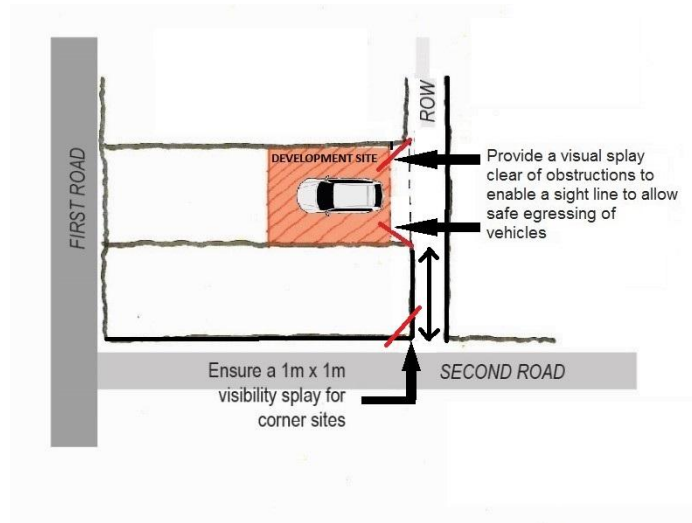
## 7. Policy

### 7.1 Traffic Management and Access

For all developments seeking to gain vehicular access to a property via a ROW, access for the needs of vehicles, emergency services, pedestrians and cyclists must be considered. The following shall be provided, to the satisfaction of Council:

- The scale of the development must not adversely affect the existing, or planned nature of the ROW through overdevelopment, or traffic generation that will be detrimental to the operation or safety of the ROW.
- Provide sufficient reversing and manoeuvring area for vehicular access (as per Australian Standards AS/NZS 2890).

- Provide a visual splay clear of obstructions to enable a sight line to allow safe egressing of vehicles.
- Provide corner splays of 1.0m x 1.0m for corner lots abutting ROW.



*Diagram 1: Visual splays to be provided*

#### 7.1.1 Width

- The width of the ROW must be minimum width of 3.0m and suitable to service access to the new development intended use, without compromising the continuation of existing operations.
- Before a permit can be granted, applicants must provide swept path diagrams demonstrating sufficient space for vehicles to enter and exit the property in a forward direction in a safe and efficient manner, including refuse/service vehicles where applicable.

#### 7.1.2 Capacity

As described in Clause 56.06-8 Standard C21 of the Moonee Valley Planning Scheme, the capacity for an access lane (ROW) is 300 vehicles per day (with 30 vehicles in the peak hour), where the access lane provides two way traffic (i.e. 5.5 m width). A single lane right of way can easily accommodate 30 vehicles per hour, and this is not considered likely to cause adverse effect for the operation of a ROW.

Developers are to provide a traffic assessment of the ROW where the cumulative effect of the development is likely to result in a peak hour traffic movement generation of 30 vehicles or more.

The cumulative traffic generation along a ROW is to be calculated based on traffic generated by:

- Existing ROW users;
- Any other planning applications lodged/approved along the ROW; and
- The proposed development.

Traffic Assessments must take into consideration the width of the ROW, and opportunities for passing areas in the assessment of satisfactory access.

### 7.1.3 Setbacks and Widening

Where existing ROW is less than 5.5m wide the application must include:

- A widening of the ROW along the entire property length to accommodate a total ROW width along the property boundary of 5.5m. (i.e. for a 3.0m ROW the development must vest a depth of 2.5m from the interfacing boundary to result in widening of the ROW to a total width of 5.5m).
- The widened section of land is to be marked as R1 and vested to Council during subdivision approval stage.
- The area must not be used for car parking, but will be able to be used for passing on the ROW.
- The area must maintain a surface level consistent with that of the existing ROW.

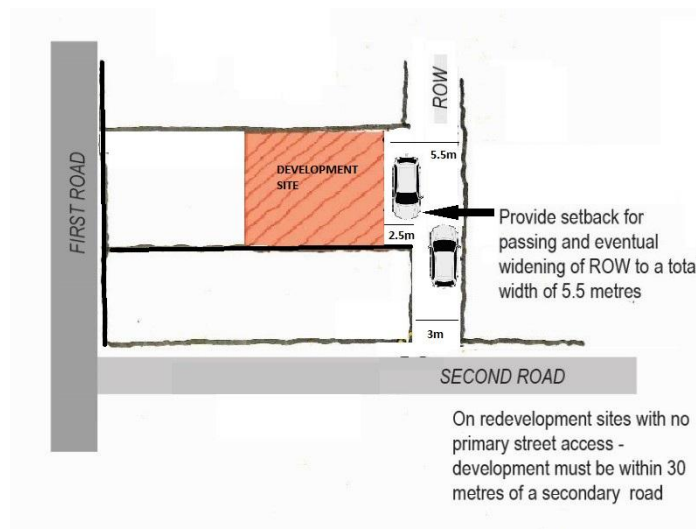


Diagram 2: Setback for passing resulting in total width of 5.5m

### 7.1.4 Pedestrian Considerations

Pedestrian considerations relate to safety (both limited passive surveillance and interaction with vehicles) and comfortable passage.

For pedestrians, access directly from the property to the street is preferred. Where direct street access for pedestrians cannot be achieved:

- Applications will only be considered for properties within 30 m of the nearest street.
- To ensure that passive surveillance from the street can be achieved for pedestrians walking along the ROW, only straight ROWs that do not have 'blind-spot'



opportunities (i.e. a direct line of sight through the entire ROW) will be considered suitable for primary pedestrian access.

- The surface of the ROW must be DDA compliant from the property access to the closest street footpath. Where the ROW is not in a DDA compliant condition and there is no primary pedestrian access to the street, upgrading of the ROW is required to enable a smooth, sealed and suitably drained surface from the portion of the ROW abutting the development to the closest trafficable street. As the Planning Scheme requires satisfactory access to the road network, this will be at the cost of the developer.

### 7.1.5 Parking

- Parking of vehicles on a ROW must not obstruct the passage of vehicles or pedestrians using the ROW at any time.
- Where a ROW has a width that accommodates passing area and car parking, the parking must be arranged so that the through lanes are located at the centre of the ROW and do not impact the comfortable access of properties on either side of the ROW. Refer to Diagram 3.

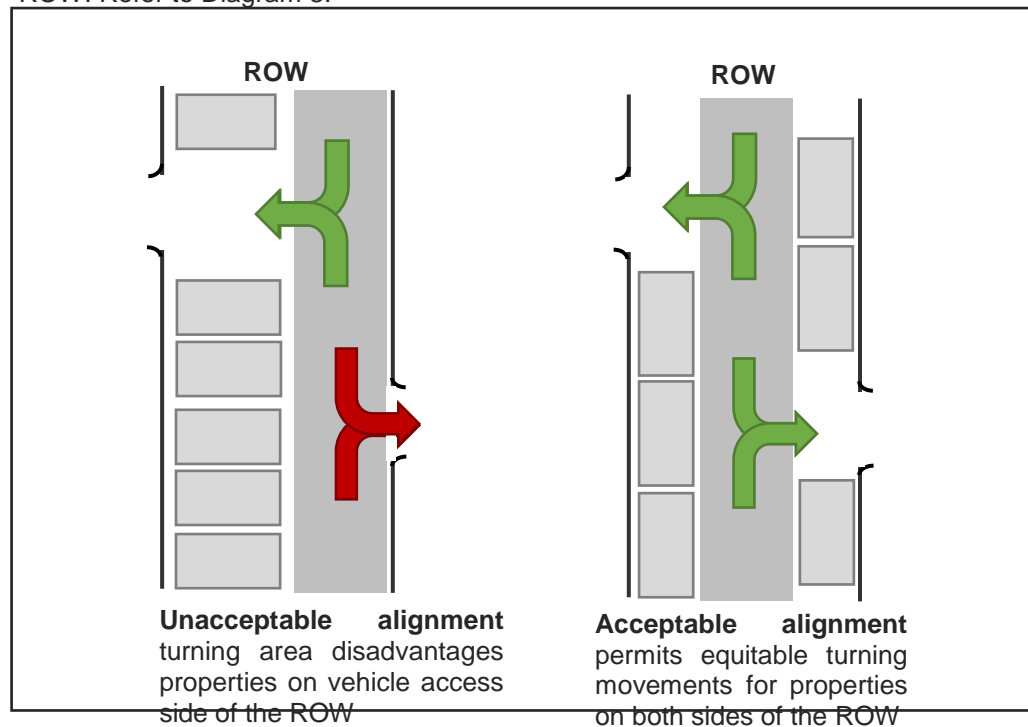


Diagram 3: Right of Way parking arrangements

### 7.1.6 Construction Management Plans

- A Construction Management Plan will be required for development sites abutting ROWs, to ensure that access is not adversely effected during construction and the condition of the ROW is preserved.

- Must be in accordance with MVCC Construction Management Plan Guidelines.
- Generally heavy construction vehicles are not permitted to use ROWs.
- Parking of vehicles during construction must not obstruct the passage of vehicles or pedestrians using the ROW. All proposed access and parking arrangements during construction must be detailed in the Construction Management Plan.

## **7.2 ROW Surface**

The planning scheme requires developments have satisfactory access to the road network. Accordingly, any works required to bring the ROW surface to a suitable standard will be at the cost of the developer and to the satisfaction of the Council. This section addresses the potential requirement for construction and drainage of a ROW for developments that have primary pedestrian access direct to the street, and vehicle access via a ROW.

### **7.2.1 Unconstructed ROW surface**

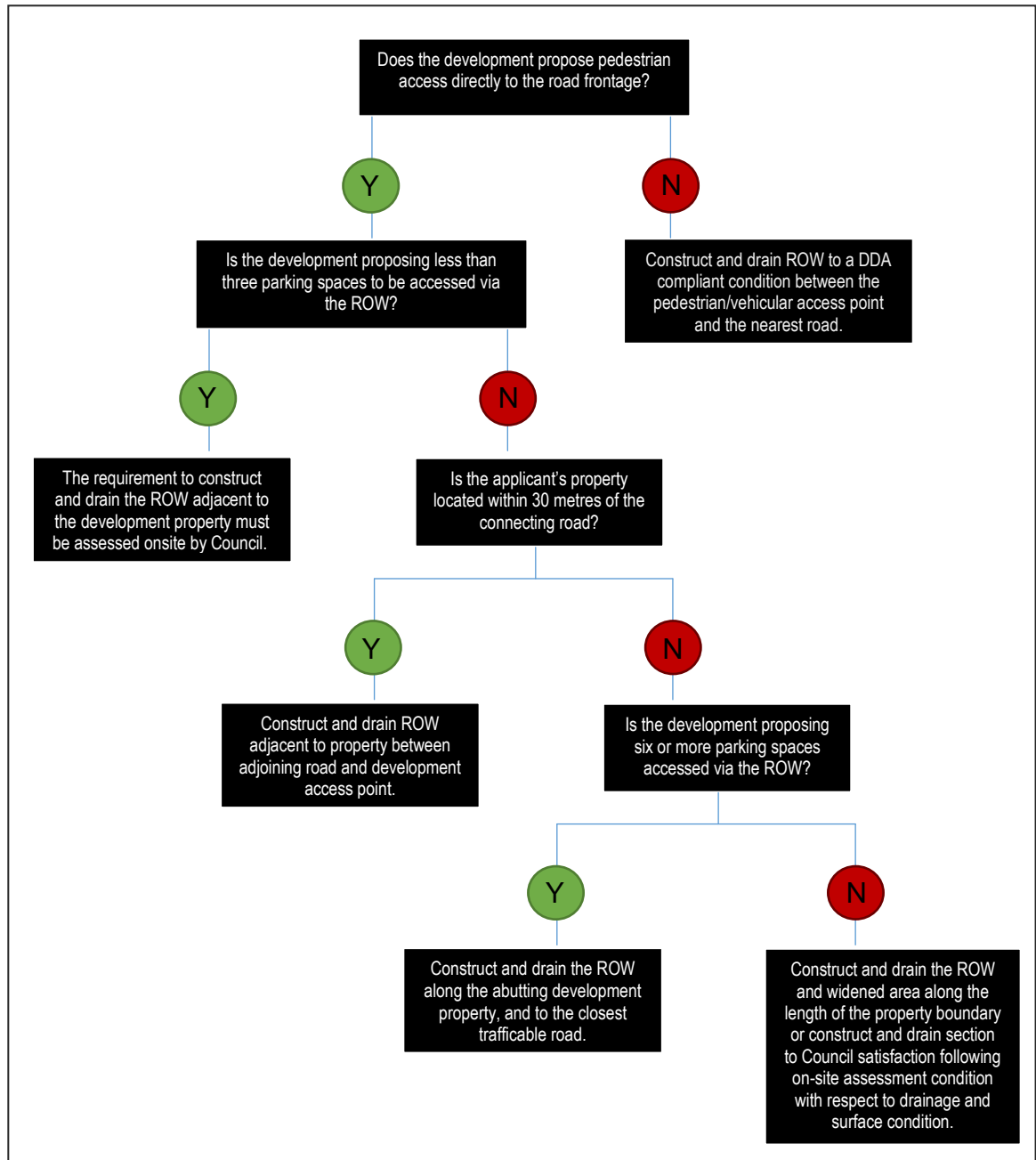
Where the ROW is not constructed and not currently maintained by Council, the following considerations must be assessed onsite by Council to determine the suitability of increased traffic movements:

- The trafficable condition of the unconstructed surface in terms of dust and noise (from rutting & loose gravel); and
- Drainage.

If the Council officers determine the condition of the unconstructed ROW is not suitable for additional traffic, they may request the ROW be constructed and drained from the road to the end of the applicant's development property boundary either fully or in part.

The following flowchart provides guidance on required upgrade works to support development.

Flowchart for Requirement to Construct Unconstructed ROWs



### 7.2.2 Constructed ROW Surface

For ROWs that are constructed and maintained by Council, the condition of the ROW will be taken into consideration regarding the appropriateness of development applications. Council officers will determine the suitability of increased traffic movements based on the trafficable condition of the road and drainage.

- Where the ROW is assessed by Council to be 'fair' or 'poor' condition: Council officers are to determine the required extent of amelioration works to enable a smooth sealed and drained standard along the portion of the ROW abutting the development property, and to the closest trafficable road.
- Where the ROW is assessed by Council to be generally in good condition, but may have some poor surface sections between property and closest road: Repair poor sections in same material to the satisfaction of Council.
- To maintain existing character, the preference for reconstructing ROWs is either to replace existing (for ROWs currently concreted or paved in bluestone pitchers), or if an alternative treatment is proposed, approval is required by Council's City Planning Team to ensure an acceptable replacement treatment.
- Where the development significantly changes the use of the ROW, whereby higher levels of heavy vehicles (i.e. waste collection or loading/unloading of goods) will traverse the ROW, in addition to an assessment for the existing condition, Council must take into consideration the impact of the higher demands on the existing asset and whether the proposed development will shorten the expected lifespan. If so, Council may require reconstruction works to accommodate the additional loads expected on the ROW due to construction and operation of the proposed development.

### 7.3 Surface Type & Heritage Preservation

Bluestone pitchers are an important part of the historic fabric of Moonee Valley and enhance the appreciation of the areas and the buildings. These bluestone elements are to be preserved and maintained to prevent deterioration wherever possible. Where bluestone surface, kerb and/or channels are present in the ROW and reconstruction is required, the following principles should be followed:

- In Heritage Overlay areas: Where required, the renewal of bluestone ROW shall be re-constructed in bluestone at the cost of the developer.
- For ROWs located adjacent to or proximate to heritage areas: A review of the specifics of the Overlay is required in consultation with Council's City Planning Team to determine if the ROW contributes to the significance of these areas. If deemed appropriate by Council, the ROW shall be re-constructed to the satisfaction of the Council at the cost of the developer.
- For developments not located in (or proximate to) a Heritage Overlay area: it may be desirable to retain the bluestone pitched surface or elements thereof (i.e. bluestone invert channel). Consultation with Council's City Planning Team is required to determine the most appropriate treatment for reconstruction.



ITEM 9.12 - APPENDIX A

- If a new access point is created along a bluestone ROW, the new kerb and channel must adhere to Moonee Valley's Engineering Services Special Bluestone Residential Vehicular Crossing detail.
- Where the ROW will provide primary pedestrian access, the ROW must be re-constructed in a DDA compliant manner (i.e. sawn bluestone) that takes into consideration the smoothness required for walking, cycling, delivery of waste bins to the street, as well as postal and emergency services.

#### 7.4 Utility Services Provision

- Applicants will be responsible for all costs associated with the provision of water, gas, electricity and communications utilities to the development. Any works required to dig up the ROW surface treatment must be reinstated to Council satisfaction.
- Where possible, all essential services (power, water, sewer, storm water, gas and telecom) should be provided in the street and not the ROW.

#### 7.5 Lighting

- Where lighting is considered within a ROW, this must be done in accordance with the Moonee Valley Public Lighting Guidelines 2016.

#### 7.6 Fire Access and Emergency Services

- Proposed developments must comply with the requirements set out in the 'Planning Guidelines for Emergency Vehicle Access and Minimum Water Supplies within the Metropolitan Fire District' (8 October 2014) and to the satisfaction of the Melbourne Metropolitan Fire Brigade as follows:

*In the event that sole access to a property be provided along a ROW less than 3.5m in width, which does not permit the access of a fire appliance, then no developments will be permitted where the distance is greater than 70m to the allotment centroid with a fire hydrant provided within 20m of the start of the narrow road.*

- The smooth passage for ambulances will be taken into consideration when assessing the suitability of the existing surface of ROW access to developments.

#### 7.7 Loading and Waste Collection

- As part of the approval for any development abutting a ROW, a waste management plan shall be provided to the satisfaction of Council.
- Waste service for properties that front a ROW either take place with bins located at the closest adjacent road, or for larger developments via on-site private waste collection services.
- Where waste service for properties seek to wheel bins to the closest adjacent road; the smooth passage for bins will be taken into consideration when assessing the suitability of the existing surface of ROW access to developments.

- Loading and/or waste collection vehicles are not permitted to obstruct passage of other vehicles on the ROW whilst carrying out their respective services.
- See also Section 7.2.2

## 7.8 Address and Naming ROWs

- Each dwelling and commercial development must have an appropriate address for services such as Police, Ambulance, SES, Fire Brigade, and where required, Australia Post.
- Naming and numbering of ROWs will be considered when a property cannot be numbered to an existing road. The naming of a ROW shall be carried out in accordance with the Moonee Valley Place Naming Policy (2010).

## 7.9 Road Discontinuance and Sale of Land

- Where an applicant is seeking a ROW discontinued, and where Council resolves that land within a ROW is no longer reasonably required for public use, and is deemed surplus to Council requirements, road discontinuance and sale of land shall be carried out in accordance with the Moonee Valley Road Discontinuance and Sale of Land Policy (2013).

## 8. Consultation

In developing this policy the following departments were consulted:

- Technical Services
- Statutory Planning
- City Planning
- Building, Health and Property Services
- Infrastructure Services
- Operations Delivery
- Governance

## 9. Related Documents

### Essential

Moonee Valley Typical Road Construction Drawings:

<http://www.mvcc.vic.gov.au/about-the-council/footpaths-roads-and-drains/standard-drawings.aspx>

Vehicle Crossing Location Approval application form:

<http://www.mvcc.vic.gov.au/~media/Files/Engineering%20Services/2015%2016%20Forms/VEHICLE%20CROSSING%20LOCATION%201516.pdf>

Moonee Valley Subdivision Planning guide and checklist

<http://www.mvcc.vic.gov.au/~media/Files/Statutory%20Planning/2014%20Fact%20sheets%20and%20forms%20updated%20with%20VicSmart/Subdivision.PDF>

**General**

There are a numerous Council strategies and policies that influence decision making for ROW, these include:

- Moonee Valley Planning Scheme
- Moonee Valley Council Plan, 2013
- Moonee Valley Road Management Plan, 2013
- Activity Centre Structure Plans
- Draft Moonee Valley Integrated Transport Strategy 2016
- Moonee Valley Parking Strategy 2015
- Walking and Cycling Strategy 2012
- Road Safety Plan 2016
- Municipal Parking Strategy 2016
- Diversity, Access and Equity Policy 2014
- VicRoads, 2001, Code Of Practice For The Placement Of Waste Bins On Roadsides
- Moonee Valley Place Naming Policy 2010
- Road Discontinuance and Sale of Land 2013
- Moonee Valley Public Lighting Guidelines 2016
- Construction Management Plan Guidelines (Draft 2016)

# Moonee Valley City Council

## Construction and Site Management Plan Guidelines



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## 1. WHAT IS A CONSTRUCTION & SITE MANAGEMENT PLAN?

A Construction & Site Management Plan (CSMP) is a condition of a planning permit. This condition is usually applied to large or difficult to build developments. CSMPs are necessary to ensure construction sites, including demolition and excavation, do not adversely affect health, safety, amenity, traffic or the environment in the surrounding area. It must also address broader obligations such as recycling, waste management and environmental initiatives. A CSMP must fully consider and address each stage of construction, including demolition, excavation and construction.

The objective of a CSMP is to plan ahead for each phase of construction, minimising the impacts on:

- Neighbours and nearby residents;
- Businesses and public venues (e.g. Melbourne Showgrounds and Flemington Racecourse)
- Users of public footpaths, roads, bike paths and reserves;
- Traffic flow within the surrounding street network;
- Public parking within the vicinity of the site;
- The environment and local waterways; and;
- Trees on and surrounding a development site.

Council requires the Responsible Builder (or developer) to prepare a CSMP identifying, in detail, how it proposes to address and manage the following matters in relation to the phases of construction:

- Construction hours;
- Noise and vibration associated with machinery (excavators, cranes, heavy vehicles, staging of construction related vehicles);
- Noise associated with voices/workers/radios;
- Air and dust management and controls;
- Stormwater and sediment management and controls, including the management of footpaths and roads to keep them clear of mud and site debris;
- Public protection and site security, lighting, temporary fencing, scaffolding, hoarding and gantry, including the consideration of Council permits that may be required;
- Traffic Management Plans addressing different construction activities, including lane and road closures, footpath closures and identifying proposed loading bay, work zone areas (works) or construction zones (parking);

- Traffic Management Plans that may require permits or Memorandum of Authorisation (MoA) from VicRoads, the National Heavy Vehicle Regulator and Public Transport Victoria (PTV).
- The impact of heavy vehicle movements to and from development sites and identification of a construction vehicles route;
- Management of construction related vehicles parking on existing road networks;
- Managing the damage of Council assets such as roads, laneways, footpaths, road reserves;
- Hazardous waste identification and removal (e.g. Asbestos Removal Plan and Monitoring);
- Waste and Material Reuse Management; onsite building waste, rubbish and debris, unsightly sites, toilets and building waste on public land (road reserves, footpaths, laneways);

## 2. WHAT TRIGGERS A CONSTRUCTION & SITE MANAGEMENT PLAN?

As a part of a planning permit, a Construction Management Plan may be required to address potential amenity disturbance issues during construction when one or more of the following apply:

- The value of the development exceeds more than \$5M
- The number of proposed dwellings or accommodation equals 20 or more;
- A basement is proposed requiring substantial site excavation;
- A building is four (4) or more storeys above ground level or is associated with an institutional use;
- The construction site abuts a major arterial road or Right of Way (RoW);
- Sensitive interfaces are in close proximity to a site for example, a school, public reserve, hospital, public transport interchanges, community facility or numerous other construction sites.

These criteria are not exclusive and Council Officers reserve the right to exercise discretion when determining if and when the requirement for a CSMP is applied to planning permits. The requirement to prepare and submit a CSMP to Council for approval will be included as a condition of a planning permit.

Where a CSMP is required, it must be submitted at least 30 days before any construction activity or works commence to the satisfaction of Council and approved by the Responsible Authority prior to works commencing.

Before construction commences, the responsible builder or developer must contact the Moonee Valley City Council's Technical Permits Team regarding, vehicular crossings, asset protection, and road consent/occupancy permits.



### **3. HOW SHOULD THE CONSTRUCTION & SITE MANAGEMENT PLAN GUIDELINES BE USED?**

The Construction & Site Management Plan Guidelines are to be used in conjunction with the Construction & Site Management Plan Template and will assist in the preparation of a satisfactory CSMP.

A permit holder (responsible builder or developer) should first check the planning permit to determine whether it has a condition or conditions which require a CSMP to be prepared and submitted to the Council for approval.

All CSMPs are required to address public safety and amenity as well as operating hours, noise, air and dust management, stormwater and sediment control and management, waste management and storage, road and footpath occupation permits and traffic and parking management.

It is advised that all builders and developers who intend to undertake work in the City of Moonee Valley consult with various stakeholders, neighbours and affected property owners as part of the planning permit process. In addition, it is advised that additional consultation before and during the construction period is carried out to ensure local residents and stakeholders are informed of the type and nature of works and measures to be undertaken to address potential impacts on the local area.

Successful methods of consultation should include the production and distribution of project updates and newsletters. A proactive approach is beneficial in ensuring potentially affected parties are kept informed of upcoming activities and are aware of potential impacts this will have on local amenity. It gives the community a sense of cooperation and understanding with the project(s) as well as limiting complaints.

***Please note, where the Moonee Valley City Council CSMP Template is not used to develop a CSMP, CSMP submissions must address all matters for consideration to Council's satisfaction or it will not be endorsed and potentially delay the commencement date of construction.***

***Where construction commences without an endorsed CSMP in place, significant Penalty Infringement Notices (PIN) will apply and works will be ordered to cease.***

## 4. OVERVIEW

### 4.1 General Public Safety and Amenity

Public safety and the protection of amenity are paramount to ensure that the neighbours, the broader public and various stakeholders are protected from activities associated with the phases of construction. The responsible builder is required to consider strategies to provide a safe and secure job site and ensure that public safety and amenity is suitably maintained.

Basic principles, such as development sites being kept neat and tidy should be adhered to at all times. Consultation should be undertaken with the relevant stakeholders to determine what (if any) impact will occur in relation to matters such as rubbish/waste collection services and safe vehicle movements to and from the site and in and around the surrounding street network.

The following permits may be applicable to building sites for which a CSMP has been required and the standard template in conjunction with these guidelines provides guidance for the level of information that is to be provided.

In some instances further consents are required to be obtained as follows:

- Permit to erect a gantry, overhead protective awning over the road or footpath;
- Permit to erect a hoarding (where it occupies Council space outside of a building site whilst construction work is undertaken);
- Permit for a vehicular crossing (permanent or temporary);
- Permit to occupy space on road or footpath;
- Permit for a loading zone, works zone (works) or construction zone (parking);
- Permit for a road closure;
- Permit to use a mobile crane, travel tower or lift on or above a road; and
- Permit for legal point(s) of storm water discharge.

## **5. PREPARING A CONSTRUCTION & SITE MANAGEMENT PLAN**

The matters discussed in the following sections should be considered in the preparation of a CSMP. Using Council's CSMP Template will assist in preparing a satisfactory CSMP. The Template identifies circumstances where additional permits or approvals from Council prior to certain activities being undertaken are required. Where this is the case, a simple 'tick' and signature is required to demonstrate understanding and commitment to ensuring that all necessary permissions are duly obtained.

A CSMP should begin with contact details including a 24 hour contact name and phone number. The key contact details must be erected on the perimeter of the building site (i.e. attached to the building, fence or hoarding) and the signage should generally indicate the following information:

### **Project details**

- Company Operational Details
- Directors Name
- Company Name
- Company Business Address
- Company Contact Number

### **Contact details of person responsible for compliance with CSMP**

- Name
- Contact Number
- After Hours Contact Number

### **Contact person in control of site**

- Name
- Contact Number
- After Hours Contact Number

## 6. MATTERS TO BE CONSIDERED

### 6.1 Noise

Noise is sound that is loud, unpleasant or causes a disturbance. Noise is not the same for all people, sounds that are acceptable to some people may not be tolerated by others. Noise can have a significant impact on the health and wellbeing of people, and is linked to hearing damage, stress, sleep disturbance, reduced work performance and general poor health.

Community consultation is an essential part of managing noise from a construction project. Builders/contractors should aim to establish good working relationships with community stakeholders such as nearby residents and businesses give and receive feedback on construction activity and performance during a project. Discuss the community's concerns and be proactive in complaint resolution.

Methods of notification for noisy works and ongoing communication about project progress can include:

- letterbox drops
- meetings
- individual contact
- a website (for larger projects tier 1 construction sites)
- a regular newsletter with site news, project planning, or
- direct emails to all stakeholders.

In some areas, provision of multilingual notification may be required.

### 6.2 Noise and operating hours at CSMP building sites

Unless permitted under a planning permit the owner, builder or any person engaged in any construction or demolition work on a building site must ensure that;

(a) Any noise emanating from the building site is inaudible in a habitable room in any residential premises, regardless of whether any door or window giving access to that room is open during the following times:

- Monday to Friday before 7am and after 6pm.
- Saturday before 9am and after 1pm.
- Any time on Sunday or Public Holidays.

(b) All vehicular movements to and from the site are made only during the hours of 7am to 6pm Monday to Friday and 9am to 1pm Saturday.



(c) Noise from construction or demolition work may occur outside of these times only where allowed by a permit issued under the City of Moonee Valley *General Purposes Local Law 2008* (Local Law) Section 71. Part (C).

Non-compliance can result in a Penalty Infringement Notice (PIN) being issued under the *Planning & Environment Act 1987* or on-the-spot fine under Council's Local Laws.

Requests for an Out of Hours permit must be made to the Statutory Planning Department, Planning Enforcement Team at least ten (10) days prior to the relevant activity intended to be carried out. Council will request the builder or developer to notify affected persons at least seven (7) days prior to the activity.

The Planning Enforcement Team can be contacted on 03 9243 8789.

### 6.3 Noise and Vibration Management Plan

A Noise and Vibration Management Plan (NVMP) may be required as a component of a CSMP. An NVMP:

- identifies works that have the potential for noise or vibration impacts
- identifies noise-sensitive sites in the locality
- examines work practices and assesses means to reduce noise
- outlines communication and community consultation commitments for a project
- may contain acoustic assessment and the advice of an acoustic consultant
- embeds a formal commitment to manage noise as part of a CSMP.

The level of detail expected in an NVMP will depend mainly on the scale, duration, hours and type of works employed in a project.

An NVMP may only require community notification and work scheduling. However, medium to high impact projects may also require assessment of individual work practices while high impact projects will generally require input from an acoustic consultant as part of project planning and often during project delivery.

As part of a CSMP, an NVMP may be requested in the following circumstances:

- by Council's Statutory Planning department or by the responsible authority under the planning scheme when assessing a planning application
- where Council identifies works that have the potential to substantially interfere with community amenity, or
- in response to a noise complaint received when works begin.

Where an NVMP is required by Council, please attach to the CSMP, otherwise complete the Noise and Vibration section of CSMP Template detailing the types of noise and equipment that will be used and the measures that will be implemented to control the noise.

## 6.4 Dust Management and Control

It is critical that air quality (airborne dust and pollutants) in and around a construction site is suitably maintained at acceptable levels throughout the demolition, excavation and construction period.

For demolition or sites requiring bulk excavations or grading, or where stockpiling of soil is necessary, details of any equipment and activities that may cause excessive dust or otherwise affect air quality must be provided. Dust suppression techniques/equipment such as watering, providing covers or other mitigation techniques, will be required depending upon the following:

- Weather and wind conditions;
- Exposure/proximity to the public and surrounding buildings; and
- Proximity to air intake vents on adjacent buildings. Intake from these vents must be prevented through the installation of adequate filters or other approved measures.

Best practice is to ensure that there is minimum dumping of loose materials on a site. If dumping of loose material is unavoidable, the builder or developer must provide details for the methods of preventing dust and other airborne matter impacting on the surrounding area. These measures should also be effective when the site is unattended.

Details on the method and frequency of watering down driveways and trucks (with consideration to water efficiency) must be provided to demonstrate the minimisation of airborne dust arising from trucks and other vehicles entering and leaving the site as well as operating within the subject site.

Perimeter mesh fencing must be designed to minimise the impact of dust on the public and adjacent areas.

Materials can only be cut in designated areas set away from boundaries and public areas, with adequate dust (and noise) suppression. Where cutting needs to occur in situ, localised dust suppression measures such as vacuums and/or temporary enclosures are to be used.

In addition to outlining dust control measures, keep the neighbours informed prior to undertaking any work so they have the opportunity to close windows and doors, remove washing from clothes lines and stay indoors during the operation. Where possible, demolition and excavation work should cease on a windy day. If necessary, keep the area wet while working to reduce the release of dust.

## 6.5. Stormwater and Sediment Control

Specify the location of site entries and traffic paths to, and from the site. The vehicle entry to the site must be stabilised with crushed rock, bitumen or similar. Rumble grids and wash-down bays should be installed to remove and collect mud from the wheels of trucks leaving the site. Rumble grids must be cleaned daily with consideration given to water saving measures including recycling as well as the retention of sediment onsite. Water run-off from cleaning the grid must be filtered prior to entering the drainage system.

Rainwater run-off must be controlled to prevent sediment from a construction site draining into the stormwater system, onto roads, tram tracks or onto neighbouring sites. Downpipes must be connected as soon as a roof is installed on the site. Sediment filters such as straw bales filters, gravel surface barriers, sandbags, pit baskets or geo-textile mesh screens at runoff points should be used.

The proposed storage locations for loose materials such as soil, sand and gravel must be specified and details of precautions to prevent displacement detailed.

Sediment traps or filters must be placed around any drain affected by construction works to prevent sediment entering the stormwater system. Sediment controls are often moved during construction works and should be checked daily to ensure they are put back in place properly.

Waste material, including liquid wastes such as paint, concrete slurries and chemicals must not be discharged into a stormwater drain. Facilities to enable paint brushes, rollers and spray equipment to be cleaned without any discharge of by-product into the stormwater system must be detailed in the CSMP.

Wherever possible, natural vegetation must be retained to absorb water flows and to minimise dust. Re-vegetation should occur as soon as possible after the completion of works.



## 6.6 Managing Hazardous or Dangerous Material

Examples of hazardous substances include poisons, substances that cause burns or skin and eye irritation, and substances that may cause cancer. Many hazardous substances are also classified as dangerous goods. See [www.safeworkaustralia.gov.au](http://www.safeworkaustralia.gov.au) for more information.

Dangerous goods are substances, mixtures or articles that, because of their physical, chemical (physicochemical) or acute toxicity properties, present an immediate hazard to people, property or the environment. Types of substances classified as dangerous goods include explosives, flammable liquids and gases, corrosives, chemically reactive or acutely (highly) toxic substances.

### Removal of Hazardous Material

Removal of hazardous or dangerous materials from the site must be in accordance with the requirements of the *Public Health & Wellbeing Act 2008* and *Environment Protection Act 1970* in consultation with Council's Building, Health and Property Services Department. State and Federal legislation including WorkSafe requirements must also be adhered to.

A planning permit condition may require a suitable environment investigation or an Environmental Audit or a statement by an Environmental Auditor that the site is suited to residential use. This may include measures to be undertaken to rectify site contamination.

### Asbestos

One of the more common enquiries arising in relation to all forms of construction and subsequent disruption and removal of materials concerns asbestos removal.

The identification and removal of asbestos is controlled through the *Occupational Health and Safety Act 2004*. WorkSafe Victoria administers the powers under this Act. Generally, asbestos removal must be done by a removalist licensed by WorkSafe or trained employees of a licensed removalist. The licence holder is usually required to notify WorkSafe in advance of any asbestos removal. Unlicensed removal of limited amounts of non-friable asbestos is permitted under certain circumstances. Further information is available at [www.worksafe.vic.gov.au](http://www.worksafe.vic.gov.au)

### Disposal of asbestos

Asbestos waste is only allowed to be disposed of at sites licensed by the Environment Protection Authority. License conditions require the asbestos waste to be handled and covered in a way that no asbestos dust is generated. In addition, a person must transport and dispose of asbestos material in accordance with the *Environment Protection Act 1970*.

### Demolition of building

A building permit is required to demolish a building. Prior to demolishing a building, a licensed asbestos removalist should inspect the building to determine whether asbestos is present in the building. If asbestos is present in the building then it must be removed and disposed of in accordance with this section.

### Enforcement of unsafe practices

Unsafe practices can be reported to WorkSafe Victoria by calling 1800 136 089 (toll free). For further information visit [www.workcover.vic.gov.au](http://www.workcover.vic.gov.au)

Non-compliance may also result in an on the spot fine and/or prosecution under Council's Local Laws. Similarly, under the *Public Health and Wellbeing Act 2008* it is an offence to cause a nuisance, which is, or liable to be, offensive or dangerous to health. Any asbestos work carried out without appropriate precautions may be considered a nuisance and may be investigated by the Council's Health Officers.

For general information regarding asbestos visit [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au) or phone 9243 8888.

For further information regarding the packaging, transport and removal of domestic asbestos waste contact the EPA on 9695 2722 or visit [www.epa.vic.gov.au](http://www.epa.vic.gov.au)

## **6.7 Protection of Council Assets (streets, footpaths, laneways and reserves)**

The majority of building works require materials to be moved to and from the property. Council has found that this has the potential to damage Council assets around the building site including footpaths, nature strips, kerb and channels, trees, signs, stormwater drainage facilities, laneways and the road pavement.

To ensure that Council assets are protected or repaired if damaged, Council requires that an Asset Protection Permit be obtained. The responsibility of protecting Council assets rests with the owner of the property.

The owner or occupier of any land in relation to which a building permit has been granted:

- Must give Council seven (7) working days' notice of the commencement of building or development works; and
- Must obtain a permit from Council prior to the commencement of the building or development works.

A Penalty Infringement Notice will be issued to the owner if building works commence without Council being notified of the works or if building works commence prior to the issue of an Asset Protection Permit. Council will assume that all public assets were satisfactory prior to the commencement of the building works and that any subsequent damage was caused by building works associated with your property.

An outline of the process is as follows:

### **Asset inspection**

The owner is required to report any damage to Council assets prior to beginning building works.

It is the owner's responsibility to inspect the area and report any damage on the Asset Protection Permit application.

Council assets include (but are not limited to):

- Footpaths
- Vehicle Crossing(s)
- Parking Bay(s)
- Stormwater Pits
- Trees planted in the nature strip
- Roads and/or laneways
- Kerb & channel

The owner can obtain an asset protection application form by visiting [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au)

A permit application is generated and sent to the owner shortly after the lodgement of the building permit with Council.

### **Payment of fee**

The Asset Protection Fee must be paid prior to commencement of any building work. The fee must be accompanied with a signed copy of the Asset Protection Permit Application Form. Fees can be paid by posting the application with completed credit card details (located on the back of the application form) or posting the application with a cheque made out to Moonee Valley City Council for the full amount or in person at Council's Citizens Service Centre at 9 Kellaway Avenue, Moonee Ponds.

### **Damaged assets**

If damage has occurred to Council assets and it is deemed that the damage is associated with your building activity, the extent of damage will be detailed and you will be notified in writing.

Damaged assets are to be repaired to Council satisfaction. There are two options for carrying out the repairs:

- Council can carry out repairs — you will be charged for the cost of construction.
- You may elect to carry out works by hiring a private contractor. The contractor must have public liability insurance to a minimum value of \$10,000,000. A Consent Permit under the *Road Management Act 2004* is also required to carry out any works in the road reserve.

### **Final Inspection**

Council will undertake a final inspection upon notification that the 'Final Inspection Certificate' has been issued by your building surveyor or upon advice that works have been completed.

### **Deferred or cancelled work**

Please advise Council of the likely commencement date if building works are not scheduled to begin immediately. Council should also be notified of cancellation of works. For more information or inquiries please call Council on 9243 8888 to speak to an Asset Protection Officer or visit [www.mvcc.vic.gov.au](http://www.mvcc.vic.gov.au)



## 6.8 Protection of the public before and during building work

Precautions must be taken before and during construction work to protect the safety of the public when required by the relevant building surveyor.

Precautions include the following:

- the design (including structural design) of the precautions over the street alignment
- hoardings, gantries, hoisting zones, site sheds, scaffolding, catch fans
- the erection, location design of any crane, hoist, lift or tackle on or above the footpath, road, street, laneway or other public area
- the height, width and location of the precautions taking into consideration the impact of street functions
- the traffic management plan
- construction plan
- the location of skips and rubbish chutes
- protection works of all Council assets (i.e. roads, footpaths, laneways, streets etc.) where excavations are proposed such as shoring and other support of excavations
- suitable fences to guard the public from access to excavation
- all other safety precautions

Developers and builders must ensure there are no tripping hazards from the hoarding or perimeter fencing on nearby footpaths. Electrical, plumbing and other services extending over footpaths must be covered over, and pedestrian and disability access facilitated by a ramp. Ramps must have a non-slip surface, a handrail, and a minimum gradient of 1:14 unless the existing topography of the street or road requires some variation to this ratio.

Bicycle paths must be maintained where existing bicycle access is provided adjacent to a construction site.

Any damage to the footpath, road, kerb or channel, stormwater drains and street furniture that results from excavation, demolition, and building works is the responsibility of the builder or developer. Any damage is to be repaired immediately and made safe.

## 6.9 Excavations and Safety Controls

With properties often being constructed to their maximum potential there is a need to incorporate significant below ground excavation for multiple levels to accommodate the required onsite parking spaces for the development. Where these excavations are immediately adjacent to the title boundary the change in levels can create potentially hazardous environment for drivers, pedestrians, cyclists and workers within the excavation.

The CSMP needs to consider the safety not only for the public, but also its workers, by ensuring the appropriate safety control measures are in place and are included in the CSMP Traffic Management Plan.

This is generally undertaken as part of a site risk assessment by the developer and should identify the following elements as part of the risk assessment:

- The extent of the excavation being undertaken;
- The proximity of the excavation to the boundary, footpath or road;
- The road type (local or arterial) and the speed limit;
- Consideration to the area and the type of uses, including sensitive interfaces such as schools, high road traffic, pedestrian use, cyclist use or other uses.

It is important to note that these criteria are not exclusive and Council Officers reserve the right to consider additional information when determining if and when safety control measures are required to prevent vehicles impacting the hoarding as part of the CSMP.

## 6.10 Onsite Building Waste

The CSMP template sets out a requirement to detail methods to mitigate the effect of onsite building waste to ensure that local amenity is duly protected.

Best practice is to ensure that there is minimum dumping of loose materials on a site. If dumping of loose material is unavoidable, methods for preventing dust and other airborne matter impacting on the surrounding area must be detailed within the CSMP submitted for approval. These measures must be effective when the site is unattended.

Materials stored on the site must be adequately secured to prevent unnecessary and unsightly dispersal of the materials around the site and public areas (streets, laneways, footpaths and reserves).

These measures seek to ensure that development sites do not unnecessarily impinge on the existing amenity of neighbours and local residents.

A person must not, without a permit, leave or permit to be left any bulk rubbish container, building materials or rubbish-litter on a road, footpath, street, laneway or other asset vested in or under the control of the Council. A person who does not obtain a permit will be fined and Council may impound any bulk rubbish container or other materials left on a road, footpath, street, laneway or other asset vested in or under the control of the Council.

Non-compliance can result in an on the spot fine and/or prosecution under the relevant Local Law.

A permit can be obtained from the Citizens Service Centre located at 9 Kellaway Avenue, Moonee Ponds.

## 6.11 Waste Material Reuse Management

In planning a construction project, it is important to understand what excess materials are likely to be generated and how the generation of those excess materials can either be avoided or the material can be diverted from landfill. Construction & Site Management Plans are to consider waste material generated from the site and where applicable develop a Waste Management Plan and may consider including the following:

- Minimise waste on site by avoiding over-estimation of purchasing requirements, minimising packaging materials, and buying environmentally approved and recycled content products
- Procedures for the collection and sorting of recyclable construction materials
- The type and quantity of materials that are to be re-used or recycled
- Provision of containers for recyclable materials including cardboard, glass, metal, and plastic; and green waste
- The re-use of timber, glass and other materials
- The recycling of asphalt, metal, bricks, tiles, masonry, concrete, plasterboard, plastic, batteries, cardboard, carpet and other materials
- Provisions for collection of daily rubbish from workers
- Procedures for removal of waste (materials that cannot be reused or recycled) from the site
- Procedures for removal of hazardous or dangerous materials from the site.
- Buy environmentally approved and recycled content products.

Where a detailed Waste Management Plan may not apply, Council recommends that you separate building materials and waste.

Separating waste on site increases recycling opportunities, saves costs associated with disposal and potentially provides a source of income. There is a market for materials such as metals and concrete from building sites.

Major construction firms involved in waste separation are recycling and reusing up to 94 per cent of their building waste. Building materials such as metals, timbers, bricks and roof tiles can often be reused on a building, providing approval is obtained from the relevant building surveyor, saving construction costs and increasing resource efficiency. Effective waste management can cut waste costs significantly.

For more information on recycling wastes from your site see EcoRecycle's Demolition Handbook, [www.ecorecycle.vic.gov.au](http://www.ecorecycle.vic.gov.au)



## 6.12 Traffic Management

Increased traffic and parking, including heavy vehicle movements, is one of the most common complaints received in regard to construction sites. The purpose of this section of the CSMP is to ensure disruption to traffic and parking (vehicles, pedestrians, cyclists and parking demands) caused by construction activities and construction vehicles is minimised and to ensure the safety of all road users is maintained.

The CSMP should detail the extent to which works will potentially affect residents, businesses, pedestrians, cycling access around the site, local traffic, and emergency services and parking matters on adjoining roads. This may include the location of cranes, hoardings, perimeter fencing, storage areas, hoisting zones and site sheds. It must also detail the management of construction vehicles accessing and leaving the site to prevent queuing on roads and unnecessary disruption to traffic, as well as the provision of construction employee parking and the use of alternative transport modes or development of a Green Travel Plan to discourage private car use.

A Traffic Management Plan (TMP) may be required for approval where there are specific access issues that need to be addressed. The TMP should be attached as an appendix document to the standard CSMP report.

The TMP should detail the most effective methods for truck vehicle movements to and from the site to ensure efficiency, safety and the most limited disruption to other road users.

It should be noted that designated arterial roads are managed by VicRoads and all works on these roads and footpaths require approval from VicRoads in accordance with the *Road Management Act 2004*.

If required, Traffic Management Plans should consider the following details:

- Location of site offices/sheds (you will note that under most circumstances, Council does not grant permission for site sheds to be situated on public land);
- Location and extent of the proposed works;
- Staging and timing of the proposed works;
- Public transport;
- Traffic flows and movements;
- Swept path drawings for vehicle entering, circulating and exiting the site.
- Identified road safety issues;
- Provisions for special events such as increased traffic during holiday periods and sporting events;
- Speed zones (including times);
- Pedestrian access and crossings;

- Site access (including turning circles for construction vehicle where necessary);
- Management of truck queuing in respect to demolition, excavation and deliveries / pick-ups;
- Proposed special traffic control devices intended to be utilised;
- The type of wash bay or cleaning device and their locations within the site;
- Truck routes or heavy vehicles to and from the subject site;
- Details including when and where deliveries and pick-ups are to occur (from road or site or laneway etc.);
- Management of construction employee parking demands; and
- Methods for advising the general public of the impending changes to site access (e.g. fixed signage, leaflet or community liaison meeting) and required timing.
- Traffic Management Plans to be prepared by an approved traffic engineering or controller group.

Adequate provisions need to be made for contractor/worker vehicles in a manner that minimises disruption to the precinct, with further details and disclosure of these requirements, and any subsequent initiatives to be provided under this section of the CSMP.

## 6.13 Parking, Road, Lane Closures and Works Zone Permits

### Works Zones

The CSMP must detail where tradespeople will park during the development phase. The first preference is for this to occur within the subject site, including within any basement levels of the development (if applicable) once these areas are suitably completed and can be set aside for parking.

Where this is not possible, the CSMP must nominate the location of tradesperson parking. This must include any off-street parking. The suitability of parking provision will be assessed by Council's Traffic and Engineering Department. Consideration should be given to providing incentives for reducing parking demand and including the distribution of Myki Cards and other sustainable transport options for employees, such as the development of a Green Travel Plan.

A works zone is a parking area within the car parking spaces, only in front of the construction site, which is exclusively for the use of vehicles engaged in the construction work at that site.

Property owners and/or builders can reserve a 'Works Zone' for a period of three (3) months via [Council's Works Zone permit application form](#). Applicants must provide a legible sketched plan.

Fees and charges will apply to all applications and are available on the application form. To pay these by credit card please complete and submit a [Credit Card Authorisation Form](#) with your application.

Occupying a metered parking area will incur additional fees to be determined by Council.

Extension of the permit will be considered every three (3) months for a further fee and must be submitted at least two weeks prior to the expiry date.

Council will erect and remove the 'Works Zone' signs at the beginning and end of the permit period.

More information

For more information on works zone permits please contact our Citizen Services Centre on 9243 8888.

### Road or Footpath Occupancy Permits

A Road occupancy permit must be obtained from Council before occupancy of any surface contained within the road reserve including footpath, nature strip, kerb and channel and road pavement.

An Occupancy Permit is required if:

- There is a requirement for a work area for plant and equipment on a road reserve: e.g. ladders, placement of scaffolding, mobile scaffolding, building materials, elevated work platforms, site sheds, hoardings, gantries, concrete pumps, mobile cranes, delivery trucks unloading/loading materials;
- Any works are to be carried out within a Council controlled road reserve;
- Road closures for activities such as concrete pumps, mobile cranes/panel lifts, crane tower assembly/dissemble.

An approved traffic management plan will be required as part of the permit to coordinate the flow of vehicles, bicycles and pedestrians. Furthermore, a \$10 million public liability insurance cover is also required prior to the permit being issued.

You must obtain a Road Occupancy permit before occupying any surface on the road reserve including footpath, nature strip, channel, kerbing and road pavement.

Application assessment may take up to ten (10) working days from receipt of all required information.

### **Road opening permit**

Prior to undertaking any works within the road reserve or Council asset, consent must be obtained from VicRoads and Council, unless you are exempt under the Road Management (Works and Infrastructure) Regulations 2005.

For Non-Utility Works within local road reserves, an application for consent form must be completed and submitted to the Coordinating Road Authority along with payment of the prescribed fees. For works other than Non-Utility Minor Works please contact Council's Citizens Service Centre on 9243 8888.

If you are undertaking works within arterial road reserves you will need consent from VicRoads.

Further information is available from VicRoads. If you are unsure who the Coordinating Road Authority is, view the list of arterial roads under VicRoads authority.

### **Vehicle crossing permit**

A person must not, without a permit, construct, alter, widen, remove, replace or create an additional, temporary or permanent vehicle crossing.

In addition, the owner or occupier of the allotment must advise Council in writing at least seven (7) days prior to the commencement of any building work whether vehicles will be required to enter or leave the carriageway of a road adjacent to any allotment in the course of proposed building work on the allotment.

Prior to any building work commencing, Council may direct the owner or occupier of any abutting allotment to:

- construct a temporary vehicle crossing to prevent damage to a permanent vehicle crossing, road, footpath, kerb or drain
- provide a traffic management plan to ensure the safety of all road users and pedestrians
- provide a plan for the cleaning of roads and footpath to ensure that the roads and footpaths are clean at all times

The owner or occupier of the allotment must repair any damage to a permanent vehicle crossing, road, footpath, kerb or drain that results from the movement of any vehicle leaving or entering the carriageway of an adjacent road.



Non-compliance of any of the above matters can result in an on the spot fine and/or prosecution under the Council's Local Law.

For further information please contact Council's Asset Protection Unit on 9243 8888.

*Please note, all permits can take up to ten (10) working days to complete once all of the relevant information has been provided.*

#### **6.14 Occupational Health and Safety (OHS), hazard identification and control, chemical storage and site evacuation plan**

Construction work involves the construction, alteration, conversion, fitting out, commissioning, renovation, refurbishment, decommissioning or demolition of any structure, or any similar activity.

The hazards faced by construction workers are many and varied. The main causes of injury and death are:

- [manual handling](#)
- [slips, trips and falls](#)
- electrocution
- structural collapse
- working with powered [plant and equipment](#)
- [roadside traffic](#)

[No Go Zones](#) are a common hazard in construction. These include areas in close proximity to overhead or underground utility assets distributing electricity, telecommunications, gas, water or sewerage.

Serious risks to health include [noise](#), [hazardous substances](#), [asbestos](#) and [UV radiation](#).

Injuries tend to be serious and the average cost of supporting injured construction workers is nearly 20% higher than in other industries.

**For further information in OH&S, Safe Work Method Statements, including hazard identification and control and site evacuation guidance, please see**

<https://www.incolink.org.au/Content/Incolink/Download/15332%20Incolink%20Safety%20Handbk.pdf>

### **6.15 Works timetable and numbers of workers expected on site**

A works timetable should identify major construction activities from demolition, excavation, construction, fit out and closure of the construction. Each component should show the dates and duration of works and expected number of workers for each stage.

Having a works timetable will also assist the site in identifying where permits may need to be obtained from Council, such as road or footpath occupation permits or an out of hours permit.

A timetable can also trigger the need for letterbox drops to surrounding residents and businesses, informing them of activities that may be more disruptive, for example, pile driving or rock crushing activities.

## 6.16 Other Permits to Consider

### Heavily Vehicle Movements

The National Heavy Vehicle Regulator (NHVR) is a national body which deals with the regulation of all vehicles over 4.5 tonnes gross vehicle mass. This may include vehicles transporting piling rigs or crane towers.

The NHVR also coordinates road access permits for heavy vehicles. New permits or renewal of an existing permit should be made directly to NHVR. The NHVR can be contacted via the following:

<https://www.nhvr.gov.au/road-access/access-management/applications-and-forms>

The NHVR Customer Contact Centre is open Monday to Friday from 7am to 7pm (AEDT).

Telephone: 1300 MY NHVR (1300 69 6487); Fax :( 07) 3309 8777

Email: [info@nhvr.gov.au](mailto:info@nhvr.gov.au); Web: [www.nhvr.gov.au](http://www.nhvr.gov.au)

### Working within a VicRoads freeway or arterial road reserve

If works need to be undertaken within a VicRoads road reserve (including the roadway and/or the roadside) you may need to notify VicRoads and request for a consent to undertake the works.

<https://www.vicroads.vic.gov.au/business-and-industry/design-and-management/working-within-the-road-reserve>

### Working around Yarra Trams Infrastructure

Any works conducted near tram infrastructure (including but not limited to tracks, overhead and substations) must be approved by Yarra Trams prior to commencement.

Submissions must be sent to Yarra Trams at least ten (10) working days prior to scheduled/proposed commencement of works.

Traffic Management companies and the entity initiating the works (the Entity) must comply with all items in point four (below) as a pre-condition to Yarra Trams consenting to the proposed works.

<http://www.yarratrams.com.au/contact-us/getting-in-touch/working-around-yarra-trams-infrastructure/>

### Crane Heights and working in Essendon Airport Air Space

Airspace around leased Federal airports is protected under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. The protection of airspace is essential in order to provide a safe and predictable environment for the arrival and departure of aircraft using an airport.

Any activity that infringes an airport's protected airspace is called a "controlled activity" and requires approval before it can be carried out.

<http://www.essendonairport.com.au/planning/airspace-protection>



## 6.17 Trees

Council recognises the contribution that the municipality's tree canopy makes to the quality of Moonee Valley's neighbourhood character. Damage and or removal of significant trees or canopy trees results in a degradation of this character.

The builder or developer must carefully review the planning permit to ensure that any specific permit conditions relating to the retention and protection of vegetation on the site or neighbouring properties are met. This might include setting up tree protection zones, requiring works to be undertaken under supervision of a qualified arborist for specifying a type of foundation.

Requirements to protect trees can also be specified in a Tree Management Plan approved as part of the planning permit and any Tree Management Plan should be attached as an appendix to the CSMP submitted for approval.

## 7. Contact details in Council

Council Department	MVCC Civic Centre Number	Type of enquiry
Corporate Services	03 9243 8888	<ul style="list-style-type: none"> <li>• General building enquiries</li> <li>• Building information</li> <li>• Protection works and notices</li> <li>• Complaints (building works)</li> <li>• Skip bin permits</li> </ul>
City Works & Development	03 9243 8888	<ul style="list-style-type: none"> <li>• Cranes on public land</li> <li>• Road closures</li> <li>• Gantries/site sheds</li> <li>• Occupation of roads and laneways</li> <li>• Temporary occupation permits</li> <li>• Protection over title boundary (hoardings, gantries)</li> <li>• Asset protection permits</li> </ul>
Local Laws	03 9243 8888	<ul style="list-style-type: none"> <li>• Reporting vehicles not permitted to park in works zones or loading bays</li> </ul>
Statutory Planning Department	03 9243 8888	<ul style="list-style-type: none"> <li>• Planning permit information</li> <li>• Out of hours works permits</li> <li>• Construction &amp; Site Management Plans</li> </ul>

## 8. Other Contacts

Authority	Contact Number	Department
VicRoads	131 171	Metro Control Room
Citipower (Electricity)	131 280	Emergencies
Yarra Valley Water	132 642	Emergencies
Jemena (Gas)	132 691	Emergencies
SES	132 500	Emergencies
Telstra	132 203	Emergencies
Telstra dial before you dig	1100	Underground Services Information
Worksafe	132 360	Emergencies

## 9. References

City of Boroondara *Construction Management Plan Guidelines* July 2015 Construction Management Plan Template

City of Boroondara *Construction Management Plan Template*

[http://www.boroondara.vic.gov.au/your\\_council/building-planning/planning/copy-of-application-checklists/construction-management-guidelines-and-template](http://www.boroondara.vic.gov.au/your_council/building-planning/planning/copy-of-application-checklists/construction-management-guidelines-and-template)

City of Melbourne *Construction Management Plan Guidelines*

<http://www.melbourne.vic.gov.au/building-and-development/planning-and-building-services/construction-development/legislation-guidelines/Pages/construction-management-plan.aspx>

City of Moonee Valley *Guidelines and Good Practice for Public Safety and Amenity at Construction Sites*

<http://www.mvcc.vic.gov.au/planning-and-building/building-information/~media/A76D1693B0E54F60A2AFC5DC49A1CC80.ashx>

Construction Waste Management Plan Guidelines 'A Resource for Western Australian Local Government, Developers, Property Owners and Builders'

[http://www.wastenet.net.au/Assets/Guidelines\\_Construction.pdf](http://www.wastenet.net.au/Assets/Guidelines_Construction.pdf)

National Heavy Vehicle Regulator (NHVR)

<https://www.nhvr.gov.au/road-access/access-management/applications-and-forms>

VicRoads

<http://www.yarratrams.com.au/contact-us/getting-in-touch/working-around-yarra-trams-infrastructure/>

**Public Transport Victoria (Yarra Trams)**

<http://www.yarratrams.com.au/contact-us/getting-in-touch/working-around-yarra-trams-infrastructure/>

**OH&S**

<http://www.worksafe.vic.gov.au>

<http://www.incolink.org.au/>



# Moonee Valley City Council

## Construction and Site Management Plan Template

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*Planning Permit Number:*

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*Date Planning Permit Issued:*

---

MVCC Approval Stamp (office use only):

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*Project details*

---

Company Operational Details.....

Directors Name.....

Company Name.....

Company Business Address.....

---

*Contact details of person responsible for compliance of CSMP*

---

Company Contact Number.....

Name.....

Contact Number.....

---

*Contact person in control of site*

---

After Hours Contact Number.....

Name.....

Contact Number.....

---

*Construction works*

---

After Hours Contact Number.....

Is construction in stages? Yes/No

If yes give detail of each stage timeframes.....

Demolition.....

Excavation.....

Construction.....

Is your Company in control of the site during the stages outlined above of work? Yes/No

If you answered NO only the Company in control of the site may complete and sign for responsibility of the CSMP.

I.....have due authorisation and delegation to sign this CSMP on behalf of the Company listed and take full responsibility for ensuring compliance with our commitment specified herein, the *Local Government Act 1989*, *General Purposes Local Law 2008*, *Planning and Environment Act 1987* and any other relevant legislation.

Signed.....Dated.....

#### Instructions

Complete all fields of the Construction and Site Management Plan Template electronically, print off and sign and date where required. Attach additional information as an Appendix as directed under each element of the template.

#### Email

Once completed, scan and email to [Council@mvcc.vic.gov.au](mailto:Council@mvcc.vic.gov.au) with the address of the property in the subject line and the words CSMP.

#### By mail

Send to the City of Moonee Valley, PO Box 126 Moonee Ponds Vic 3039.

#### In person

Drop off to the Planning Enquiries Counter at the City of Moonee Valley offices located at 9 Kellaway Avenue Moonee Ponds Vic 3039.

## Noise and Vibration

- Minimise the impact of noise and vibration on the immediate neighbourhood.
- Outline types of machinery to be used and measures to be implemented to reduce noise and vibration.
- Where required by Council, prepare a Noise and Vibration plan for medium to high impact projects.

Equipment Type	Measures to be implemented	Further information
Identify equipment for demolition, excavation, earth moving, construction and fit out.	Describe the measures to be implemented in reducing noise and vibration from identified equipment.	Refer to section <b>6.1 Noise</b> of the MVCC CSMP Guidelines.
Demolition equipment.		
Excavation and earth moving equipment.		
Construction equipment (concrete trucks, delivery trucks).		
Mobile plant equipment.		
Crane type/s.		
Noise associated with voices, workers and radios etc.		

*Attach additional information as an Appendix.*



## 2. Construction Times

- Plan for construction activities outside of normal hours and identify where an out of hours permit may be required.
- Notify Council in emergencies where works continue past prescribed hours.
- Non-compliance to the prescribed hours will result in penalty infringements being issued.

Details	Acknowledgement	Details
<p>Unless permitted under a Planning Permit the owner, builder or any person engaged in any construction or demolition work on a building site must ensure that;</p> <p>(a) Any noise emanating from the building site is inaudible in a habitable room in any residential premises, regardless of whether any door or window giving access to that room is open during the following times:</p> <ul style="list-style-type: none"> <li>• Monday to Friday before 7am and after 6pm.</li> <li>• Saturday before 9am and after 1pm.</li> <li>• Any time on Sunday or Public Holidays.</li> </ul> <p>(b) All vehicular movements to and from the site are made only during the hours of 7am to 6pm Monday to Friday and 9am to 1pm Saturday.</p> <p>(c) Noise from construction or demolition work may occur outside of these times only where allowed by a permit issued under the City of Moonee Valley <i>General Purposes Local Law 2008</i> (Local Law) Section 71. Part (C).</p> <p>Requests for an Out of Hours permit must be made to the Statutory Planning Department, Planning Enforcement Team at least ten (10) days prior to the relevant activity intended to be carried out. Council will request the builder or developer to notify affected persons at least seven (7) days prior to the activity.</p>	<p>I acknowledge that consent is required from Councils Planning Enforcement Team to undertake construction and/or deliveries outside of specified times.</p> <p><b>Signed</b>.....</p> <p><b>Dated</b>.....</p>	<p>Refer to section <b>6.2 Noise and Operating Hours at CSMP Building Sites</b> of the MVCC CSMP Guidelines.</p>

*Attach additional information as an Appendix.*

### 3. Dust Management and Controls

- Dust to be maintained at acceptable level at all times throughout demolition, excavation and construction.
- Detail equipment or activities that may cause excessive dust or affect air quality and management strategies.

Identify activities that will cause dust	Measures to be implemented	Further information
Identify equipment or activities which may cause excessive dust or affect air quality.	Describe the measures to be implemented in reducing dust and air pollution. State how dust will be minimised during each identified activity. If misting or water tankers are to be used, specify the frequency or use.	Refer section <b>6.4 Dust Management and Control</b> of the MVCC CSMP Guidelines.
Demolition activities and demolition equipment.		
Excavation activities and earth moving equipment.		
Construction equipment (concrete trucks, delivery trucks), use of exit/entry points.		
Concrete or saw cutting equipment.		

Specify loose materials and stockpiles stored onsite and management of materials.	
Mesh fencing to be installed, identify where it will be installed.	
Maintenance of plant equipment and servicing schedule to prevent excessive smoke, or toxic emissions.	

*Attach additional information as an Appendix.*

#### 4. Stormwater and Sediment Control

- Specify the location of site entries and exits.
- Identify location of rumble grids, crushed rock, wash down bays, onsite stormwater retention, sediment socks and drain protection controls.
- Outline a maintenance program of stormwater and sediment controls
- Storage location of stockpiles or other loose materials and controls in place.
- Management of liquid wastes including paints and chemicals.
- Connect downpipes as soon as practical

Stormwater management and sediment controls to consider	Measures to be implemented	Further information
Identify controls to be used and maintenance schedules of controls to avoid stormwater and sediment laden runoff along roads, drains and footpaths and neighbouring properties.	Describe the measures to be implemented in reducing stormwater management and sediment control.	Refer to section <b>6.5 Stormwater and Sediment Control</b> of the MVCC CSMP Guidelines.
Proposed controls in place to prevent stormwater from entering adjoining properties.		
Diverting stormwater to prevent it traveling into the site.		
How will stormwater be filtered before being pumped to a legal point of discharge?		
Proposed site entry and exit points and stabilisation, including rumble grids, crushed rock and wash bays for cleaning tyres.		



Stormwater management and sediment controls to consider	Measures to be implemented
Drainage of the site to prevent water retention that may cause structural damage to excavations or retaining walls.	
Pump out of excavations into stormwater or sewer? Consider permits to pump out to sewer and stormwater.	
Location of site sediment traps, channels and drains that require sediment socks or filters and commitment to check daily or after a rain event.	
Identify proposed maintenance and replacement program of sediment controls.	
Management of loose materials, including soil, sand and gravel.	
Are wash down areas provided near site entries. Do they capture and treat water prior to discharge to stormwater.	
Managing concrete slurry and wash down of equipment.	
Identify facilities to wash painting equipment and	

disposal of liquid waste water.	
Vegetation proposed to be retained to assist in sediment controls.	

*Attach additional information as an Appendix.*

## 5. Removal of Hazardous Material

- Removal of hazardous or dangerous materials must be in accordance with the *Public Health and Well Being Act 2008* and *Environment Act 1970*.
- Worksafe requirements to be followed when removing hazardous materials.
- Removal of asbestos must be done by licensed removalist.
- Removal of asbestos under *Occupational Health and Safety Act 2004* and managed by Worksafe.

General Matters	Measures to be implemented	Further information
Identification and removal of hazardous or dangerous materials from the site.	Describe the measures to be implemented in managing hazardous or dangerous materials.	Refer to section <b>6.6 Managing Hazardous or Dangerous Material</b> of the MVCC CSMP Guidelines.
Has asbestos been identified on the site? If so identify where and what type of asbestos it is.		
What procedures will be followed to remove asbestos?		
Attach an asbestos removal management plan.	Removal Plan Attached? Yes. No.	
Is the site contaminated? Provide details.		
Has an environmental audit been completed?		
Specify measures undertaken to rectify contamination.		

*Attach additional information as an Appendix.*

## 6. Protection of Council Assets

- Obtain an Asset Protection Permit and complete a Dilapidation Report.
- Ensure Council assets are protected or repaired if damaged and reported to Council immediately.
- Damaged assets are to be repaired to the satisfaction of Council and or rectification works completed by Council at a cost to the site.

General Matters	Details	Acknowledgment	Further information
Protection of Council Assets (streets, footpaths, laneways and reserves).	<p>Ensure that Council assets are protected or repaired if damaged.</p> <p>Prior to works commencing, Council requires that an Asset Protection Permit be obtained.</p> <p>The responsibility of protecting Council assets rests with the owner of the property.</p> <p>The owner or occupier of any land in relation to which a building permit has been granted:</p> <ul style="list-style-type: none"> <li>• Must give Council seven (7) working days' notice of the commencement of building or development works.</li> </ul>	<p>I acknowledge that I must not commence or allow or authorise anyone else to commence building works on the property unless an Asset Protection Permit has been granted and seven (7) days' notice of commencement of building or development works to Council is given.</p> <p><b>Signed</b>.....</p> <p><b>Dated</b>.....</p>	Refer to section <b>6.7 Protection of Council Assets</b> of the MVCC CSMP Guidelines.
Working in Right of Way (RoW).	<p>Works are not to be done from or in RoW without consulting with Council. Works include for example, set up of mobile plant equipment, concrete pours, any deliveries of materials, removing bluestone and road openings.</p>	<p>I acknowledge that I must not undertake works from or in a RoW unless permitted by Council.</p> <p><b>Signed</b>.....</p> <p><b>Dated</b>.....</p>	

*Attach additional information as an Appendix.*



## 7. Site Security and Protection of the Public

- Site to be secured and public protected at all times with adequate signage and lighting.
- Ensure there are no tripping hazards from temporary fencing, hoarding or gantry.
- Electrical, plumbing and others service extending over footpaths must be covered and pedestrian and disability access facilitated.
- Footpaths, crossovers RoWs and roads to be kept clear and safe at all times.

General Matters	Details	Acknowledgement	Further information
<p>Protection of the public and the site before and during building works.</p> <p><b>Attach all relevant Traffic Management Plans (TMPs) and Design Plans associated to the site in the CSMP as an Appendix.</b></p>	<p>Precautions must be taken before and during building works to protect the safety of the public and the site.</p> <p>Precautions include the following:</p> <ul style="list-style-type: none"> <li>• the design (including structural design) of the precautions over the street alignment;</li> <li>• temp fencing, hoardings, gantries, hoisting zones, site sheds, scaffolding, catch fans;</li> <li>• the erection, location design of any crane, hoist/loading zone, lift on or above the footpath, road, street, laneway or other public area;</li> <li>• the height, width and location of the precautions taking into consideration the impact of street functions;</li> <li>• protection works of all Council assets (i.e. roads, footpaths, laneways, streets etc.) where excavations are proposed such as shoring and other support of excavations</li> <li>• suitable fences to guard the public from access to excavation</li> </ul>	<p>I acknowledge that public protection must be in place prior to and during building works and where public protection occupies Council land the relevant Occupation Permits will be obtained.</p> <p><b>Signed</b>.....</p> <p><b>Dated</b>.....</p>	<p>Refer to section <b>6.8 Protection of the Public</b> of the MVCC CSMP Guidelines.</p>

*Attach additional information as an Appendix.*

## 8. Excavation and Safety Controls

- Excavations immediately adjacent to the title boundaries can create potentially hazardous conditions for drivers, pedestrians, cyclist and workers within the site.
- Provide identified controls in Traffic Management Plans and Design Plans.

Assessment of Excavations	Details and measures to be implemented	Further information
How many basement levels will be excavated?		Refer to section 6.9 Excavations and Safety Controls of the MVCC CSMP Guidelines.
Has a risk assessment been completed?		
What controls will be put in place? E.g. Crash barriers.		
Have the appropriate occupation permits been considered and or obtained from Responsible Authorities.		
Attach Traffic Management Plan and Design Plans outlining safety controls during excavation stages.		

*Attach additional information as an Appendix.*

**9. Onsite Building Waste**

- Ensure minimum dumping of loose materials on site.
- Secure loose materials and waste to prevent unsightly materials around the site and public areas.
- Bulk rubbish bins on Council land requires a permit.

General Matters	Details	Acknowledgment	Further information
Building waste on public land (streets, footpaths, laneways and reserves).	<p>A person must not, without a permit, leave or permit to be left any bulk rubbish container, building materials or rubbish-litter on a road, footpath, street, laneway or other asset vested in or under the control of the Council. A person who does not obtain a permit will be fined and Council may impound any bulk rubbish container or other materials left on a road, footpath, street, laneway or other asset vested in or under the control of the Council.</p> <p>A permit can be obtained from the Citizens Service Centre located at 9 Kellaway Avenue, Moonee Ponds.</p>	<p>I acknowledge that a permit must be obtained from Council before a skip bin or large waste bin is placed on a road or on any land owned or managed by the Council.</p> <p><b>Signed</b>.....</p> <p><b>Dated</b>.....</p>	Refer to section <b>6.10 Onsite Building Waste</b> of the MVCC CSMP Guidelines.

*Attach additional information as an Appendix.*

## 9.1 Waste Management Plan Template

- It's important to understand what excess materials are likely to be generated and how this can be avoided or reused reducing waste to landfill.
- CSMPs are to consider waste material generated from the site and develop a Waste Management Plan or complete the below template.

<b>Waste and/or Recyclable Materials</b>  <i>*Refer to section 6.11 Waste Material Reuse Management of the MVCC CSMP Guidelines</i>		<b>Destination</b>		
		<b>Reuse and Recycling</b>		<b>Disposal</b>
<b>Possible Materials Generated</b>	<b>Estimated volume in weight or area or amount of truck loads.</b>	<b>On-site (how will materials be reused/recycled on site)</b>	<b>Off-site (specify the contractor and recycling facility)</b>	<b>Specify the contractor and landfill site/transfer station.</b>
Timber/ wood waste				
Cardboard				
Ferrous metals (iron, steel)				
Nonferrous metal (copper wiring)				
Concrete				
Roofing tiles				
Ceramic tiles				
Gravel				
Gypsum board				
Plaster				
Paint				
Plumbing fixtures and fittings				
Carpet and underlay				



How will materials be stored on-site for reuse and recycling? E.g. skip bins	

## 10. Onsite Building Waste

- Increased traffic and parking and heavy vehicle movement is the most common complaint relating to construction sites.
- CSMP are to detail works affecting footpath and road users as well as traffic and parking matters, including location of loading zones, cranes, hoardings, gantries, site sheds and construction zones.
- TMPs to detail all major activities outside of the site, including most effective methods and route for construction traffic to and from the site.

Matters for consideration	Details to be provided	Further information
Specify staging and timing of proposed construction works (demolition, excavations and construction). Individual TMPs may be required to reflect each stage and associated activities as outlined below.	<p>I acknowledge that all subcontractors are to be advised and inducted as required of the approved access route plan and traffic management plan for the development. Drivers are to be provided with a map highlighting the approved routes and potential hazards in the vicinity of the project.</p> <p>Signed.....</p> <p>Dated.....</p> <ul style="list-style-type: none"> <li>Include in TMPs.</li> </ul>	Refer to section <b>6.12 Traffic Management</b> and <b>6.13 Parking, Road, Lane Closures and Work Zone Permits</b> of the MVCC CSMP Guidelines.
Details to be shown of hoardings, perimeter fencing, scaffolding, overhead gantry, storage areas, loading/hoisting zones, concrete pump stations and site sheds. Provide details in TMP.	<ul style="list-style-type: none"> <li>Include in TMPs.</li> </ul>	
Provide details of any permanent or temporary vehicle crossing permit.	<ul style="list-style-type: none"> <li>Attach permit.</li> </ul>	
Provide details of any work zone (construction parking) permit. Please include proposed zones on TMPs for consideration and approval.	<ul style="list-style-type: none"> <li>Include in TMPs.</li> </ul>	
Details to be provided of proposed parking strategy for construction personnel.	<ul style="list-style-type: none"> <li>Attach any agreements in place for parking or detail strategy.</li> </ul>	

Will works be undertaken outside of the site? Will road or footpath occupation permits be required? Provide details of any permit for a mobile crane, travel tower or lift.	
Is pedestrian access and a crossing provided at the site?	
Provide details of road openings (works within municipal road reserve) if applicable. Has Councils Technical Permits Team been consulted with?	
If traffic conditions are changed, has Council's Traffic Engineering Team been notified?	
Has Councils Traffic Engineering Team or Technical Permits Team been contacted for any signage changes, including works zones, traffic condition changes?	
Has the impact of construction site activity on surrounding traffic flows and public transport been considered?	<ul style="list-style-type: none"> <li>Swept paths to be included in TMP.</li> </ul>
Details to be provided of the management of construction vehicles accessing the site to prevent staging/queuing on roads. Provide details in TMP.	<ul style="list-style-type: none"> <li>Include in TMPs.</li> </ul> <p>I acknowledge that all subcontractors are to be advised and inducted as required of the approved access route plan and traffic management plan for the development. Drivers are to be provided with a map highlighting the approved routes and potential hazards in the vicinity of the project.</p> <p><b>Signed</b>.....</p> <p><b>Dated</b>.....</p>
Have the general public or surrounding residents and businesses been informed of changes in traffic flows? (Newspaper, leaflet, community liaison meetings, etc.)	<ul style="list-style-type: none"> <li>Attach communications.</li> </ul>
Will traffic controllers be used to coordinate traffic flow around surrounding roads and footpaths?	<ul style="list-style-type: none"> <li>Include in TMPs.</li> <li>Attach any MOAs with VicRoads.</li> </ul>

Tier 1 and 2 construction sites to provide a Construction Traffic Management Plan 'Comprehensive Detailed Report' identifying demolition, excavations and construction activities, traffic routes, swept paths, site entry/exit etc.	<ul style="list-style-type: none"><li>• Attach Report.</li></ul>

*Attach additional information as an Appendix.*



## 11. Occupational Health and Safety

- The main causes of injury or fatalities are manual handling, slips, trips and falls, electrocution, structural collapse, working with powered plant equipment and roadside traffic.
- Serious risks to health include noise, hazardous substance, asbestos and UV radiation.

General Matters	Details	Further information
Construction work involves the construction, alteration, conversion, fitting out, commissioning, renovation, refurbishment, decommissioning or demolition of any structure, or any similar activity.	<ul style="list-style-type: none"><li>• Include OHS Policy, including hazard identification and control, chemical storage and site evacuation plan.</li></ul>	Refer to section <b>6.14 Occupational Health &amp; Safety</b> of the MVCC CSMP Guidelines.

*Attach additional information as an Appendix.*

## 12. Works Timetable and Number of Workers

- Identify major construction activities including demolition, excavation, construction, fit out and closure of construction.
- Show dates and duration of works and expected workers for each stage.
- Timetables can trigger the need for letter drops to surrounding residents and businesses informing them of disruptive activities.

General Matters	Details	Further information
A works timetable should identify major construction activities from demolition, excavation, construction, fit out and closure of the construction.	Each component should show the dates and duration of works and expected number of workers for each stage	Refer to section <b>6.15 Work Timetable and Number of Workers</b> of the MVCC CSMP Guidelines.
Demolition timetable and major activity milestones and number of expected workers.		
Excavation timetable and major activity milestones and number of expected workers.		
Construction timetable and major activity milestones and number of expected workers.		
Fit out timetable and major activity milestones and number of expected workers.		
Closure of construction and major activity milestones and number of expected workers.		

*Attach additional information as an Appendix.*

### 13. Other Permits to Consider

- Works outside of the site may require permit or MoA from Responsible Authorities such as the National Heavy Vehicle Register (NHVR), VicRoads, Public Transport Victoria (PTV) or the Essendon Airport.

General Matters	Details	Acknowledgement	Further information
Movement of heavy vehicles to and from the construction site.	<ul style="list-style-type: none"> <li>Attach NHVR permit or consent.</li> </ul>	I acknowledge that I must obtain a road access permit for heavy vehicles from the NHVR.  <b>Signed</b> .....  <b>Dated</b> .....	Refer to section <b>6.16 Other Permits to Consider</b> of the MVCC CSMP Guidelines.
Works within VicRoads	<ul style="list-style-type: none"> <li>Attach VicRoads permit or MOAs.</li> </ul>	I acknowledge that I must obtain a permit or MOA from VicRoads.  <b>Signed</b> .....  <b>Dated</b> .....	Refer to section <b>6.16 Other Permits to Consider</b> of the MVCC CSMP Guidelines.
Works near tram infrastructure	<ul style="list-style-type: none"> <li>Attach permit or consent.</li> </ul>	I acknowledge that I must obtain a permit or consent from PVT.  <b>Signed</b> .....  <b>Dated</b> .....	Refer to section <b>6.16 Other Permits to Consider</b> of the MVCC CSMP Guidelines.
Crane heights and Obstacle Limitation Surface (OLS) of airspace.	<ul style="list-style-type: none"> <li>Consult with Essendon Airport and obtained relevant approvals.</li> </ul>	I acknowledge that I must consider the OLS and consult with Essendon Airport and obtain relevant approvals.  <b>Signed</b> .....  <b>Dated</b> .....	Refer to section <b>6.16 Other Permits to Consider</b> of the MVCC CSMP Guidelines.

*Attach additional information as an Appendix.*

**14. Trees**








- The Planning Permit must be carefully read and conditions followed, in particular conditions relating to the retention or management of existing vegetation.
- Tree Management Plan to be included in CSMP





General Matters	Details	Acknowledgement	Further information
Any specific Planning Permit conditions relating to the retention and protection of the vegetation/trees on the site or neighbouring properties must be complied with.	<ul style="list-style-type: none"> <li>• Permit condition</li> <li>• Arborist Report</li> <li>• Tree Management Plan</li> </ul>	I acknowledge any Planning Permit conditions relating to the removal of trees from the site.  <b>Signed.....</b>  <b>Dated.....</b>	Refer to Section <b>6.17 Trees</b> of the MVCC CSMP Guidelines.
Except where a person is employed by a service authority or by Council and is acting in the course of his or her employment, a person must not, without a permit destroy, damage, deface, remove or cause detriment to any:  <i>10.2 (a) tree, shrub or plant</i>	<ul style="list-style-type: none"> <li>• Attach any permits</li> </ul>	I acknowledge any that a permit must be obtained in accordance to the <i>General Purpose Local Law 2008</i> .  <b>Signed.....</b>  <b>Dated.....</b>	Refer to Section <b>6.17 Trees</b> of the MVCC CSMP Guidelines.





*Attach additional information as an Appendix.*






## Health and Wellbeing Action Plan Progress Table July 2016

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
<b>Theme 1: Healthy places</b>				
<b>1. Create a healthy and sustainable city</b>				
<b>Key</b>	 On track  Changes in timeline  Progress			
1.1. Encourage a green, clean, beautiful and sustainable city with urban design policies supporting natural and built environments that promote health and wellbeing in the update of the Moonee Valley Planning Scheme.	Completed in Year Two – No further action required.		✓	
1.2. Advocate to State and Federal Governments to improve public transport, pedestrian connectivity and facilitate active, accessible and sustainable travel through the Integrated Transport Plan, and the Walking and Cycling Strategy.	1.2.1. Implement advocacy activities through the Metropolitan Transport Forum and Western Transport Forum, including for operational improvements with Public Transport Providers.	Transport		Advocacy has continued in Year 3 through attendance and participation at the Metropolitan Transport Forum, Western Transport Forum and Public Transport Providers meetings.
1.3. Upgrade local neighbourhood parks, streetscapes and other public spaces to include more shade trees, accessible public amenities, support the local ecosystem, and increase the number of play spaces inviting to the whole family through the Playspace Plan.	1.3.1 Upgrade play opportunities at the following parks and reserves in line with the Playspace Plan: <ul style="list-style-type: none"> <li>Bradshaw Street Reserve</li> <li>Canterbury Street Reserve</li> <li>Clifton park</li> <li>LT Thompson Reserve</li> <li>Max Johnson Reserve</li> </ul>	Urban Design		<p>Playspace Plan implementation drawings have been provided to Parks for the following reserves: Monte Carlo, Clifton Park East, Bradshaw Street, LT Thompson Reserve, Max Johnson, Thomas Edmund and Canterbury Street.</p> <p>Completion of McCall Reserve playspace through the Department of Justice and Regulation Public Safety Infrastructure Grant.</p> <p>Completion of Montgomery Park northern playspace through the NSP Community Benefits Grant. Landscape upgrade of McNamara local retail area with improved pedestrian amenity.</p> <p>Wallis Mall improvements in conjunction with the Niddrie Traders Association.</p>
	1.3.2 Implement stage one of the Airport West Green Spine development (harvest and reuse water for community initiatives such as orchards and gardens).	Urban Design		Council is undertaking staged works in Airport West to rejuvenate the area's open space. The projects aims to create an attractive and environmentally sensitive Green Spine featuring barbeques, improved landscaping, playscapes, shelters and seating. The Green Spine will be a model of water-sensitive urban design involving the innovative harvesting, cleaning and reuse of local stormwater. The works are spread across two stages, with stage one works, involving documentation review and tender of works and evaluation completed in 2015/16. The construction of the works will be completed in 2016/17.
	1.3.3 Complete park master plans that reflect the needs of local residents and users for: <ul style="list-style-type: none"> <li>Cross Keys Reserve</li> <li>Rosehill Park</li> </ul>	Urban Design		Rosehill Park Draft Master Plan has been developed in consultation with the community. The Plan includes: new and upgraded play spaces, a wetland, rejuvenated picnic areas, outdoor fitness equipment, improved pathways and improvements to irrigation and plantings.






Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
				Cross Keys Reserve Draft Master Plan has been developed in consultation with the community. The plan includes: a playspace, half court, pathways, small wetland, outdoor fitness equipment, plantings and picnic areas.
	1.3.4 Prepare water sensitive urban design (WSUD) tree pit/passive irrigation study and design guidelines.	Urban Design		A report has been developed outlining the passive street tree irrigation options that can be incorporated into streets and roads. This is to ensure a greener city through increased tree health and canopy cover.
	1.3.5 Improve all abilities access to toilets at Council's local community halls, including: <ul style="list-style-type: none"> <li>Neil Heinz Community Hall</li> <li>Ratcliff Community Hall</li> </ul>	Leisure Facilities		A disabled toilet was constructed at Neil Heinz and new accessible toilet constructed at Ratcliff Hall.
	1.3.6 Develop a master plan for the Moonee Ponds Creek linear park that includes a feature survey and community consultation, and considers WSUD, active transport, path connections and the path linkages with neighbouring and interested authorities, including Melbourne Water.	Urban Design		<p>Council has continued to work with City of Melbourne, City of Moreland, and Hume City Council to develop a master plan for Moonee Ponds Creek.</p> <p>The Master Plan aims to generate exciting ideas and visions that will guide the future planning of the Moonee Ponds Creek to create a positive change in the creek valley, including improving public space along the creek, promoting pedestrian and cycling connectivity, improving biodiversity and habitat, reducing stormwater loads, and improving the water quality and ecological health of the creek.</p> <p>A cultural values recording was also started this year to provide insight into the values of the Wurrundjeri people to inform design and master plan requirements.</p>
1.4. Enhance participation in community life by children and young people across all Council areas reflecting the UNICEF Child Friendly Cities framework.	1.4.1. Implement the Moonee Valley Early Years Action Plan and key themes of People, Places and Partnerships for children.	Family and Children's Services		<p>Council has worked towards achieving 40 actions listed in the Moonee Valley Early Years, Year One Action Plan. Highlights include: Children's Week and the 25th anniversary of Australia signing the United Nations (UN) Convention on the Rights of the Child.</p> <p>More than 2,000 children across Moonee Valley actively participated and celebrated their right to enjoy childhood, explore, learn through play and showcase their talents and abilities; Primary school children shared their design ideas and model making which contributed to natural and accessible play space developments and upgrades such as Airport West</p>






Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
				Green Spine and Riverside Park; Partnership between cohealth and Council Maternal and Child Health 'Walkie Talkies' for parents to discuss needs of toddlers and preschool children was shortlisted for the Early Years Awards 2015, and; Parent forums presented on Autism, Parenting and Relationships and 'How drawing and talking can help your child to learn to write'.
1.5. Progress towards accreditation for Moonee Valley as a World Health Organization Age-friendly City prioritising actions including urban design, transport and recreational options that enhance participation in community life.	1.5.1. Undertake mapping of indicators, programs and partnerships, including focus on an inclusive built environment and accessible transport.	Aged and Disability Services		Council completed a social infrastructure plan including a range of tailored Moonee Valley age friendly built environment indicators consistent with the World Health Organization age friendly targets and local policy frameworks.
<b>2. Lead and advocate for housing choice and access</b>				
2.1 Implement the 2013-14 Moonee Valley Affordable Housing Action Plan	Completed in Year Two – No further action required.		✓	
2.2 Ensure objectives and strategies supporting housing affordability and housing choice where relevant to land use planning in the review of and updated Moonee Valley Planning Scheme.	Completed in Year Two – No further action required.		✓	
2.3 Utilise Council's Housing Strategy 2010 and other relevant strategies, plans and policies to inform implementation of new planning zones and support appropriately located housing development that matches population change and expected household size.	2.3.1 Review and update the Housing Strategy, ensuring consideration of housing diversity and affordability.	Strategic Planning		Council adopted the Housing Issues and Opportunities Paper in July 2015. A Draft Housing Strategy Workshop was conducted with Council in March 2016.  A final draft of the Housing Strategy will be released for community consultation in early 2017, following Council elections. The draft strategy was developed in response to identified needs in Moonee Valley through research, a housing capacity study and detailed mapping of the municipality's housing opportunities and constraints.
	2.3.2 Implement actions within the Moonee Valley Accessible Housing Action Plan 2015 – 2023.	Aged and Disability Services		Council coordinated consultation with older people and worked with Strategic Planning to inform the development of the Housing Strategy including provision of data in support of housing needs for older people and people with disability.
	2.3.3 Ensure affordable housing is a key focus area of the new Housing Strategy and actions are included to increase the supply of affordable housing in the municipality.	Social Planning and Wellbeing		Council adopted the Housing Issues and Opportunities Paper in July 2015, which considered affordable housing as a key issue. A Draft Housing Strategy Workshop was conducted with Council in March 2016, with consideration of affordable housing measures for the new Housing Strategy.







Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
	2.3.4 Support advocacy campaigns at State and Federal levels that promote initiatives aimed at increasing access to affordable housing to align with Council's Advocacy Agenda.	Social Planning and Wellbeing Strategic Planning		A submission was made to Planning Panels Victoria for the proposed Flemington Life development, including recommendations for provision of affordable housing.  A submission was made in response to the Plan Melbourne Refresh Discussion Paper, including recommendations for housing.
<b>3. Promote responsible gambling</b>				
3.1 Minimise the detrimental impacts on the community resulting from Electronic Gaming Machines (EGMs) by developing a Local Planning Policy for the Moonee Valley Planning Scheme that builds on the Gaming Position Paper and takes account of socio-economic disadvantage and density of EGMs.	Completed in Year Two – No further action required.		✓	
3.2 Collaborate with other organisations and local governments to identify and respond to new trends, and to address the negative impacts of gambling.	3.2.1 Continue to work with partners to advocate and raise awareness of the issues of problem gambling including supporting the national alliance on gambling reform and supporting at-risk gamblers through programs such as Dare to Connect North West.	Social Planning and Wellbeing		Council became a founding member of the Alliance for Gambling Reform in August 2015, and has since promoted initiatives including the Ka-Ching documentary and Pokies Play You.  A submission was made to the Review of Gaming Machine Arrangements in Victoria in February 2016, stating Council's position to limit the harm caused by EGMs through entitlements and revenue distribution.  Dare to Connect North West was promoted to community through our website and local media during 2015, until funding closure.





Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
<b>Theme 2: Safe and connected communities</b>				
<b>1. Address health inequalities</b>				
1.1 Encourage broad participation in civic life by all members of the community by supporting activities that celebrate cultural identity and enhance the capacity of local community organisations through grants, training and other resources.	1.1.1 Strengthen the capacity of local community organisations to contribute to community wellbeing through provision of the Moonee Valley grants program.	Social Planning and Wellbeing		A revised and improved Moonee Valley Grants program was successfully established and launched as an online program in July 2015.  The new program includes increased community engagement and empowerment in the decision making framework, with five community members appointed to a Grants Advisory Panel.  A total of 57 biannual grants and 41 responsive grants were awarded.



Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
	1.1.2 Deliver the Community Groups Conference and Sports Summit.	Social Planning and Wellbeing  Sport and Recreation		Seventy representatives from a broad range of local sport and community organisations attended the Community Conference and Sports Summit in September 2015.  The summit was delivered to provide local clubs an opportunity to develop new skills, network, share experiences and gain inspiration for new projects and partnerships.
	1.1.3 Support the implementation of Partnership Grants through provision of technical and evaluation advice and use reports to inform the in-depth evaluation of the Health Plan.	Social Planning and Wellbeing		Evaluation support and expertise was provided to all four funded organisations: <ul style="list-style-type: none"><li>• Caroline Chisholm continued to implement the home handy helpers program.</li><li>• Playgroup Victoria supported community playgroups.</li><li>• Wintringham delivered the Jack Gash sport and recreation program.</li><li>• Maribyrnong and Moonee Valley Local Employment and Learning Network expanded their internships program.</li></ul>
	1.1.4 Explore delivery of place based services and consider alternative models of support to reduce the risk of vulnerability for children and young people through the Western Melbourne Children and Youth Area Partnership.	Family and Children's Services		Council participated in the jointly planned community forum in November 2015 that reiterated the area partnership approach to collective impact and focussed on co-designing with vulnerable service users.  The North Melbourne/Flemington project group participated in a half day workshop to explore the challenges and potential for working collectively across the two estates to improve outcomes for vulnerable children and young people.
1.2 Regularly assess the take-up of Council services by people from non-English speaking backgrounds, people with disabilities and other people with identified needs and work with partners and community to redesign programs accordingly.	1.2.1 Develop the Inclusive Practice Guide to improve community access to Council events and programs.	Aged and Disability Services		A draft inclusive practice guide has been developed in consultation with the Disability Reference Group, Leisure Centres and broader community and further input will be sought in developing the final guide to be delivered in 2016/17.
1.3 Promote cultural sensitivity across Council through the update and delivery of diversity and social inclusion strategies, reconciliation policy and Council's Grants Program.	1.3.1. Implement the LGBTIQ Action Plan 2015-17.	Social Planning and Wellbeing		Actions were implemented with support from the LGBTIQ Working Group including annual Midsumma events, establishment of a queer youth group, support for Safe Schools Coalition, Rainbow Tent at Moonee Valley Festival, an exhibition of 'Rainbow Stories in the Valley', and film screening of 'Gayby Baby' in recognition of IDAHOBIT.

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
	1.3.2. Develop and implement the Multicultural Action Plan.	Social Planning and Wellbeing Community Development		Development of the Multicultural Action Plan has commenced with over 300 participants engaged in the first phase of consultation during Cultural Diversity Week in March 2016.
	1.3.3. Update the Reconciliation Policy and implement a new Reconciliation Action Plan that focuses on continuing to respect, recognise and partner with Aboriginal and Torres Strait Islander peoples and promote reconciliation broadly in our community.	Social Planning and Wellbeing		The Reconciliation Policy and Reconciliation Action Plan 2016-2018 were adopted by Council in November 2015, with updated commitments to respect, recognise and build relationships with Aboriginal and Torres Strait Islander peoples.  Implementation includes: installation of Wurundjeri Recognition Plaques on 44 Council buildings and a launch event held at Avondale Heights Library in December 2015; Aboriginal Cultural Appreciation Workshops for staff; Promotion of Reconciliation Week; 'Impart' and 'Reframed' exhibitions at Incinerator Gallery and annual NAIDOC week flag raising ceremony.
	1.3.4. Deliver the North and West Metropolitan Koolin Balit Project, focusing on improving access to health services for Aboriginal and Torres Strait Islanders.	Inner North West Primary Care Partnership		Up to 20 mainstream service providers are working on this project and are committed to embedding culturally competent practice across their organisations, including implementing policies to support the employment and retention of Aboriginal staff. Selected agencies will be participating in cultural competency training delivered by VACCHO in November 2016 as well as participating in the Koolin Balit Wellbeing Partnership.  The content for the 'Building the Blocks of Cultural Competency' on-line Toolkit has been finalised and the resource is live on INWPCP website.
1.4 Work with community partners to deliver the Western Region Sexual and Reproductive Health Partnership Action for Equity: A Sexual and Reproductive Health Plan for Melbourne's West 2013-17.	1.4.1 Identify relevant strategies within Action for Equity: A Sexual and Reproductive Health Plan for Melbourne's West 2013-17 (led by Women's Health West) to implement within Moonee Valley, including participation in network analysis and evaluation.	Social Planning and Wellbeing Youth Services		The peer education program 'Living Safer Sexual Lives' was delivered as a pilot project for adults with intellectual disabilities to learn about safe and respectful relationships and rights, including recruitment of peer educators to deliver the program. Planning for respectful relationships and safe sex workshops in schools has commenced in partnership with Women's Health West.
<b>2. Foster social connection and community engagement</b>				
2.1 Participate in the Victorian Road Safety Partnership Program to enhance safety around schools and for all pedestrians, cyclists and road users.	2.1.1 Implement key projects to enhance the safety of all road users in the municipality.	Transport		Communication and implementation of key actions to promote road safety with neighbouring Councils through NorthWest4 community road safety group and Council's Road Safety Plan.

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
2.2 Support the transition of Flemington Neighbourhood Renewal into a sustainable community approach.	2.2.1 Utilise the findings of the Flemington Community Report to develop a localised Action Plan for addressing engagement and community development activities at the Flemington Housing Estate.	Community Development		A localised action plan was developed and delivered focussing on four key themes identified through the Flemington Community Report: Employment and Learning; Youth Engagement; Health, Wellbeing and Community Safety; Governance and Leadership.
	2.2.2 Develop and implement the Flemington Neighbourhood Renewal mainstreaming plan.	Community Development		<p>The final report for Flemington Neighbourhood Renewal has been drafted for approval by Department of Health and Human Services. This document has been used in the development of a local coordination framework to maintain a continued focus of partnership activity.</p> <p>The Flemington Neighbourhood Renewal Governance Structure has undertaken planning for a revised terms of reference to create a Network to drive service coordination and resident engagement at a neighbourhood level.</p>
2.3 Establish the evidence to support accreditation as a World Health Organization Safe Community.	2.3.1. Maintain International Safe Community accreditation through Pacific/Australian Safe Community Designation.	Social Planning and Wellbeing		Ongoing implementation of the Community Safety Program and reporting to Pacific/Australian Safe Communities Network to maintain accreditation.
2.4 Build partnerships with Victoria Police, Department of Justice, Neighbourhood Watch, and community organisations and strengthen cooperation in delivery of safety programs including a communication program providing accurate information about safety in the City.	2.4.1 Review and update the Community Safety Program with input from the Community Safety Stakeholder Group and annual Community Safety Forum.	Social Planning and Wellbeing		<p>Commencement of 18 out of 20 actions in the Community Safety Action Plan 2015/2016 including Operation Safe Plate, Stamp Out Crime - Community Actions and Reporting Project in Flemington and Community Safety Register Review.</p> <p>Partnership with Victoria Police to deliver a workshop addressing safety issues related to apartment communities.</p>
2.5 Develop a Moonee Valley Prevention of Violence against Women statement and support community programs and services to prevent and reduce family violence including regional approaches such as Building a Respectful Community – Preventing Violence Together and place-based projects such as the 360 Turn around Project pilot.	2.5.1 Develop actions in response to gender equity and respectful relationships survey that was undertaken across Council.	Social Planning and Wellbeing		Council hosted an International Women's Day Breakfast and collaborated with Western Region Councils and VLGA to support a program to promote women's leadership opportunities. Twelve participants attended the "Go Women Local Government" forum at the Clocktower Centre.
	2.5.2 White Ribbon promotion and awareness-raising through media campaign and Council events to reinforce prevention of violence against women.	Social Planning and Wellbeing		White Ribbon events and activities were implemented across the municipality including: promotion on waste vehicles, corporate website and in Council media; a staff Breakfast at the depot and Morning Tea at






Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
				the Civic Centre; merchandise sold at Council offices and Library, the 16 Ways in 16 days workplace campaign, and reaccreditation of the Community Safety Officer as a White Ribbon Ambassador.
	2.5.3 Continue placed based responses to prevent violence against women through implementation of recommendations within the 360 Turn Around Project Report.	Social Planning and Wellbeing		Council support for Safe From Harm program, operated by Moonee Valley Legal Service, has seen the service extend from its Wingate base to an outreach service at Flemington. Later this year this outreach will also commence at an additional Council location (MILD).
	2.5.4 Work in collaboration on projects including Preventing Violence Together and United that support the Community Safety Program.	Social Planning and Wellbeing		Ongoing membership and participation in: <ul style="list-style-type: none"> <li>The Western Region Preventing Violence Together network and in the newly formed Working with Men subgroup. Collaboration on a western region partnership submission to the Victorian Gender Equality Strategy Consultation and development of a Moonee Valley submission and shared planning for a Gender Equity Forum held in Moonee Ponds in November 2015.</li> <li>The PVT Implementation Committee plus participation in the PVT Gender Equity in Sport program.</li> <li>The Steering Group for a Men's Violence Prevention Program (Working Together With Men – Safer Communities for Women) in the Western Region, led by Health West and funded by the federal Department of Social Services.</li> </ul>
2.6 Develop Council's Community Planning Framework to help strengthen the socially inclusive approach of all community centres and facilities supported by Council.	Completed in Year Two – No further action required.			
<b>3. Enable lifelong learning</b>				
3.1 Promote enhanced local business and employment opportunities and education connections for all members of the community, including the most disadvantaged, through Council's Economic Development Strategy 2013-16.	3.1.1 Investigate and if feasible develop programs to support local jobs for local people to remove barriers to employment.	Economic Development		Council supported and assisted with the planning for an Employment Expo in Essendon Fields that aims to promote Essendon Fields as a destination for potential employers and current job availability.  Work has commenced with Many Rivers, a not for profit organisation that provides microenterprise development services to marginalised and disadvantaged communities.










Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
3.2 Implement the Learning Community Framework and establish a learning community governance structure to facilitate lifelong learning across the municipality.	3.2.1 Implement annual Learning Community Board actions.	Social Planning and Wellbeing		The Learning Community Board was surveyed to inform a review of the future direction of the group and ensure sustainability.
3.3 Strengthen local learning opportunities and encourage the community to keep mentally active.	3.3.1 Support the development of Moonee Valley as a Learning community through the development and coordination of programs through Neighbourhood Houses and Community Centres.	Social Planning and Wellbeing		Coordinated two meetings of the Neighbourhood House and Community Centre Coordination group and provided information on the Community Financial Support Framework.

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
<b>Theme 3: Healthy People</b>				
<b>1. Promote positive mental health</b>				
1.1 Facilitate and encourage access to diverse, affordable and enjoyable leisure, learning and cultural opportunities through Council's Leisure Strategy 2013-2023.	1.1.1 Partner with Ascot Vale Leisure Centre management to offer both structured and casual leisure activities to better meet the needs of local communities.	Leisure Facilities		Belgravia Leisure transitioned into management of the facility and has implemented a range of programs including monthly breakfasts, Active8, White Ribbon Day, Wingate community barbeque, Active Easter Hunt and Easter bonnet day and is working with youth services to increase participation of young people in place making projects and programs.
	1.1.2 Improve accessible access to pools and change facilities at Ascot Vale Leisure Centre.	Leisure Facilities		Refurbishment works have commenced and are ongoing at the Ascot Vale Leisure Centre. A key aspect of these works is the construction of a ramp that complies with the Disability and Discrimination Act.
	1.1.3 Work with the management of the East Keilor Leisure Centre to develop new programs to activate and increase use of the newly constructed outdoor gym area.	Leisure Facilities		Works have commenced on an extended feasibility study for East Keilor Leisure Centre in line with the ten year Leisure Facilities capital works plan.
1.2 Develop relationships with artists, educational bodies, community organisations and other agencies to improve participation in and consumption of arts and cultural activities	1.2.1 Implement the Moonee Valley Arts and Culture Plan 2014 -2018.	Arts and Culture and Libraries		A Cabaret program was trialled at the Clocktower Centre with four performances of 'Me and Mr Jones' and 'Dolly Diamond' over a two week period in January and February 2016. The public art project that commenced in 2014 was extended to Avondale Heights Library and Learning Centre with 'Guardian Spirit' by Mike Nichols installed in March 2016.  A Billboard Project was delivered, in which five temporary photographic artworks were installed as billboards throughout Niddrie, Flemington and at the Incinerator Gallery, to beautify and activate these precincts.
1.3 Actively support and encourage volunteering programs in the community as social inclusion in action noting its benefits for mental health and wellbeing.	1.3.1 Develop Council's volunteer coordination framework.	Community Development		A situational review has been completed for Council's current volunteer management. This report documents a range of gaps, issues and opportunities to support the prioritisation of actions. Projects initiated in 2015/16 include an enhanced volunteer intake process, establishment of a base level volunteer records database and provision of professional

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
				development for staff with volunteer management responsibilities.
1.4 Foster good mental health amongst young people with a holistic Youth Engagement Strategy encouraging involvement in every aspect of the life of the City.	1.4.1 Implement the Youth Engagement Plan.	Youth Services		Thrive: Strategy for young people was adopted by Council on 27 October 2015. Thrive was based on the Australian Research Alliance for Children and Youth Nest Framework to align with national best-practice.  Thrive is a whole-of-community strategy which incorporates elements of young people's health and wellbeing, civic participation and community engagement. Specific strategies to improve mental wellbeing are included.
1.5 Investigate service needs to support youth mental health at a regional and local level.	1.5.1 Develop relationships with mental health service providers and other stakeholders to improve mental health outcomes for young people.	Youth Services		Moonee Valley Young Peoples Coalition formed in February 2016 and seeks to align community, education and health service sector policy, program and advocacy responses, to improve outcomes for young people in Moonee Valley.  The Coalition meets quarterly and includes representatives from local community health organisations and regional young peoples' mental health service providers.
	1.5.2 Develop Council's clinical governance framework to ensure young people accessing Council's individual support service are receiving adequate care.	Youth Services		A clinical governance framework has been drafted. The need for more specific policy and procedure components has been identified to ensure a high standard of care is maintained.  Changes in the legislative environment have contributed to the delay.
1.6 Collaborate with community agencies on effective campaigns to promote mental health and wellbeing and address bullying in partnership with schools and other agencies.	1.6.1 Implement an integrated approach that includes encouraging school participation in the Achievement Program and Count Me In.	Social Planning and Wellbeing cohealth		Count Me In project completed in 2016 with the Children's Summit involving 96 students from six Moonee Valley Primary schools. The Count Me In project has been discontinued by the project leader and primary funding body, cohealth.
<b>2. Increase physical activity and healthy eating</b>				
2.1 Utilise the Complete Street principles to design safe, attractive and multipurpose streets as well as promoting more active use of public space through key actions in the City Sustainability Policy and Open Space Policy.	2.1.1 Complete a streetscape concept plan and activation plan for Racecourse Road and Pin Oak Crescent that reflects demand and celebrates the dynamics of the culturally diverse Flemington and Kensington communities.	Urban Design		Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan was adopted by Council in February 2016. The Flemington Traders Association funded a free Pop Up Movie Night in Pin Oak Crescent on Saturday 9th April from 6:00-9:00pm, highlighting engagement of the community to implement the Plan.
	2.1.2 Ensure the Essendon Junction and Airport West Structure Plans utilise Complete Streets Principles as well as promoting more active use of public space.	Strategic Planning		The Essendon Junction Structure Plan was adopted by Council in November 2015.
2.2 Encourage and model a Healthy Workplaces approach.	2.2.1 Implement a healthy workplaces approach through the Healthy Together Victoria Achievement Program, including initiatives to address healthy eating and reducing sedentary behaviour.	Social Planning and Wellbeing		The Healthy Moonee Valley initiative commenced in 2015 with organisation focused actions. Achievements include: development of a two year action plan, lunchtime nutrition and mindfulness workshops, a health champions grant program, healthy catering guidelines, sit/stand desk trial, sports equipment lending library, healthy eating training for 14 long day care centres and monthly promotional material.
2.3 Develop targeted approaches to increase physical activity where participation levels are known to be low including providing up-to-date easy-to-access information about local leisure and sports options.	2.3.1 Encourage use of Council's parks to ensure that people have access to both informal and formal recreation pursuits through Council's Active8 and other programs.	Sport and Recreation		A range of inclusive programs and events targeting our diverse community were delivered. These include: Active 8 from October to November; Twilight Music; Active Kids Easter Hunt; and the Active Utility. Additional work is being undertaken when considering event permits for community run events on Council land.

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
				<p>International Day of People with a Disability was celebrated on 6 December 2015. Council's Sport and Recreation Unit supported this event with the Active Utility.</p> <p>Ongoing work for the winter 2016 season with the EDFL is being undertaken to promote girls football for U12, U15 and U18. Council is undertaking a gender lens research review for sport across the municipality.</p>
	2.3.2 Pilot a sport development program to increase participation in target demographic groups (women, people with disabilities etc.). The pilot is to be with three clubs representing three different sports.	Sport and Recreation		Moonee Valley/Maribyrnong Community Cricket Cup was successfully held in February 2016 with a strong focus on those not already engaged in physical activity. MVCC supported the Essendon District Football Club girls footy day hosted in March 2016 and is working closely with a number of football clubs to increase participation by women and girls.
	2.3.3 Implement cross-promotional activities between Council's services and local leisure centres operators to offer a range of events and programs.	Leisure Facilities		A range of promotional activities have occurred at or with leisure facilities including: Challenge Day, Breakfast Club; Active Easter Hunt, Wingate Avenue community barbeque, Easter Bonnet Day, Health Journey, Grand Prix Open Day, Junior Tennis Tournament, Junior Tiger Tournament, White ribbon day, Active8, 16 ways in 16 Days, Community Cricket World Cup, Active Utility, Summer events program.
	2.3.4 Promote physical activity programs and opportunities in the region including the Inner North West Primary Care Partnership Online Physical Activity Directory for Older Adults 55+.	Inner North West Primary Care Partnership		The Online Physical Activity Directory for Older Adults 55+ was updated in early 2015 and promoted amongst relevant networks. Council promoted the directory to all staff via its fortnightly newsletter.
2.4. Support initiatives such as community gardens, walking and other recreation that encourages exercise outdoors and community engagement, including signing the International Charter for Walking.	2.4.1 Commence a review of the Integrated Transport Plan, incorporating best practice for supporting active transport in Moonee Valley.	Transport		<p>A review and extensive program of professional and community consultation has been undertaken, in order to inform the direction of the updated ITP, which will provide Council with a parent document guiding transport policy and actions from 2016 to 2026.</p> <p>Council determined commuter trends and preferences and collated transport data including method of travel to work, car ownership, public transport usage and also outlined trends in fatality and casualty statistics across the municipality. This informed the draft Issues and Opportunities Paper which was prepared to inform community consultation in late 2015.</p> <p>Themes and Objectives of the Draft Strategy have been presented and discussed in the Councillor Workshop in May 2016. Draft actions prepared by the consultant will be included in future consultation. The strategy will be finalised in October 2016. Community consultation will be progressed in early 2017 with the Strategy to be adopted by early/mid-2017.</p>
2.5. Ensure a focus on food security strategies and healthy eating including opportunities to produce and buy food locally in the review of the Moonee Valley Planning Scheme.	2.5.1. Continue to deliver My Smart Garden community education workshops that encourage local and sustainable food production.	Environment and Sustainability		<p>Five sustainable urban agriculture workshops were delivered with over 290 attendees, covering sustainable food production, urban ecology, biodiversity, and garden design. Two workshops were held in partnership with Moonee Valley community gardens.</p> <p>A Smart Watering Workshop was delivered with Avondale Heights Community Garden; and Paddock to Plate event delivered in partnership with Flemington Farmers Market, including workshops on zero waste</p>


Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
				cooking and permaculture kitchens.
2.6. Promote healthy eating and oral health across the life stages through partnerships with Maternal and Child Health and early year's services, schools and Home and Community Care services and the Healthy Ageing Program.	2.6.1. Explore opportunities to develop and further promote healthy eating in early year's services, through the Healthy Settings project.	Family and Children's Services		The Healthy Eating Advisory Service provided professional learning and information to Council long day care service staff including centre coordinators and chefs from 14 services. Centres reviewed menus in line with healthy eating guidelines.
	2.6.2. Diversify and promote the Community Chef Program.	Community Meals and Transport		A number of projects have been implemented to expand the Community Chef program including delivery of meals to local leisure centres for mainstream community purchased and subsidised meals at Crown Street Stables. There has been an increase in residents eating meals at the Crown street Stables instead of home delivery. This has resulted in increased social interaction and reduced isolation.  A six month Nutrition to 2U Pilot commenced in June 2016 at Keilor East Leisure Centre. This is the first centre to trial the meals.
	2.6.3. Continue to develop the community garden and facilitate healthy eating workshops at Bowes Avenue Community Centre.	Community Development		Volunteers have continued to maintain and develop the community garden. Lead volunteers have discussed the need to plan for the future direction of the project, with a meeting to be scheduled with staff from the My Smart Garden program. Opportunities are also being explored for having guest speakers and gardening workshops at the Centre. The Yummy and Healthy Food classes have continued with five participants attending this quarter.
	2.6.4. Deliver health promotion and information sessions and programs for older people, addressing healthy eating and oral health.	Healthy Ageing and Disability		A trivia session entitled "Healthy Brains" was held in June 2016. The session identified residents who require extra support to attend a group activity in a community setting for improving motivation and interaction. The event included those clients in the wider community that are socially isolated by offering a fun, interactive session of "Brain Teasers" to keep the brain active, increase vitality and build brain cells and connections.
<b>3. Understand and address emerging health issues</b>				
3.1. Build on the Flemington Community Health Screening Project to inform program development and address specific health issues.	3.1.1. Continue to implement health and wellbeing related initiatives within the Flemington Neighbourhood Action Plan.	Community Development		The Women's Empowerment Group has been formed to provide an opportunity for women to come together to share information and seek support from local services. During the last year the group have engaged in topics including health, financial counselling, career development and family violence.
3.2. Strengthen understanding of adolescent risk factors and risk taking behaviour including: <ul style="list-style-type: none"> <li>Bullying</li> <li>Smoking</li> <li>Alcohol and other drug use</li> <li>Sexually transmitted infections.</li> </ul>	3.2.1. Develop and implement the Count Me In Project in partnership with cohealth and other stakeholders.	Social Planning and Wellbeing		The Count Me In project completed in 2016 with the Children's Summit involving 96 students from six Moonee Valley Primary schools. Count Me In has been discontinued by the project leader and primary funding body, cohealth who will produce a final project report.
3.3. Explore the reasons for poor dental health of children under five and ways to maintain and increase take up of key 'ages and stages' Maternal and Child Health visits.	3.3.1. In partnership with cohealth, continue to provide dental health services for children 0 - 5 years and dental health information	Family and Children's Services		Oral health services including screening and follow up were provided in partnership with cohealth at three early years services: Hopetoun Children's Centre (25 assessments), Wingate Children's Centre (46 assessments) and Avondale Heights (54 assessments).



Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
	for their parents at place - based locations prioritised by identified need.			
	3.3.2. Continue to refer children to dental health services following assessment of oral health status at the 8 month, 18 months and 3.5 years key 'ages and stages' Maternal and Child Health visits.	Family and Children's Services		At the 8 month, 18 month and 3.5 years maternal and child health assessments, all babies (304), toddlers (303) and pre-schoolers (271) had an oral health assessment with a number of follow up referrals made.
3.4. Partner with community organisations including community health on health promotion campaigns addressing issues such as obesity and with key providers of diabetes education, prevention and management.	3.4.1. Focus on improved management of chronic disease, which includes Diabetes. Strategies include care and referral pathways, self-management and health literacy.	Inner North West Primary Care Partnership		<p>Development of a health literacy online module and plan to pilot the organisational health literacy responsiveness self-assessment tool.</p> <p>The Diabetes Collaborative participants meet quarterly to share information, review the outcomes of the Diabetes Referral Guide and foster the Hospital, HARP and Community Health network. An evaluation of the project resources and referral system outcomes was conducted in early 2015 and found improved coordination of care for local people with diabetes within member agencies, by facilitating the ease of referral, increasing referral volume particularly between the hospitals and community health services and substantially increasing rates of referral acknowledgement.</p> <p>The Self-Management Implementation Network (SMIN), facilitated by the INWPCP, supports local clinicians in implementing self-management support skills. System level improvements in the transition of care for consumers between cardiac rehabilitation and community based health and wellbeing programs. The project finished in March 2016 and partners continue to meet quarterly.</p> <p>The INW PCP is currently recruiting consumers to participate in a focus group to inform a respiratory project and conducting interviews with service providers to identify gaps.</p>

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
<b>Theme 4: Strong Governance and Partnerships</b>				
<b>1. Monitor and evaluate</b>				
1.1 Ensure systems for monitoring and evaluation are in place to measure health and wellbeing outcomes and outputs across the life of the plan.	1.1.1 Analyse health and wellbeing indicators included in the Moonee Valley Annual Community Survey.	Social Planning and Wellbeing		The 2016 survey was conducted and prepared for analysis. Information will be made available for relevant departments and support for specific research needs provided.
	1.1.2 Work in collaboration with partners of the INWPCP to conduct a collaborative evaluation project focusing on mental and emotional wellbeing and prevention of violence against women.	Social Planning and Wellbeing		Contribution to the INW PCP collaborative evaluation project that has developed an evaluation framework and shared indicators focused on primary prevention of violence against women. Council identified healthy relationship and sexual health workshops to be delivered in 2016 as a pilot project contributing to the collaborative evaluation.

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
1.2 Produce annual action plans and progress reports.	1.2.1 Design, develop and undertake a survey of community organisations.	Social Planning and Wellbeing		The Community Organisations Satisfaction Survey was conducted in August 2015 with the level of satisfaction found to be satisfactory (7.6/10).
1.3 Integrate lessons learnt from State, National and International prevention initiatives, in particular Healthy Together Victoria.	1.3.1 Build on the Healthy Together Victoria Achievement Program model to implement Healthy Settings projects across the municipality.	Social Planning and Wellbeing		Council has committed to modelling a healthy workplace and achieved benchmark 1 of the Achievement Program. Consultation identified physical activity, healthy eating and mental health as priorities. Projects have focused on local business menus, early year's services, and community nutrition and brain health workshops.
	1.3.2 Complete a research project into assessing benefits and impacts of creating 'green food' canteens at community sports venues using the Healthy Together Victoria guidelines.	Sport and Recreation		A healthy canteens workshop engaging 16 sports clubs was held in April 2016. The workshop was based on research and work conducted in Wyndham on healthy canteens.
<b>2. Work in Collaboration</b>				
2.1 Ensure that community consultation and engagement approaches are appropriately designed to enable participation by all in the community.	2.1.1 Develop a Community Engagement Framework, including survey policies and procedures, and a centralised system to monitor and record community consultations.	Social Planning and Wellbeing		Policies and procedures for surveys and a centralised consultation monitor have been developed and are available for all staff. Research skills training for staff was delivered in March 2016.  Planning has commenced for the development of a Community Engagement Framework with the establishment of a governance group.
	2.1.2 Prepare a Planning Engagement Framework, in alignment with the Community Engagement Framework, to develop better connections between Strategic Planning and the community.	Strategic Planning		Council employed a Planning Engagement Officer and has commenced work on an engagement plan that will be aligned with the Community Engagement Framework (to be developed by June 2017).
2.2 Actively collaborate with key partners to address identified health and wellbeing needs for Moonee Valley.	2.2.1 Explore and engage in partnership opportunities via existing networks.	Social Planning and Wellbeing		Numerous partnership initiatives have been established and maintained. Forums and networks hosted and attended by Council's Social Planning and Wellbeing team include: Neighbourhood House & Community Centre coordination meetings, Community Safety Stakeholder Group, Community Safety Reference Group, the Learning Board, Health and Wellbeing Community Committee, Closing the Health Gap Wellbeing Partnership, Local Government Working Group on Gambling, North and Western Region Health Planners Network, LGPro Health and Wellbeing Special Interest Group, Local Government Multicultural Issues Network, Western Region Local Government Reconciliation Network, Action for Equity practice forum and Senior Management meetings, MAV Prevention of Violence Against Women Network, GLBTIQ Western Region Councils Working Group and the Western Region Grant Makers Network.
<b>3. Effective and Timely Communication</b>				
3.1 Annual reporting of health and wellbeing indicators throughout the life of the Plan.	3.1.1 Produce an annual progress report on all levels of evaluation, including strategic indicators and an update of relevant health and wellbeing data.	Social Planning and Wellbeing		Council endorsed the Year 3 Action Plan 2015/16 and noted the Progress Report July 2015 at its Ordinary meeting on the 28 July 2015.  Evaluation progress is communicated via presentation of reports to Council and the Public Health and Wellbeing Community Committee, as well as documents being made publically available on Council's website.
	3.2.1 Review, update and disseminate relevant health	Social Planning		Information related to population, demographics, health and safety,

Strategic Objective	Actions Year Three – to June 2016	Action Leader	Progress	2015/16 Progress notes
3.2 Timely and accurate provision of community health and safety information.	and safety information.	and Wellbeing		community development, engagement and consultation is regularly updated and disseminated to partners and the community. This information is provided in an accessible format and made available via: Councils website; targeted newsletters and emails; relevant meetings and networks. Examples include the health and wellbeing snapshots and the community safety knowledge bank.
3.3 Ensure knowledge transfer and management is aligned with the needs of our community and new technologies.				

## Acronyms

EDFL	Essendon District Football League
EGMs	Electronic Gaming Machines
HARP	Hospital Admission Risk Program
INWPCP	Inner North West Primary Care Partnership
ITP	Integrated Transport Plan
LGBTIQ	Lesbian, Gay, Bisexual, Transgender, Intersex and Queer
MILD	Milleara Integrated Learning and Development Centre
MVCC	Moonee Valley City Council
NAIDOC	National Aborigines and Islanders Day Observance Committee
PVT	Preventing Violence Together
SMIN	Self Management Implementation Network
UNICEF	United Nations Children's Fund
VACCHO	Victorian Aboriginal Community Controlled Health Organisation Inc.
VLGA	Victorian Local Government Association
WSUD	Water Sensitive Urban Design

## Health and Wellbeing Plan – Year 4 Action Plan 2016/17

Strategic Objective	Actions Year Four – to June 2017	Action Leader
<b>Theme 1: Healthy places</b>		
<b>1. Create a healthy and sustainable city</b>		
1.1. Encourage a green, clean, beautiful and sustainable city with urban design policies supporting natural and built environments that promote health and wellbeing in the update of the Moonee Valley Planning Scheme.	Completed in Year Two – No further action required.	
1.2. Advocate to State and Federal Governments to improve public transport, pedestrian connectivity and facilitate active, accessible and sustainable travel through the Integrated Transport Plan, and the Walking and Cycling Strategy.	1.2.1. Implement advocacy activities through the Metropolitan Transport Forum and Western Transport Forum, including for operational improvements with Public Transport Providers.	Transport
1.3. Upgrade local neighbourhood parks, streetscapes and other public spaces to include more shade trees, accessible public amenities, support the local ecosystem, and increase the number of play spaces inviting to the whole family through the Playspace Plan.	1.3.1 Upgrade play opportunities at the following parks and reserves in line with the Playspace Plan: <ul style="list-style-type: none"> <li>• Muriel Street Playground</li> <li>• Clarinda Park,</li> <li>• Debneys Park West</li> <li>• KT Smith Reserve</li> <li>• Cliff Allison Reserve</li> <li>• Weather Station Reserve</li> <li>• HW Cousins Reserve</li> <li>• Albert Wallis Reserve</li> <li>• Hansen Etzel Reserve (north); and</li> </ul> Construction of Regional Playspace: Riverside Park upgrade as part of the Maribyrnong River Master Plan.	Urban Design



Strategic Objective	Actions Year Four – to June 2017	Action Leader
	1.3.2 Finalise construction of the Airport West Green Spine (harvest and reuse water for community initiatives such as orchards and gardens) by June 2017.	Urban Design
	1.3.3 Complete park master plans that reflect the needs of local residents and users for: <ul style="list-style-type: none"> <li>• AJ Davis Reserve</li> <li>• Woodlands Park</li> </ul>	Urban Design
	1.3.4 Develop a detailed design of a stormwater treatment and harvesting system at Woodlands Park and Salmon Reserve.	Urban Design
	1.3.5 Consult on and finalise the master plan for the Moonee Ponds Creek linear park that considers WSUD, active transport, path connections and the path linkages with neighbouring and interested authorities, including Melbourne Water.	Urban Design

Strategic Objective	Actions Year Four – to June 2017	Action Leader
1.4. Enhance participation in community life by children and young people across all Council areas reflecting the UNICEF Child Friendly Cities framework.	1.4.1. Implement the Moonee Valley Early Years Action Plan under the key themes of People, Places and Partnerships for children.	Family and Children's Services
1.5. Progress towards accreditation for Moonee Valley as a World Health Organization Age-friendly City prioritising actions including urban design, transport and recreational options that enhance participation in community life.	1.5.1. Undertake application for age friendly city accreditation to align with the launch of the new Healthy Ageing Strategy 2017.	Aged and Disability Services
<b>2. Lead and advocate for housing choice and access</b>		
2.1 Implement the 2013-14 Moonee Valley Affordable Housing Action Plan	Completed in Year Two – No further action required.	
2.2 Ensure objectives and strategies supporting housing affordability and housing choice where relevant to land use planning in the review of and updated Moonee Valley Planning Scheme.	Completed in Year Two – No further action required.	
2.3 Utilise Council's Housing Strategy 2010 and other relevant strategies, plans and policies to inform implementation of	2.3.1 Review and update the Housing Strategy, ensuring consideration of housing diversity and affordability.	Strategic Planning

Strategic Objective	Actions Year Four – to June 2017	Action Leader
new planning zones and support appropriately located housing development that matches population change and expected household size.		
	2.3.2 Work with housing providers to develop partnerships, and collaboration to concept development stage for reinvestment, reinvigoration and redevelopment of aged and disability community infrastructure assets.	Aged and Disability Services
	2.3.3 Ensure affordable housing is a key focus area of the new Housing Strategy and actions are included to increase the supply of affordable housing in the municipality.	Social Planning and Wellbeing
	2.3.4 Contribute to national housing research as a partner organisation for ARC Research Project 'Local Government and Housing in Australia in the 21st Century'.	Social Planning and Wellbeing Strategic Planning
<b>3. Promote responsible gambling</b>		
3.1 Minimise the detrimental impacts on the community resulting from Electronic Gaming Machines (EGMs) by developing a Local Planning Policy for the Moonee Valley Planning Scheme that builds on the Gaming Position Paper and takes account of socio-economic disadvantage and density of EGMs.	Completed in Year Two – No further action required.	

Strategic Objective	Actions Year Four – to June 2017	Action Leader
3.2 Collaborate with other organisations and local governments to identify and respond to new trends, and to address the negative impacts of gambling.	3.2.1 Continue to work with partners to advocate and raise awareness of harm from gambling, including supporting initiatives through the Alliance for Gambling Reform.	Social Planning and Wellbeing

Strategic Objective	Actions Year Four – to June 2017	Action Leader
<b>Theme 2: Safe and connected communities</b>		
<b>1. Address health inequalities</b>		
1.1 Encourage broad participation in civic life by all members of the community by supporting activities that celebrate cultural identity and enhance the capacity of local community organisations through grants, training and other resources.	1.1.1 Strengthen the capacity of local community organisations to contribute to community wellbeing through provision of the Moonee Valley Grants Program.	Social Planning and Wellbeing
	1.1.2 Review the Moonee Valley Grants Program and implement recommendations for continuous improvement of the program.	Social Planning and Wellbeing
	1.1.3 Deliver a Moonee Valley Community Grant recognition and information event that builds capacity and provides networking opportunities for the community.	Social Planning and Wellbeing
	1.1.4 Support the evaluation of Partnership Grants and use reports to inform the in-depth evaluation of the Health	Social Planning and Wellbeing



Strategic Objective	Actions Year Four – to June 2017	Action Leader
	Plan.	
	1.1.5 Implement the Community Funding Support Framework to improve accountability and streamline Councils provision of community funding.	Social Planning and Wellbeing
	1.1.6 Implement actions from the Men's Health Action Plan.	Aged and Disability
1.2 Regularly assess the take-up of Council services by people from non-English speaking backgrounds, people with disabilities and other people with identified needs and work with partners and community to redesign programs accordingly.	1.2.1 Finalise and implement the Inclusive Practice Guide to improve community access to Council events and programs.	Aged and Disability Services
	1.2.2 Develop a coordinated approach to support vulnerable residents including working with Essendon Citizens Advice Bureau and explore funding options for continued Emergency Relief.	Aged and Disability Services
1.3 Promote cultural sensitivity across Council through the update and delivery of diversity and social inclusion strategies, reconciliation policy and Council's Grants Program.	1.3.1. Implement and review the LGBTIQ Action Plan 2015-17.	Social Planning and Wellbeing
	1.3.2. Develop and implement the Multicultural Action Plan.	Social Planning and Wellbeing  Community

Strategic Objective	Actions Year Four – to June 2017	Action Leader
		Development
	1.3.3. Implement the Reconciliation Policy and Action Plan 2016-18, that focuses on continuing to respect, recognise and build relationships with Aboriginal and Torres Strait Islander peoples.	Social Planning and Wellbeing
	1.3.4. Deliver the North and West Metropolitan Koolin Balit Project, focusing on improving access to health services for Aboriginal and Torres Strait Islanders.	Inner North West Primary Care Partnership
1.4 Work with community partners to deliver the Western Region Sexual and Reproductive Health Partnership Action for Equity: A Sexual and Reproductive Health Plan for Melbourne's West 2013-17.	1.4.1 Implement strategies within Action for Equity: A Sexual and Reproductive Health Plan for Melbourne's West 2013-17 (led by Women's Health West).	Social Planning and Wellbeing Youth Services
<b>2. Foster social connection and community engagement</b>		
2.1 Participate in the Victorian Road Safety Partnership Program to enhance safety around schools and for all pedestrians, cyclists and road users.	2.1.1 Implement key projects to enhance the safety of all road users in the municipality.	Transport
2.2 Support the transition of Flemington Neighbourhood Renewal into a sustainable community approach.	2.2.1 Implement localised Action Plan focussing on four key themes identified through the Flemington Community Report: Employment and Learning; Youth Engagement; Health, Wellbeing and Community Safety; Governance and Leadership.	Community Development

Strategic Objective	Actions Year Four – to June 2017	Action Leader
	2.2.2 Initiate formalisation and measurement of Council's approach to Community Development incorporating Engagement, Leadership and Participation.	Community Development
2.3 Establish the evidence to support accreditation as a World Health Organization Safe Community.	2.3.1. Implement the Disability Action Plan – Year 3 and the Healthy Ageing Strategy – Year 5.	Aged and Disability
2.4 Build partnerships with Victoria Police, Department of Justice, Neighbourhood Watch, and community organisations and strengthen cooperation in delivery of safety programs including a communication program providing accurate information about safety in the City.	2.4.1 Develop and implement the Community Safety Action Plan 2016/17 with input from the Community Safety Stakeholder Group.	Social Planning and Wellbeing
	2.4.2 Implement a place based approach to community safety in Flemington and Ascot Vale including development and implementation of 2016/17 Local Action Plan.	Social Planning and Wellbeing
	2.4.3 Deliver the inaugural Health and Safety Forum to strengthen local community partnerships to address priority actions for community safety, health and wellbeing.	Social Planning and Wellbeing

Strategic Objective	Actions Year Four – to June 2017	Action Leader
2.5 Develop a Moonee Valley Prevention of Violence against Women statement and support community programs and services to prevent and reduce family violence including regional approaches such as Building a Respectful Community – Preventing Violence Together and place-based projects such as the 360 Turn around Project pilot.	2.5.1 Develop a policy position on Gender Equality that models and promotes Gender Equality in the workplace and community, to be informed by outcomes of the Royal Commission into Family Violence and the “Change the Story” framework (VicHealth, OurWATCH and ANROWS).	Social Planning and Wellbeing
	2.5.2 Support community participation and action to prevent violence against women and children including: program and service delivery and development of a cross Council governance structure to guide a coordinated approach.	Social Planning and Wellbeing Community Services Community Development
2.6 Develop Council’s Community Planning and Development Framework to help strengthen the socially inclusive approach of all community centres and facilities supported by Council.	Completed in Year Two – No further action required.	
<b>3. Enable lifelong learning</b>		
3.1 Promote enhanced local business and employment opportunities and education connections for all members of the community, including the most disadvantaged, through Council’s Economic Development Strategy 2013-16.	3.1.1 Investigate and if feasible develop programs to support local jobs for local people to remove barriers to employment.	Economic Development
	3.1.2 Offer traineeships to people with disability at the Crown Street Stables.	Aged and Disability Services



Strategic Objective	Actions Year Four – to June 2017	Action Leader
3.2 Implement the Learning Community Framework and establish a learning community governance structure to facilitate lifelong learning across the municipality.	3.2.1 Support lifelong learning through community governance structures including the Principal's Breakfast and Neighbourhood and Community Centre Coordination.	Social Planning and Wellbeing
3.3 Strengthen local learning opportunities and encourage the community to keep mentally active.	3.3.1 Implement recommendations based on review of Neighbourhood House and Community Centre Partnership.	Community Development
	3.3.2 Develop and implement the Dementia Prevention Plan.	Aged and Disability
	3.3.3 Develop a partnership approach with U3A to increase participation of older adults in lifelong learning.	Aged and Disability
	3.3.4 Deliver education programs for people of all ages at the Incinerator Gallery including Arty Tales, school programs and arts history.	Arts and Culture
	3.3.5 Implement a communications and literacy place-based approach in Flemington targeting children aged 0-5.	Maternal and Child Health

Strategic Objective	Actions Year Four – to June 2017	Action Leader
<b>Theme 3: Healthy People</b>		
<b>1. Promote positive mental health</b>		
1.1 Facilitate and encourage access to diverse, affordable and enjoyable leisure, learning and cultural opportunities through Council's Leisure Strategy 2013-2023.	1.1.1 Partner with Ascot Vale Leisure Centre management to offer both structured and casual leisure activities to better meet the needs of local communities.	Leisure Facilities  Social Planning and Wellbeing
	1.1.2 Improve accessible access to pools and change facilities at Ascot Vale Leisure Centre.	Leisure Facilities
	1.1.3 Work with the management of the East Keilor Leisure Centre to develop new programs to activate and increase use of the newly constructed outdoor gym area.	Leisure Facilities
1.2 Develop relationships with artists, educational bodies, community organisations and other agencies to improve participation in and consumption of arts and cultural activities	1.2.1 Implement the Moonee Valley Arts and Culture Plan 2014 -2018.	Arts, Culture and Libraries
1.3 Actively support and encourage volunteering programs in the community as social inclusion in action noting its benefits for mental health and wellbeing.	1.3.1 Develop Council's Volunteer Coordination Framework.	Community Development

Strategic Objective	Actions Year Four – to June 2017	Action Leader
1.4 Foster good mental health amongst young people with a holistic Youth Engagement Strategy encouraging involvement in every aspect of the life of the City.	1.4.1 Implement Thrive Action Plan One (to July 2017) which includes a number of actions promoting positive mental wellbeing and strengthening service partnerships to respond to community needs.	Youth Services
	1.4.2 Develop Thrive Action Plan Two in partnership with young people and service partners.	Youth Services
1.5 Investigate service needs to support youth mental health at a regional and local level.	1.5.1 Facilitate the Moonee Valley Young Peoples' Coalition and support existing service networks to collectively improve mental health outcomes for young people.	Youth Services
	1.5.2 Undertake a service mapping project to inform advocacy, service attraction planning and referral processes.	Youth Services
1.6 Collaborate with community agencies on effective campaigns to promote mental health and wellbeing and address bullying in partnership with schools and other agencies.	1.6.1 Implement an integrated approach that includes encouraging school participation in the Achievement Program.	Social Planning and Wellbeing
<b>2. Increase physical activity and healthy eating</b>		
2.1 Utilise the Complete Street principles to design safe, attractive and multipurpose streets as well as promoting more active use of public space through key actions in the City Sustainability Policy and Open Space Policy.	2.1.1 Complete and implement the Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan including the Pridham Plaza landscape upgrade project.	Urban Design

Strategic Objective	Actions Year Four – to June 2017	Action Leader
	2.1.2 Ensure the Essendon Junction and Airport West Structure Plans utilise Complete Streets Principles as well as promoting more active use of public space.	Strategic Planning
2.2 Encourage and model a Healthy Workplaces approach.	2.2.1 Implement the Healthy Moonee Valley initiative, actions from July 2016 - June 2017 in the Action and Evaluation Plan and coordinate the Reference Group.	Social Planning and Wellbeing Human Resources
2.3 Develop targeted approaches to increase physical activity where participation levels are known to be low including providing up-to-date easy-to-access information about local leisure and sports options.	2.3.1 Promote events, programs and Council's leisure and recreational facilities in a more considered way to encourage their use by all members of the community.	Sport and Recreation
	2.3.2 Deliver new and upgraded sports facilities to the community that cater for and encourage participation from all members of our community.	Sport and Recreation
	2.3.3 Implement cross-promotional activities between Council's services to deliver workshops to groups, clubs and organisations on relevant social issues.	Sport and Recreation



Strategic Objective	Actions Year Four – to June 2017	Action Leader
	2.3.4 Promote physical activity programs and opportunities in the region including the Inner North West Primary Care Partnership Online Physical Activity Directory for Older Adults 55+.	Social Planning and Wellbeing  Inner North West Primary Care Partnership
2.4. Support initiatives such as community gardens, walking and other recreation that encourages exercise outdoors and community engagement, including signing the International Charter for Walking.	2.4.1 Develop the Integrated Transport Plan to support active transport in Moonee Valley.	Transport
2.5. Ensure a focus on food security strategies and healthy eating including opportunities to produce and buy food locally in the review of the Moonee Valley Planning Scheme.	2.5.1. Continue to deliver My Smart Garden community education workshops that encourage local and sustainable food production.	Environment and Sustainability
2.6. Promote healthy eating and oral health across the life stages through partnerships with Maternal and Child Health and early year's services, schools and Home and Community Care services and the Healthy Ageing Program.	2.6.1. Promote healthy eating including portions and healthy weight in early year's services.	Maternal and Child Health
	2.6.2. Diversify and promote the Community Meals Program.	Aged and Disability Services

Strategic Objective	Actions Year Four – to June 2017	Action Leader
<b>3. Understand and address emerging health issues</b>		
3.1. Build on the Flemington Community Health Screening Project to inform program development and address specific health issues.	3.1.1. Completed in Year Three – No further action required.	
3.2. Strengthen understanding of adolescent risk factors and risk taking behaviour including: <ul style="list-style-type: none"> <li>• Bullying</li> <li>• Smoking</li> <li>• Alcohol and other drug use</li> <li>• Sexually transmitted infections.</li> </ul>	3.2.1. Completed in Year Three – No further action required.	
3.3. Explore the reasons for poor dental health of children under five and ways to maintain and increase take up of key 'ages and stages' Maternal and Child Health visits.	3.3.1. Completed in Year Three – No further action required.	
3.4. Partner with community organisations including community health on health promotion campaigns addressing issues such as obesity and with key providers of diabetes education, prevention and management.	3.4.1. Focus on improved management of chronic disease, which includes Diabetes. Strategies include care and referral pathways, self-management and health literacy.	Inner North West Primary Care Partnership

Strategic Objective	Actions Year Four – to June 2017	Action Leader
<b>Theme 4: Strong Governance and Partnerships</b>		
<b>1. Monitor and evaluate</b>		

Strategic Objective	Actions Year Four – to June 2017	Action Leader
1.1 Ensure systems for monitoring and evaluation are in place to measure health and wellbeing outcomes and outputs across the life of the plan.	1.1.1 Analyse health and wellbeing indicators included in the Moonee Valley Annual Community Survey.	Social Planning and Wellbeing
	1.1.2 Work in collaboration with partners of the INWPCP to collaboratively evaluate primary prevention of violence against women programs.	Social Planning and Wellbeing
	1.1.3 Identify gender equality based targets to enable monitoring, accountability, reporting and evaluation of primary prevention activity across the municipality.	Social Planning and Wellbeing
1.2 Produce annual action plans and progress reports.	1.2.1 Design, develop and undertake a survey of community organisations.	Social Planning and Wellbeing
1.3 Integrate lessons learnt from State, National and International prevention initiatives, in particular Healthy Together Victoria.	1.3.1 Build on the Healthy Together Victoria Achievement Program model to implement the Healthy Moonee Valley initiative across the municipality and share lessons with community partners and other community settings.	Social Planning and Wellbeing
	1.3.2 Mapping of local, regional, state and national health policy context to inform the development of Council's Strategic Documents and planning with partners.	Social Planning and Wellbeing
	1.3.3 Continue to work with sports clubs to support healthy eating in canteens.	Sport and Recreation

Strategic Objective	Actions Year Four – to June 2017	Action Leader
<b>2. Work in Collaboration</b>		
2.1 Ensure that community consultation and engagement approaches are appropriately designed to enable participation by all in the community.	2.1.1 Develop a Community Engagement Framework to improve effective engagement practice and opportunities for community to influence and inform Councils strategic direction and service delivery.	Social Planning and Wellbeing
	2.1.2 Prepare a Planning Engagement Framework, in alignment with the Community Engagement Framework, to develop better connections between Strategic Planning and the community.	Strategic Planning
2.2 Actively collaborate with key partners to address identified health and wellbeing needs for Moonee Valley.	2.2.1 Work with partners to identify health and wellbeing priorities and actions to inform the development of the next Health Plan.	Social Planning and Wellbeing
	2.2.2 Focus on workplace culture by: responding to the Organisational Culture Survey outcomes; review of the next workplace Enterprise Agreement; and development of the Human Resources Strategy.	Human Resources
<b>3. Effective and Timely Communication</b>		
3.1 Annual reporting of health and wellbeing indicators throughout the life of the Plan.	3.1.1 Evaluate the Moonee Valley Public Health and Wellbeing Plan 2013-17 to inform the development of the next health plan.	Social Planning and Wellbeing
	3.2.1 Examine health and wellbeing status and produce a	Social Planning



Strategic Objective	Actions Year Four – to June 2017	Action Leader
3.2 Timely and accurate provision of community health and safety information.	health profile to inform the development of Council's strategic documents and support integrated planning in Moonee Valley.	and Wellbeing
3.3 Ensure knowledge transfer and management is aligned with the needs of our community and new technologies.		

Acronyms	
ANROWS	Australia's National Research Organisation for Women's Safety
ARC	Australian Research Council
EGMs	Electronic Gaming Machines
FV	Family Violence
INWPCP	Inner North West Primary Care Partnership
LGBTIQ	Lesbian, Gay, Bisexual, Transgender, Intersex and Queer
MVCC	Moonee Valley City Council
PVAW	Prevention of Violence Against Women
U3A	University of the Third Age
UNICEF	United Nations Children's Fund
WSUD	Water Sensitive Urban Design

## LGBTIQ Action Plan 2015-17 – Year 1 Progress Report – July 2016

This reporting details the progress of actions contained in the LGBTIQ Action Plan 2015-17.

“→” indicates that the actions will continue beyond Year 1.

### Theme 1: Fostering respect and celebrating diversity

Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
Public displays and recognition	LGBTIQ community acknowledged Visibility of LGBTIQ people increased Greater community awareness of our LGBTIQ community members	Display Rainbow Flags at Council's three main junctions, the Civic Centre and the Depot to celebrate the annual Midsumma Festival and recognise International Day Against Homophobia, Biphobia, Intersexism and Transphobia (17 May).	General community LGBTIQ people, families and allies	Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>Flags were flown at the Civic Centre, the Depot, Clocktower Centre and Essendon Junction during Midsumma from 18 January – 8 February 2016.</li> <li>Flags were flown at the Civic Centre, the Depot and Moonee Valley Junction for International Day Against Homophobia, Biphobia, Intersexism and Transphobia, from 16 May – 23 May 2016.</li> </ul>
		Explore opportunities to use the arts to show support and celebrate the LGBTIQ community and to engage the broader community.		Year 1 →	Arts, Culture and Libraries; Community Planning	<ul style="list-style-type: none"> <li>Delivery of three events for Midsumma 2016, coordinated by Arts and Culture: <ul style="list-style-type: none"> <li>'All you need is love', a photographic exhibition celebrating diverse families by Lisa White, was held at the Incinerator Gallery from 22 January to 14 February 2016 and officially opened by Victoria's Gender and Sexuality Commissioner, Rowena Allen.</li> <li>2 Cabaret events were held at the Clocktower Centre: Dolly Diamond and Mark Jones: Alive and Intimate, 6 &amp; 7 February 2016; Melissa Langton and Mark Jones: Me and Mr Jones – The Midsumma Remix, 30 &amp; 31 January 2016</li> </ul> </li> </ul>

Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
		Develop an image library of diverse representations of LGBTIQ people for inclusion in Council publications and communication channels to acknowledge the diversity of our community.		Year 1 →	Communications and Customer Service	<ul style="list-style-type: none"> <li>Collation of an image library has commenced, and is available for all staff to access. Images continue to be added, to ensure Moonee Valley specific content and diverse representations of LGBTIQ people for use in Council publications.</li> </ul>
		Promote the 'Rainbow Stories in the Valley' project documenting the personal stories of LGBTIQ people in Moonee Valley and display the storyboards at Council libraries, Clocktower Gallery and other locations.		Year 1	Community Planning	<ul style="list-style-type: none"> <li>Rainbow Stories in the Valley storyboards were developed and launched in May 2015 in recognition of International Day against Homophobia, Biphobia, Intersexism and Transphobia.</li> <li>The storyboards have been on display at the following locations: <ul style="list-style-type: none"> <li>- Avondale Heights Library, June 2015;</li> <li>- Sam Merrifield Library, July 2015;</li> <li>- Youth Services, October 2015;</li> <li>- Boadle Hall at Incinerator Gallery, 22 January to 14 February 2016; and</li> <li>- Rainbow Tent at Moonee Valley Festival, 28 February 2016.</li> </ul> </li> </ul>
		Display the Rainbow Families posters and promote Rainbow families resources at Council's venues such as Family and Children's facilities including Maternal and Child Health Centres, Kindergartens and Childcare centres; libraries and appropriate Aged and Disability managed venues.		Year 1	Family and Children Services; Aged and Disability Services; Arts, Culture and Libraries	<ul style="list-style-type: none"> <li>Rainbow Families posters were designed in collaboration with Rainbow Families Council to include the Moonee Valley logo.</li> <li>The posters are on display at Maternal and Child Health Centres, Kindergartens and Childcare Centres.</li> </ul>

Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
Celebrations and events	LGBTIQ community members celebrated and acknowledged Visibility of LGBTIQ people increased LGBTIQ people part of broader Council activities	Recognise International Day Against Homophobia, Biphobia, Intersexism and Transphobia (17 May) through activities and/or an event.	General community LGBTIQ people, families and allies	Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>International Day Against Homophobia, Biphobia, Intersexism and Transphobia was recognised through a number of initiatives, including: <ul style="list-style-type: none"> <li>A free film screening of the critically acclaimed Australian documentary 'Gayby Baby' at the Clocktower Centre on 19 May 2016. This event was supported by guest speakers and activities, with the theme 'Rainbow Families'. Approximately 60 people attended.</li> <li>Adshells were displayed at eight locations across Moonee Valley, from 21 March – 17 April 2016, stating Council's position to reduce discrimination based on gender or sexual identity and promoting events for IDAHOBIT.</li> <li>Rainbow flags were flown at the Civic Centre, the Depot and Moonee Valley Junction from 16 May – 23 May 2016.</li> </ul> </li> </ul>
		Recognise days that mark the various communities within the queer community (for example: 31 March – International Transgender Day of Visibility; 23 September – Celebrate Bisexuality Day; 26 October – Intersex Awareness Day; 8 November – Intersex Day of Remembrance; 20 November – Transgender Day of Remembrance) through Council's social media		Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>International Transgender Day of Visibility; Celebrate Bisexuality Day; Wear it Purple Day; Intersex Awareness Day, Intersex Day of Remembrance; and Transgender Day of Remembrance were promoted on social media, including Twitter and Facebook in 2015.</li> <li>The LGBTIQ Working Group revised the list of days for recognition at the February 2016 meeting, providing recommendations for social media in 2016.</li> </ul>



Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
		channels.				
		Undertake activities as part of the annual Midsumma Festival including local and joint projects with other councils and/or organisations.		Year 1 →	Community Planning; Arts, Culture and Libraries	<p>The following projects were led by Council for Midsumma 2016:</p> <ul style="list-style-type: none"> <li>• Premier Event: 'All you need is love', a photographic exhibition celebrating diverse families by Lisa White, was held at the Incinerator Gallery from 22 January to 14 February 2016. Twenty-four families were selected to be photographed following an expression of interest process in September 2015, which was open to the Moonee Valley community.</li> <li>• The LGBTIQ Working Group supported an activity for 'All you need is love', with 'Rainbow Stories in the Valley' displayed in the Boadle Hall and a large rainbow flag that could be signed by visitors.</li> <li>• 2 Cabaret events were held at the Clocktower Centre: Dolly Diamond and Mark Jones: Alive and Intimate, 6 &amp; 7 February 2016; Melissa Langton and Mark Jones: Me and Mr Jones - The Midsumma Remix, 30 &amp; 31 January 2016.</li> <li>• Rainbow flags were flown at the Civic Centre, the Depot, Clocktower Centre and Essendon Junction from 18 January – 8 February 2016.</li> <li>• Involvement of the LGBTIQ Working Group in the planning of Midsumma initiatives, through the meetings on 20 August and 11 November 2015, and attendance at events throughout Midsumma.</li> </ul> <p>The following joint projects were undertaken in</p>

Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
						<p>collaboration with Western Region Councils for Midsumma 2016:</p> <ul style="list-style-type: none"> <li>GOWEST program launch, held on 3 December 2015 at The Substation and attended by the Mayor, Arts and Culture, Community Planning and Working Group members.</li> <li>Carnival Day, held on 17 February 2016, with representation at the GOWEST stall by a working group member, and provision and promotion of Moonee Valley content.</li> <li>Pride March, held on 31 January 2016, with attendance from Community Planning and Working Group members, who marched with GOWEST.</li> <li>Ms Gay and Ms Transsexual Australia, held on 30 January 2016 at The Substation, attended by the Mayor as part of the judging panel.</li> <li>Youth Services designed and supported a number of GOWEST events in partnership, including the Mad Hatters Tea Party held on 30 January 2016, attended by 160 young people and Cabaret held on 5 February 2016, attended by 60 young people.</li> <li>Collaboration with the GLBTI Western Region Council's network, including attendance at the meeting on 30 July 2015, to plan Midsumma events.</li> </ul>
		Develop a communications campaign to encourage staff, Councillors, external partners and the community to take part		Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>A communications plan was developed to encourage staff, Councillors, external partners and community to take part in Pride March, in collaboration with GOWEST. Promotion</li> </ul>

Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
		in Melbourne's Pride March.				included Council's website, advertorial in the local papers (Leader and Weekly Review), Intranet, Internal staff email, Councillor Update, Invites to Executive Team and Councillors, social media, email to community partners, and GOWEST promotion in the Midsumma Guide and website.
<b>Raising awareness</b>	<p>Greater community awareness of our LGBTIQ community members, issues and ways to promote participation and redress discrimination</p> <p>Greater inclusion of all community members across a range of activities and programs</p> <p>Greater awareness by young people of bullying and its impacts</p> <p>Reduced instances of bullying and discrimination</p>	Advocate through key networks and advisory committees for activities to be inclusive and embed LGBTIQ-inclusive practice in programs and initiatives, including the Learning Board, Neighbourhood Houses, youth activities, seniors' groups and sports' groups.	General community LGBTIQ people, families and allies	Year 1 →	Community Planning; Sport and Recreation; Aged and Disability Services	<ul style="list-style-type: none"> <li>Promotion of the LGBTIQ Action Plan to Council departments and external stakeholders following endorsement by Council in June 2015.</li> <li>Youth Services coordination of the Queer Youth Group, which formed in February 2016, and has approximately 16 members. This includes an activity or program once every term in collaboration with Melton, Wyndham and Brimbank Council queer youth groups.</li> <li>Sports groups were contacted through the Community Conference and Sports Summit, held on 19 September 2015. Two working group members presented on inclusive sports practice.</li> <li>Aged and Disability Services has commenced training for aged care sector workers, through ACON (AIDS Council of NSW). This training is currently a trial for desk-based staff, and will be reviewed prior to a training program being developed for direct care staff. The program is an e-learning module providing an introduction to LGBTI ageing needs and inclusive practice.</li> <li>Aged and Disability Services office based staff attended a full day face to face training session delivered by Transgender Victoria on</li> </ul>

Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
						<p>16 June 2016. Direct care workers will attend a three hour face to face training session delivered by Transgender Victoria during 2016.</p> <ul style="list-style-type: none"> <li>Aged and Disability Services Social Work staff attended the GBTI Inclusive Network Meeting chaired by North West Aged Care Assessment Service and have promoted Switchboard's Out and About program to the Aged and Disability Services team.</li> <li>Attendance at the Public Forum for the 'Coming Back Out Ball' by Community Planning, discussing issues faced by LGBTIQ Older People, on 10 February 2016.</li> </ul>
		As part of Count Me In (a partnership with cohealth), raise awareness of bullying and discrimination in primary schools and the impact this has on young people.	Young people (primary school) LGBTIQ people, families and allies	Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>The Count Me In Summit was held on 21 October 2015, as a collaboration between cohealth and Council. The summit was facilitated by cohealth's Arts Generator and utilised an arts based approach to consult with primary school aged children on the key themes of resilience, school transition, and diversity and inclusion. The summit was attended by approximately 90 children in Grades 5 and 6 as well as staff and service providers, including Safe Schools Coalition. While the Count Me In project has now come to a close, the findings from this Summit provide valuable information to inform future programs to reduce discrimination and bullying in primary schools.</li> </ul>
Inclusive practice	Inclusive language used by Council staff in publications	Develop a resource to guide staff in the use of inclusive language on forms and	Council	Year 1 →	Community Planning; Communication	<ul style="list-style-type: none"> <li>Research on best practice has commenced to inform the development of an inclusive language guide to be used for Council</li> </ul>



Focus area	Outcomes	Action	Target audience	Timing of implementation	Responsibility	Progress tracking
	and material Sports clubs promote inclusion and redress discrimination in sport	surveys and Council-wide communications material, including translation and interpreter services and ensuring material is presented in a culturally sensitive and inclusive way.			s and Customer Service	publications. This resource will include terminology, definitions and protocols and will be promoted to all staff in Year 2.
		Include information about LGBTIQ-inclusive sport practices in the biennial Moonee Valley Sports Summit.	General community LGBTIQ people, families and allies	Year 1	Sport and recreation	<ul style="list-style-type: none"> <li>The Community Conference and Sports Summit took place on 19 September 2015. The speed daters' session allowed experts to speak to interested community members and sports clubs. Two working group members presented on inclusive sports practice.</li> </ul>
		Make information available about inclusive sports practice at Club Workshops to encourage sports clubs in Moonee Valley to embed inclusion in sport.		Year 1 →	Leisure and Open Space	<ul style="list-style-type: none"> <li>Discussions have commenced with the Sports and Recreation team to develop information on inclusive sports practice for club workshops and events. This action will be further progressed in Year 2.</li> </ul>
		Review Council's Sports Club User Guide to ensure it reflects inclusion of diverse community members.		Year 1	Sport and recreation; Community Planning	<ul style="list-style-type: none"> <li>Review of Council's Sports Club User Guide to ensure inclusion of diversity will commence in Year 2.</li> </ul>

## Theme 2: Promoting participation

Focus area	Outcomes	Potential actions	Target audience	Timing of implementation	Responsibility	Progress tracking
Greater support for groups, increased opportunities and places for people to meet	LGBTIQ people supported and part of community	Establish and facilitate a LGBTIQ youth group in Moonee Valley for young people to participate in planning and delivery of Council and/or community initiatives.	Young people	Year 1	Community Planning	<ul style="list-style-type: none"> <li>Establishment of the Queer Youth Group in February 2016, with approximately 16 members currently attending, providing social support for young people.</li> </ul>
		Through the grants program seek to support LGBTIQ community, programs or services.	LGBTIQ people, families and allies	Year 2	Community Planning	<ul style="list-style-type: none"> <li>The Moonee Valley Grants program was promoted to the LGBTIQ community through the Working Group, for Round 2 of the Biannual Grants Program.</li> <li>Opportunities for input into the grants guidelines and further promotion of the program in 2016 - 17, will be progressed in Year 2.</li> </ul>
Provide appropriate and responsive services	Services responsive and appropriate to the needs to LGBTIQ people Increased capacity of staff to work with and respond to LGBTIQ people Increased awareness and access to LGBTIQ-specific services in Moonee Valley and Melbourne	Develop a program of training and education forums to build capacity of staff and services to be LGBTIQ inclusive.	Council	Year 2	Community Planning; Human Resources	<ul style="list-style-type: none"> <li>A list of potential training providers and programs has been collated following input from the Working Group at the November 2015 meeting. This will be further developed in Year 2, including consideration of training options and programs for staff.</li> </ul>
		Develop and publish on Council's website (and provide hard copy in libraries and hubs) a list of resources and LGBTIQ-specific services.	LGBTIQ people and families	Year 1	Community Planning	<ul style="list-style-type: none"> <li>A list of resources and LGBTIQ services has been drafted, with some links provided on Council's website. Development of a resource will be progressed in Year 2.</li> </ul>
		Deliver the pilot project: <i>Living Safer Sexual Lives: Respectful Relationships in the West</i> , a partnership with western	LGBTIQ people with a disability	Year 1 →	Aged and Disability Services	<ul style="list-style-type: none"> <li>The <i>Living Safer Sexual Lives</i> pilot project was delivered for people with a disability, at Avondale Heights Library in September 2015. This consisted of four sessions and</li> </ul>

Focus area	Outcomes	Potential actions	Target audience	Timing of implementation	Responsibility	Progress tracking
		region councils and cohealth and investigate opportunities to continue the project.				covered topics on sexuality and respectful relationships.
Education	Increased uptake of Safe Schools Coalition initiative and programs Increased opportunities for the community to access diverse stories about LGBTIQ people and families	Promote the safe schools coalition initiative to secondary schools in Moonee Valley and promote activities as part of this initiative.	Young people (12-18 years)	Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>Seven schools in Moonee Valley are now members of the Safe Schools Coalition Australia.</li> <li>Youth Services have actively supported three schools in Moonee Valley with starting a Safe Schools 'Stand Out group'.</li> <li>A Notice of Motion was raised at the Council meeting on 22 March 2016, for Council to write letters of support for the Safe Schools Coalition Program, to the Prime Minister, the Minister for Education &amp; Training, The Premier of Victoria, Safe Schools Coalition Australia, and seven member schools within Moonee Valley. All eleven letters were sent on 14 April 2016.</li> </ul>
		Continue to acquire a library collection that reflects our diverse community, including LGBTIQ culture (for example, children's books that celebrate Rainbow families).	General community LGBTIQ people, families and allies Young people	Year 1 →	Arts, Culture and Libraries	<ul style="list-style-type: none"> <li>Additional children's books were added to the Library's collection in 2015, on gender and sexual diversity, and diverse families.</li> <li>These books were on display at the Moonee Valley Festival in 2015 and 2016.</li> </ul>

### Theme 3: Creating accessible places and spaces

Focus area	Outcomes	Potential actions	Target audience	Timing of implementation	Responsibility	Progress tracking
Public realm art displays	Increased visibility of LGBTIQ people LGBTIQ people and culture celebrated	Identify opportunities for public realm art displays to recognise and celebrate LGBTIQ diversity in Moonee Valley.	General community Artists LGBTIQ people, families and allies	Year 1 →	Arts, Culture and Libraries; Urban Design; Community Planning	<ul style="list-style-type: none"> <li>Opportunities for public art, streetscape works and street activation, in coordination with the Arts and Culture and Urban Design teams, will be progressed in Year 2.</li> </ul>
Accessible libraries	Libraries accessible to all community members	Continue to ensure Moonee Valley's libraries are accessible to all community members and that this accessibility reflects the diversity of our LGBTIQ community.	General community LGBTIQ people, families and allies	Year 1 →	Arts, Culture and Libraries	<ul style="list-style-type: none"> <li>Collaboration between Youth Services and Library Services has commenced for delivery of a sexual health and healthy relationships seminar with a LGBTIQ focus. Further work with libraries will be progressed in Year 2.</li> </ul>
Community infrastructure	Accessible and appropriate facilities considered in new or upgraded facilities	Explore feasibility of project briefs and facility standards to consider design approaches and provision of gender neutral spaces and facilities (e.g. provision of unisex toilets in addition to male and female toilets) when planning for new or upgraded infrastructure.	General community	Year 2	Community Planning	<ul style="list-style-type: none"> <li>Development of standards for provision of gender neutral spaces and facilities will be progressed in Year 2.</li> <li>The recent upgrade of public toilets at Riverside Park includes two unisex toilets.</li> </ul>

## Theme 4: Leadership and representation

Focus area	Outcomes	Potential actions	Target audience	Timing of implementation	Responsibility	Progress tracking
Workplace culture that supports LGBTIQ people	Moonee Valley City Council culture embraces and supports diversity in the workplace	Apply the 'Rainbow tick' six standards <sup>1</sup> across Council's services to embed LGBTI inclusive practice and service delivery.	Council	Year 2	Community Planning	<ul style="list-style-type: none"> <li>Application of the Rainbow Tick standards to Council services will be progressed in Year 2.</li> </ul>
		Investigate opportunities for a workplace culture survey to record baseline data about attitudes and inclusivity at Moonee Valley City Council.		Year 2	Human Resources	<ul style="list-style-type: none"> <li>An Organisational Culture Survey was conducted during June 2016. The results in relation to diversity and inclusion will inform workplace initiatives in Year 2.</li> </ul>
Advocacy	Council's position on marriage equality established and promoted	Develop a position statement on marriage equality and promote this to our community.	General community	Year 2	Community Planning	<ul style="list-style-type: none"> <li>A position statement on Marriage Equality will be progressed in Year 2, and will be informed by recent community engagement activities, including Midsumma, Moonee Valley Festival and IDAHOBIT.</li> </ul>
Decision-making	Council decisions are informed by diverse community views Council initiatives are community-led	Support a LGBTIQ working group to help guide the implementation and monitoring of the action plan as well as activities and events.	LGBTIQ people, families and allies Council	Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>An Expression of Interest process was open from 21 July to 3 August 2015, to seek continuing and additional members for the LGBTIQ Working Group. Phase 2 of the Working Group consists of ten members, including two additional members. The Working Group met four times during Year 1, being 20 August 2015, 12 November 2015,</li> </ul>

<sup>1</sup> The Rainbow Tick consists of six standards against which services can be formally accredited to demonstrate LGBTI inclusive practice and service delivery. Council will be using the LaTrobe University/Gay and Lesbian Health Victoria audit tool to better understand inclusive service practice and opportunities for improvement:  
[http://www.glhv.org.au/files/glhv\\_audit\\_tool\\_2013\\_1.pdf](http://www.glhv.org.au/files/glhv_audit_tool_2013_1.pdf)



Focus area	Outcomes	Potential actions	Target audience	Timing of implementation	Responsibility	Progress tracking
						<p>25 February 2016, and 14 April 2016.</p> <ul style="list-style-type: none"> <li>The Working Group guided the implementation of the Action Plan during Year 1, including assistance in the planning and delivery of Midsumma events, Moonee Valley Festival and IDAHOBIT.</li> <li>An Expression of Interest process for Phase 3 will be open in July 2016.</li> </ul>
		Update Council's Community Consultation Framework to include guidance on consulting with the Moonee Valley LGBTIQ community.	Council	Year 1	Community Planning	<ul style="list-style-type: none"> <li>Development of Council's Community Engagement Framework commenced in April 2016. Input on consulting inclusively with Moonee Valley's LGBTIQ community will be provided during Year 2.</li> </ul>
Partnerships	Council established and maintained partnerships and collaborated on key initiatives	Establish and maintain links with other organisations in Moonee Valley to recognise and celebrate LGBTIQ people, including with people with a disability.	LGBTIQ people, families and allies Council	Year 1 →	Community Planning; Aged and Disability Services	<ul style="list-style-type: none"> <li>Partnerships and connections with organisations and service providers have been maintained through existing networks and regional meetings. This has provided an opportunity to expand promotion of current initiatives at Moonee Valley and raise awareness of issues and opportunities for the LGBTIQ community. Partnerships and networks will continue to be expanded and progressed in Year 2.</li> </ul>
		Join and be active members of working groups and networks including the Western Region GLBTIQ working group and Q West and Minus18.		Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>Moonee Valley are active members of the Western Region GLBTIQ Working Group, consisting of representatives from Hobson's Bay, Wyndham, Maribyrnong, Melton, Brimbank and Melbourne City Councils. Moonee Valley will host the meeting in August 2016.</li> <li>Youth Services are members of Q West network meetings, and hosted the meeting in October 2015, and are on the contact list for</li> </ul>

Focus area	Outcomes	Potential actions	Target audience	Timing of implementation	Responsibility	Progress tracking
						Minus18 and Zoe Belle Centre.
		Through the Action for Equity partnership led by Women's Health West, collaborate on programs and initiatives that promote sexual health and healthy relationships.		Year 1 →	Community Planning	<ul style="list-style-type: none"> <li>Moonee Valley is a member of the Action for Equity partnership and attends the Senior Management meetings as well as Working Group meetings. Current partnership programs include the Condom Vending Machine Project, a collaborative project with Western Region Councils aimed at reducing rates of STIs and promoting sexual health.</li> </ul>