MUNICIPAL OVERVIEW

Moonee Valley comprises approximately 43 square kilometres of land, with around 67 per cent of it used for residential purposes. Moonee Valley is bordered by Maribyrnong, Brimbank, Moreland and Melbourne Councils. At its closest point, it is approximately 5 kilometres from the Melbourne CBD. Tullamarine Airport, Essendon Fields Airport, CityLink, the Ring Road, the Craigieburn railway line, the Port of Melbourne, Melbourne Showgrounds, Flemington Racecourse and Moonee Valley Racecourse are all major metropolitan facilities and infrastructure located in and adjacent to the municipality.

The Maribyrnong River, Moonee Ponds Creek, Five Mile Creek and Steele Creek all run through the municipality. The city has 220 parks, gardens and open spaces reserves that cover approximately 12.5 per cent of the municipality.

In the past decade, Moonee Valley has been subject to significant major projects including the Moonee Valley racecourse and Flemington racecourse redevelopments, Flemington housing estate and Ascot Vale housing estate renewal projects, Buckley Street level crossing removal, CityLink-Tulla Widening project and the East-West Link proposal.

Community

In 2018, the Moonee Valley population is estimated to be 126,700. This is forecast to grow to between 168,550 and 179,750 residents in 2040. This represents a forecast increase of between 33 per cent and 42 per cent on Moonee Valley’s 2018 population.

In 2018, Moonee Valley is estimated to have 51,450 dwellings. This is forecast to grow to between 75,250 and 80,250 in 2040. This represents a forecast increase of between 43 per cent and 53 per cent on the number of dwellings in Moonee Valley in 2018.

In 2018, Moonee Valley is estimated to have 50,450 households. This is forecast to grow to between 70,450 and 75,150 households in 2040. This represents a forecast increase of between 40 per cent and 49 per cent on the number of households in Moonee Valley in 2018.

Moonee Valley is a culturally and linguistically diverse community with more than a quarter of the population born overseas and an estimated 30 per cent speaking a language other than English at home.

20-Minute Neighbourhoods

Consistent with Plan Melbourne, Moonee Valley is comprised of thirteen, 20-minute neighbourhoods. Each of the 13 neighbourhoods has a distinctive character and identity, with individual challenges and opportunities for improving the health and vibrancy of the municipality. The city’s network of 20-minute neighbourhoods allow all people, at all stages of life, to live locally, accessing most of their needs close to their homes. Neighbourhood planning ensures local priorities are identified and that growth is accommodated sensibly and strategically.

An understanding of how the city’s neighbourhoods function was formed by looking at how people access everyday needs, such as library membership maps; mapping community ‘anchor’ points; constructing accessibility maps around open space, convenience centres, public transport, schools and community facilities. Through assessing this, data along with geographical influences, the 20-minute neighbourhoods were formed.

Strategic Directions

The strategic directions for ensuring a Moonee Valley is a healthy city of 13 20-minute neighbourhoods are:

- A fair city that values diversity, where everyone feels safe, is included, is healthy and has access to services and housing
• A thriving city with access to jobs, lifelong learning, vibrant and dynamic activity centres
• A connected city of accessible, active and sustainable transport choices
• A green city that is ecologically healthy and environmentally responsible
• A beautiful city that celebrates its identity, heritage and open spaces.
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.

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 with good access to tourism venues, public transport and community facilities.

Objective

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

Strategies

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

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

Objective

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

Strategies

- Encourage the growth of retail 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 (also considering acoustic impacts).
- 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 with an attractive built form.
- Establish an active streetscape to Matthews Avenue.
- Facilitate increased building heights while still considering any residential amenity impacts.
- Encourage 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.
Airport West Structure Plan

- Encourage properties in proximity of shopping centre, public transport interchange and Matthews Avenue to be consolidated for multi-decking development.
- Encourage development which provides transition between the activity centre hub and more traditional housing in the area.
- Encourage the redevelopment of the Skyways entertainment precinct to between 4 and 6 storeys.
- Ensure that the redeveloped buildings are integrated with the retail and mixed use precincts.
- Mixed Use Precinct:
  - Establish a mixed use precinct east of the Airport West Shopping Centre.
  - Encourage two and three storey density.
- Matthews Avenue:
  - Encourage buildings to adopt the street frontage.
  - Establish a preferred height limit of three storeys and 12m.
  - Locate car parking at the rear of properties utilising side street access.
  - Ensure buildings are orientated with access directly to Matthews Avenue.
  - Avoid wide frontage.
- Encourage development of an linear green link along Louis Street between Park Road and Moore Rd.
- Develop the gateway intersection of Matthews Ave and Hood St with high quality form and other related commercial uses including the opportunity to accommodate head office functions.
- Emphasize the local gateway at Matthews Ave/Fullerton St with attractive three storey built form.

Airport West Structure Plan:
- Built Form:
  - Airport West Shopping Centre
  - Mixed office, industry & commercial use
  - Medium density residential
  - Mixed use precinct
  - Skyways
  - Gateway (3 storey built form)
  - Green Link
  - Park/Reserve
  - Consistent building edge to key streets
  - Potential Future Transport Hub Investigation Area

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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.

Objective

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

Strategies

- Encourage the establishment of upper level residential uses within the activity centre.
- Encourage all new retail and commercial developments 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.
- Maintain the activity centre as a location for local and specialty shopping.
- Encourage stronger ‘green’ connections from the activity centre to surrounding open spaces.
- Encourage residential densities around the activity centre which are respectful of neighbourhood character and amenity.
- Ensure new development provides a sensitive and appropriate interface to adjoining streetscapes, parkland, buildings and established residential areas.
- Ensure new development at gateway locations and key sites acts as a focal point.
- Encourage 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 activity centre.
- Reduce vehicular conflict at the Leake Street/Glass Street 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 on and off-road bicycle facilities, bicycle parking, and storage areas.
- Encourage an Integrated Transport Plan to be provided with any application for significant development.
North Essendon Structure Plan

- Key Gateway Locations
- Intensify Commercial Area
- Consolidate Core Retail Area
- Residential Periphery
- Open Space
- Heritage Overlay
- Sensitive Residential Interface

Consolidate Core Retail Area
- Consolidate and intensify retail land use
- Encourage restaurants, cafés and other
right time uses
- Support shop top housing
- Maintain the activity centre as a location for
local and specialty shopping and a
community focal point
- Maintain existing two storey building
parapet height
- Improve the safety of existing pedestrian
crossings
- Improve the safety at the Mt Alexander
Road and Leake Street/Glass Intersection
- Slow traffic during non-peak periods to
support pedestrian priority
- Reduce signage clutter within the centre
- Provide new bike parking within core area

Residential Periphery
- Ensure medium density housing is
sympathetic to local residential character and
amenity
- Promote design excellence through design
guidance

Intensity Commercial Area
- Support a mix of land uses which complement the
surrounding centres
- Provide well-located, accessible and safe
car parking areas
which do not visually dominate public space
- Encourage more intensive development on "key sites"
- Encourage active frontages at the ground floor
- Protect heritage buildings and sites
- Encourage adaptable building design
- Incorporate attractive and functional private and
communal open spaces in new residential development
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 activity centre is a predominantly linear strip that extends outwards to include a small amount of established residential land on the periphery.

Objective

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

Strategies

- Accommodate a mix of land uses in the activity centre.
- 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 activity 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 fronting Keilor Road.
- Provide a consistent public domain treatment and landscaping theme for Keilor Road.
- Provide a diversity of housing sizes.
- Encourage the development of underground car parking where practical.
- Improve the movement of trams and buses through the intersection of Keilor Road and Matthews Avenue.
- Improve public transport movement and facilities within the activity centre.
- Improve the safety of existing pedestrian crossings within the activity centre.
- Provide improved on and off-road bicycle facilities, bicycle parking and storage areas.
- Encourage an Integrated Transport Plan to be provided with any application for significant development.
- Support the development of a public transport interchange to facilitate convenient transfers between public transport services.
Other Centres

Union Road and Racecourse Road are identified as Activity Centres in Plan Melbourne. Essendon Junction Activity Centre is identified as an Urban Renewal Precinct in Plan Melbourne.

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

- 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.

Further work needs to be developed for the remainder of the centres, which will be completed through Neighbourhood Implementation Plans for all neighbourhoods.

Implementation

- 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 the Design and Development Overlay to implement future built form guidelines for Airport West Activity Centre, Neighbourhood Activity Centres and local centres.

Further Strategic Work

- Prepare a Neighbourhood Implementation Plan for Aberfeldie.
- Prepare a Neighbourhood Implementation Plan for Airport West.
- Prepare a Neighbourhood Implementation Plan for Ascot Vale.
- Prepare a Neighbourhood Implementation Plan for Avondale Heights.
- Prepare a Neighbourhood Implementation Plan for Essendon.
- Prepare a Neighbourhood Implementation Plan for Flemington.
- Prepare a Neighbourhood Implementation Plan for Keilor East.
- Prepare a Neighbourhood Implementation Plan for Keilor Road/Essendon North.
- Prepare a Neighbourhood Implementation Plan for Milleara.
- Prepare a Neighbourhood Implementation Plan for Moonee Ponds.
- Prepare a Neighbourhood Implementation Plan for Niddrie/Essendon West.
- Prepare a Neighbourhood Implementation Plan for Strathmore.
- Prepare a Neighbourhood Implementation Plan for Strathmore Heights.
ENVIRONMENT AND LANDSCAPE VALUES

Biodiversity

Despite being highly urbanised, Moonee Valley is home to unique remnant vegetation, including nationally significant Temperate Grassland sites, particularly along its creek corridors. With less than 100 hectares of remnant vegetation left in the municipality, on both public and private land, a challenge will be to preserve, connect and enhance these spaces and their ecological value. Moonee Valley will also need to protect the nationally significant species it hosts.

Objective

- To increase tree canopy cover to enhance the urban forest and ecological values of the city.

Strategies

- Preserve the trees identified as being of significance in the Moonee Valley City Council Significant Tree Register Review.
- Manage significant conservation sites.
- Encourage the planting of native, resilient vegetation to enhance biodiversity and create habitat.
- Encourage a diversity of trees to ensure climate, pest and disease resilience.
- Protect remnant vegetation.

Open Space and linkages

Well located open spaces are an important element in achieving a healthy city, particularly as the population increases. There is a need to preserve, manage and maintain open space areas for health, safety, connection, drainage, aesthetic and ecological reasons.

Objective

- To achieve an interconnected network of diverse, safe and accessible open spaces.

Strategies

- Acquire land to address gaps in the network.
- Ensure no net loss of publicly available open space.
- Provide a diversity of multi-programmable spaces.
- Create and enhance linear green spaces as biodiversity corridors linking neighbourhoods.
- Utilise the open space network as part of an overall drainage strategy.
- Protect public open space from development encroachment.
21.03-3 River and Creek Corridors

Moonee Valley is located within the Maribyrnong River catchment and has a series of rivers and creeks that traverse the municipality. These waterways, which include the Moonee Ponds Creek, Steele Creek and Five Mile Creek, are an important part of the environment that contain significant remnant vegetation, function as habitat corridors and link major parks and open spaces across the city.

The Maribyrnong River is an important gateway and edge to the city. The *Maribyrnong River Valley Design Guidelines, 2010* focus on the characteristics of the river valley that need to be conserved, repaired or enhanced. The Guidelines identify three distinct character lengths along the river within Moonee Valley:

- Steele Creek – secluded river
- Maribyrnong – a suburban river
- Racecourse – river flats

Moonee Ponds Creek and Steele Creek are important natural assets in Moonee Valley and there is potential to expand and enhance the open space corridors along these waterways and improve links as opportunities arise.

**Objective 1**

- To protect and enhance river and creek corridors as accessible public, landscape and environmental assets.

**Strategies**

- Ensure buildings do not visually dominate the Maribyrnong River corridor, Moonee Ponds Creek and Steele Creek viewshed and ridgelines.
- Link river and creek corridors with adjacent open spaces to create green corridors.
- Enhance linear parkland along waterways, improving connectivity for walking, cycling and habitat corridors.
- Strengthen the vegetation dominated landscape backdrop and escarpment edges to the Maribyrnong River, Moonee Ponds Creek, Steele Creek, Five Mile Creek and adjacent parklands.
- Ensure new development within the Maribyrnong River valley has regard to the preferred character type as outlined in the *Maribyrnong River Design Guidelines, 2010*, for each distinct character length.
- Encourage the planting of native vegetation on public and private land adjacent to river and creek corridors.
- Encourage new development, facilities and services to complement existing activities along the Maribyrnong River.
- Acquire additional land abutting Moonee Ponds Creek for public recreation purposes.
- Create a cohesive linear parkland along the length of Steele Creek.
- Provide a fully connected walking and cycling network along Steele Creek.

**Objective 2**

- To maintain and enhance the health of all waterways.
Strategy

- Ensure buildings and works adjacent to waterways, minimise nutrient and sediment run-off.

Waste

In addition to the financial costs associated with wastes, a large number of hidden costs are linked to waste disposal. These costs include greenhouse gas emissions from waste collection vehicles, greenhouse gases emitted from landfills and the loss of valuable resources including embodied energy and water. Actions to reduce waste, either by the more efficient use of resources or by enabling the recovery and reuse of discarded material, are a critical element of sustainable waste management practices.

When planning for higher density development, Council needs to consider waste collection vehicle accessibility, bin storage and bin size.

Objective

- To encourage waste avoidance, reuse and recycling.

Strategies

- Encourage innovative waste management approaches and technologies to reduce waste and improve management of emissions from landfill.
- Integrate waste management and recycling facilities into new developments to reduce waste generation, encourage design for organic collections and divert more waste from landfill.
- Require easily accessible recycling facilities on site to encourage use by tenants and facilitate ease of collection by contractors.
- Ensure developers of multi-unit developments submit a waste management plan.

Implementation

- Apply the Public Use Zone 1 to watercourses and Public Park and Recreation Zone to adjoining parkland.
- Apply the Public Park and Recreation Zone or Public Use Zone to lands inappropriately zoned residential.
- Apply the Environmental Significance Overlay – Schedule 2 to all trees (including Tree Protection Zones) identified as being of significance in the Moonee Valley Significant Tree Register.
- Apply the Environmental Audit Overlay over potentially contaminated land.
- Apply Clause 22.02 Public Open Space Contributions and the Schedule to Clause 52.01.
- Apply the Public Acquisition Overlay to land identified for future open space purposes or linkages.

Other Actions

- Where private land abuts the Moonee Ponds Creek, acquire additional land when possible for public recreation purposes.
21.03-7  Further Strategic Work

- Develop appropriate built form controls to give effect to the priority actions and design guidelines recommended in the *Maribyrnong River Valley Design Guidelines 2010*, or any subsequent guidelines.

- Undertake a feasibility study to examine the possible rezoning of the Council Depot (when the depot site is relocated), the rezoning should include some *Public Park and Recreation Zone*.

- Investigate implementation of the *Moonee Ponds Creek Strategic Plan 2011*, or any subsequent updates, through the review of the *Incorporated Plan Overlay* along the length of Moonee Ponds Creek.

- Investigate the inclusion of the Crown land parcel at south end of the Avenue, Niddrie into the Steele Creek Linear Park.

- Investigate the introduction of an *Erosion Management Overlay* where required along waterways.

- Investigate the introduction of an *Environmental Significance Overlay* or similar protective measures for conservation areas with Temperate Grassland of the Victorian Volcanic Plains.

- Prepare a Land Contamination Strategy.

- Prepare a waste management policy for multi-unit developments to reflect high-rise and high-density development.

- Prepare and implement master plans to support the open space network.

- Complete an MV2040 Action Plan addressing the urban forest; waste and resource recovery.
Open Space
ENVIRONMENTAL RISKS

Climate Change Impacts

Across the globe there is a pressing need to reduce carbon emissions to avoid the worse impacts of climate change. This requires a shared effort from residents, businesses, Council and other levels of government.

Objective

- To achieve a built environment adaptable to a changing climate.

Strategies

- Design buildings, streets and open spaces to minimise their contribution to greenhouse gas emissions, wind impacts and the urban heat island effect.
- Adopt water sensitive urban design principles in buildings, landscapes and streetscapes including stormwater harvesting, water recycling, reuse and attenuating stormwater flow to minimise water use.
- Ensure infrastructure and built form accommodates expected change in storm and rainfall patterns in order to minimise flood risk.
- Encourage development to reduce the impacts of heat waves through material selection, energy efficient design and landscaping.
- Create climate adapted green spaces through increasing vegetation, including green roofs and walls.
- Encourage development which reduces dependence on private motor vehicle travel through design solutions.
- Encourage developments that reduce energy and greenhouse gas emissions through the use of passive systems to achieve comfortable indoor conditions.
- Support on-site renewable energy generation, such as solar hot water, photovoltaic cells, and wind powered turbines in all new developments.
- Encourage businesses focussed on green technology, services and sustainable business models.
- Improve design standards for buildings, drainage, roads and landscape infrastructure to accommodate climate related risks.

Flood Risk Management

Appropriate management of flooding is one aspect of integrated water management, with flooding having many environmental benefits but also presenting risks within urban areas. Council is committed to ensuring appropriate land use planning controls exist for flooding and to reviewing and improving existing flood infrastructure in order to cater for increasing levels of urbanisation.

Objective

- To reduce the risks and impacts of urban flooding.
Strategies

- Minimise the impact of increased density of development on the drainage system.
- Discourage an increase in the density of developments within flood prone areas.
- Ensure the siting and design of buildings and works does not impede floodwater flows and temporary flood storage.
- Improve flood risk information and manage development in flood prone areas through overlays and planning measures.

Implementation

- Complete relevant flood study work and apply flood overlays in appropriate locations.

Further Strategic Work

- Explore options for joint flood mapping with Melbourne Water and review the application of planning overlays and controls in relation to flood risks (with Melbourne Water).
- Complete an MV2040 Action Plan addressing carbon emissions.
BUILT ENVIRONMENT

Neighbourhood Character

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; or their particular subdivision quality.

While Council supports urban consolidation, it is recognised increased density can be contentious among residents where building design bears no relation to the established neighbourhood and streetscape character.

Council acknowledges all streetscapes within the city possess unique qualities that deserve recognition. Careful design responses such as architectural styles, dwelling setbacks, pattern of built form, building materials and landscaping are required.

Objective

To maintain and enhance neighbourhood character and streetscape quality.

Strategies

- Maintain and enhance residential streetscape quality and character.
- Ensure new development is in accordance with the preferred character of each residential precinct as outlined in the Neighbourhood Character Precinct Profiles, 2012.
- Ensure new development makes a positive contribution to the appearance and amenity of the streetscape.
- Ensure the siting of new development contributes to the preferred character of the neighbourhood.
- Ensure the distinct neighbourhood character attributes within identified significant neighbourhood character areas in the municipality are retained and enhanced.

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 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.

Objective

To protect and conserve places of cultural heritage significance including buildings, streetscapes, gardens and archaeological sites.

Strategies

- Ensure all places of natural and cultural heritage are identified, assessed and documented.
- Promote the identification, protection and management of Aboriginal cultural heritage.
- Encourage maintenance and repair rather than replacement, and accurate restoration and reconstruction of significant fabric.
- Discourage inappropriate additions and alterations and demolition.
- Discourage new development that is inappropriate due to its scale, siting or design.
- Discourage 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.

**Implementation**

- Apply the Heritage Policy (22.01) to the assessment of applications under the Heritage Overlay.
- Apply the *City of Moonee Valley Permit Exemptions Policy 2017* to the assessment of applications under the Heritage Overlay as appropriate.
- Promote the use of the *City of Moonee Valley Heritage Guidelines 2016*.

**A Safe and Healthy City**

Council recognises the design of the built environment can influence the incidence of crime and perception of safety within a city. It also acknowledged 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 enable all people to enjoy the highest level of health and wellbeing possible.

**Strategies**

- Create a network of 20-minute neighbourhoods where all people, at all stages of life, can live locally, accessing most of their needs close to their homes.
- Create a network of 20-minute neighbourhoods that are beautiful, sustainable and have strong community connections, which enable citizens and the environment to be healthy and resilient.

**Objective 2**

To ensure welcoming and safe environments.
Strategies

- Encourage the design of buildings, subdivisions, car parks and public open spaces that maximise natural surveillance and provide for safe neighbourhoods.
- Discourage designs that provide opportunities for concealment and entrapment.
- Encourage the application of Universal Design Principles to improve accessibility of all aspects of the built environment.
- Encourage opportunities for social interaction at interfaces between public and private areas, spaces and facilities within multi-storey residential and mixed-use development.

Objective 3
To support food friendly neighbourhoods.

Strategies

- Encourage roof top and vertical gardens to provide opportunities for food growing.
- Create spaces for food growing and sharing in public spaces.
- Encourage healthy food retail outlets across the municipality, including farmers markets and food trucks.
- Support and enable community food assets, such as community gardens and urban agriculture.

Urban Design

Delivering a high quality built environment that acknowledges the past and shapes the future is at the heart of the city’s vibrancy. Council plays a key role in establishing the framework for high-quality design of the built environment and facilitating the transformation of the city.

Objective 1
To support creation of a city of high-quality design.

Strategies

- Support development that exhibits innovative application of materials, construction techniques and building configurations.
- Manage change to respect the existing heritage fabric of buildings through roof form, fenestration patterns and building spacing.
- Ensure new development addresses the opportunity for enhanced passive surveillance and engagement with the street.
- Reflect local identity in the design of new or modified buildings.

Objective 2
To ensure a well designed city which capitalises on its transport assets.

Strategies

- Ensure the urban realm is designed to encourage active transport and easy linkages to public transport options.
- Reduce visual prominence of car parking and vehicular access.
- Strengthen boulevards through a coherent built form edge, continuous separated cycling network, landscaping and improved accessibility to public transport.
- Strengthen the boulevard character of Mt Alexander Road as the premier road through the municipality with mid-rise scale of buildings, strong continuous landscape and signage elements and upgraded transport stops along its length.

**Objective 3**

To create a city with vibrant and safe public spaces.

**Strategies**

- Highlight municipal gateways through the good design of public spaces, art/sculpture, or built form that reinforces its context and landscape.
- Create public spaces for gathering, social interaction and enhancing place and identity.
- Ensure buildings around parks, river corridors and open spaces achieve sensitive design responses, respecting the green space whilst still being designed to maximise passive surveillance.
- Minimise visual clutter in our streets and public spaces.
- Encourage the provision of public art in new development.
- Enhance and create visual and physical links to adjoining streets, public transport and/or key community facilities when developing large or consolidated sites.
- Encourage new development up to but not exceeding preferred heights. 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.

**21.05-5**

**Signage**

Council recognises that businesses have a right to advertising. Well-designed signs provide information and can create interest in the streetscape.

The expectation for residential areas is for a high level of amenity and privacy, with minimal intrusion from business use and signage.

Some industrial areas, freeways and declared main road offer limited opportunities for illuminated and promotional high wall and sky signs.

Council promotes a co-ordinated approach to advertising in terms of common themes, colours and building identification.

**Objective**

To ensure signage is compatible with the character of the area.

**Strategies**

- Ensure a coordinated approach to signage.
- Encourage business directory signs with multiple occupants/uses in industrial areas.
- Discourage internally illuminated pole signs except where the building is set back from the street frontage and for uses such as petrol filling stations and car sales.
- Ensure promotional signage demonstrates that the amenity of the area will not be detrimentally affected and the sign will not obscure existing signage.
Ensure signs along or near freeways or on main roads are designed to become an architectural feature.

Ensure in commercial areas, Council considers:
- Suspended under-verandah sign, including internally illuminated signage.
- Ground and first floor window signs.
- Awing fascia and parapet signs and first floor wall face 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.

**21.05-6 Ecologically Sustainable Development**

Council is committed to encouraging best practice and improving the sustainability of the built environment. In order to achieve this, we need to plan communities to reduce car travel and design more environmentally sustainable buildings which reduce energy and water use, along with reducing waste and pollution.

Opportunities exist for improving the environmental performance of our current and future building stock through the incorporation of building design elements reducing reliance on non-renewable natural resources and improving occupants’ health and wellbeing. Council has adopted the Built Environment Sustainability Scorecard (BESS) as an evaluation tool to assess the environmental performance of new developments and extensions.

**Objective**

To ensure ecologically sustainable development, from design through to construction and operation.

**Strategies**

- Consolidate urban development around nodes of activity and public transport to reduce car dependency.
- Encourage developments that meet the requirements of the BESS tool, as appropriate.
- Incorporate water sensitive urban design principles and treatments within new development, and retro fit where opportunities arise.
- Encourage the siting of new buildings and works to protect renewable energy devices and passive solar elements on adjoining buildings or land.
- Encourage the provision of energy efficient devices and practices and alternative energy sources.
- Encourage design for materials efficiency, future reuse, recycling and deconstruction.
- Encourage development to include design flexibility for future uses.

**21.05-7 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 Clause 22.03 Stormwater Management (Water Sensitive Urban Design) Policy to promote the use of water sensitive urban design, including stormwater reuse, in the consideration of planning applications.

**Further Strategic Work**

- Review the Moonee Valley Neighbourhood Character Study in line with relevant VCAT decisions and any other analysis.
- Undertake heritage work in accordance with the Moonee Valley Heritage Gap Study, 2014.
- Undertake an Aboriginal Cultural Heritage Study.
- Develop urban design guidelines for each neighbourhood within the Neighbourhood Implementation Plans.
- Develop urban design guidelines for industrial development for the Airport West and Strathmore neighbourhoods within the Neighbourhood Implementation Plans.
- Develop guidelines on development and access in laneways as part of the Neighbourhood Implementation Plans.
- Prepare further guidance/policy direction on the assessment of wind impacts from new higher-density development.
- Complete Stage 1 of the Debneys Precinct – Structure Plan, in consultation with the Department of Health and Human Services and include as a Reference Document in this Scheme.
- Develop Stage 2 of the Debneys Precinct – Structure Plan, in consultation with the Department of Health and Human Services.
- Complete Stage 2 of Debneys Precinct – Structure Plan prior to the completion of the redevelopment of the Flemington Housing Estate envisaged under Stage 1 of the Structure Plan.
**HOUSING**

**Housing Growth**

Access to appropriate housing for all people is a key element of a ‘fair city’. Forecast population growth, combined with changing demographics will see more housing in Moonee Valley and a need for greater housing choice. It is forecast that Moonee Valley will become home to between 41,850 and 53,050 new residents between 2018 and 2040. To house the growing and changing community, it is forecast between 23,800 and 28,800 new dwellings will need to be provided across the city over this period. They city’s 13 neighbourhoods will be able to accommodate varying degrees of new housing growth depending on a range of factors, including access to public transport, services and open space.

Through ensuring a range of housing types across our neighbourhoods, along with defining where we want housing growth to be accommodated, we can appropriately plan for our growing and changing population. By directing housing growth of higher scale to key locations where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home, it is also possible to protect the city’s significant heritage areas from over development and ensure that the valued lower scale residential neighbourhoods can remain as such.

**Objective**

- To ensure new housing is directed to appropriate locations.

**Strategies**

- Direct new housing of higher scale to areas with good access to public transport services or open space.
- Ensure new residential development does not compromise the heritage and neighbourhood character values of established residential areas.
- Consider the majority of housing growth and higher density development to occur within Activity Centres identified in Plan Melbourne.
- Consider moderate residential growth within established commercial areas and on sites with frontage to a main road adjacent to the fixed and light rail Principal Public Transport Network (PPTN).
- Consider infill medium density development that is respectful of the character of the neighbourhood to occur in areas within easy walking distance to Activity Centres identified in Plan Melbourne.
- The intensity and scale of new development must respect the existing streetscape character and commercial context of the centre, and any development controls that may apply.

**Housing Diversity**

Council will require a range of housing types, tenures and price points together with rental accommodation for lower-income households, and quality social and public housing. With rising house prices, many groups in our community are not able to access appropriate housing where they would like to live, including the younger generation who are often being forced out of the neighbourhoods they have grown up in due to high house prices.
Moonee Valley is home to people of all ages and backgrounds who require different housing options, which can change at various stages of life.

**Objective**

- To facilitate the delivery of a mix of housing product.

**Strategies**

- Ensure a diversity of housing types and sizes is available.
- Encourage development of a variety of housing products that respond to the forecast demand for an increase in smaller households.
- Encourage alternative housing models to provide affordable housing options.
- Encourage a mix of housing styles and sizes appropriate to different stages and circumstances of life.

**Affordable Housing**

House prices and rental prices across Moonee Valley have increased substantially in recent years, exacerbating the issue of housing affordability in the municipality. Further house price increases over time are likely to make it more difficult to attract and retain a variety of residents in the municipality. To continue to do so, there will need to be a diversity of housing types available in locations with good access to public transport, services and retail opportunities.

**Objective**

- Encourage affordable housing in locations with good access to public transport, services and retail opportunities.

**Strategies**

- Increase the supply of secure and affordable housing for very low, low and moderate income households.
- Support incentives to deliver affordable housing and innovative affordable housing models.
- Support voluntary agreements to provide affordable housing in large scale residential development.
- Encourage affordable housing through partnerships with housing providers or the private sector.

**Non-residential uses in residential zones**

Residential areas often require complementary non-residential uses for the convenience of local residents. These uses can include medical centres, veterinary clinics, child care centres, places of assembly, places of worship and convenience shops.

Council considers it is appropriate to provide guidelines on the location, design, traffic effects and amenity impacts of proposed non-residential uses to ensure they do not change the function, amenity and character of residential areas. Before deciding on any application, the responsible authority will therefore consider:

- The suitability of the site and the location for the proposed use and development.
- The layout of the site, the scale and form of any proposed building including setbacks, facade treatment, materials, colours and landscaping.
- The effect of traffic movements on existing networks and whether car parking is sited, marked and sign posted appropriately.

**Objective 1**

To ensure non-residential uses are appropriately located having regard to the amenity of the local area and the proximity of other non-residential facilities.

**Strategies**

- Encourage either of the following as the preferred locations for discretionary uses in residential areas:
  - Corner sites that adjoin, or have access to a road in a Road Zone, so that access to the sites does not interrupt local residential streets.
  - Sites which abut non-residential (commercial or industrial) land zones and uses.
- Discourage 24-hour convenience stores or petrol stations outside of commercial areas.
- Discourage the location of new hotels in a residential zone, unless they are in association with existing shopping centres.
- Ensure hotels do not directly abut residential properties.
- Ensure that hotels that include any form of drive-through use are situated on a road in a Road Zone.

**Objective 2**

To ensure the siting and design of proposed buildings and works are compatible with the surrounding area.

**Strategies**

- Encourage the use of existing dwellings, or sensitively designed buildings, to ensure consistency with the overall scale and character of the residential area.
- Ensure all areas set aside for waste collection facilities are setback and suitably screened from the street and adjacent/nearby residential properties.

**Objective 3**

To ensure traffic generation does not have a detrimental impact on the existing road network or pedestrian and vehicular safety.

**Strategies**

- Discourage car parking areas located at the street frontage.

**Objective 4**

To ensure non-residential uses are designed and managed in a manner that causes minimal loss of amenity, privacy and convenience to people living in nearby dwellings.
Strategies

- Ensure a non-residential use does not detract from the amenity of existing residential uses in the area in terms of noise, privacy, traffic, parking, hours of operation, visual intrusion, light spill or odour.
- Ensure sound attenuation measures (e.g. acoustic fencing, double-glazing) are provided to restrict noise emissions.

21.06-5 Implementation

- Apply the Mixed Use Zone to areas close to activity centres with potential for complementary residential, commercial and industrial activities.

21.06-6 Further Strategic Work

- Prepare Neighbourhood Implementation Plans for all 13 neighbourhoods to determine the location of new residential zones and associated built form controls.
- Apply the Melbourne Airport Environs Overlay to land affected by the Australian Noise Exposure Forecast for Melbourne Airport.
**ECONOMIC DEVELOPMENT**

**Commercial**

Retail is the highest employer in the municipality (as at 2016), accounting for 16.3 per cent of all jobs in Moonee Valley. This is followed by health care and social assistance (11.5 per cent) and education and training (10.5 per cent). The accommodation and food services industry saw the greatest increase in jobs between the 2011 and 2016 Censuses (increases of 680 jobs).

Existing retail and office uses are predominantly concentrated within the city’s identified larger activity centres. Population growth and demographic changes have also strengthened the commercial role of the Neighbourhood Activity Centres. This includes an improved provision of cafes and restaurants, medical services and convenience retailing.

By 2040, it is expected many residents will spend more time working away from their primary place of work, increasingly relying on co-working spaces for collaboration and networking. The establishment of a strong local employment sector is vital if the city is to encourage a more sustainable local economy. Analysis shows the municipality currently underperforms in this regard, with a high proportion of its residents working outside Moonee Valley (76 per cent).

Moonee Valley must respond to economic changes and ensure appropriate frameworks are in place to facilitate the growth of new and emerging industries. The traditional role of activity centres as places mainly for commercial activity is changing and activity centres are now becoming vibrant entertainment hubs.

**Objective 1**

- To ensure new commercial development and uses satisfy the community’s retail, commercial services, entertainment and leisure needs.
- To ensure the city’s economic environment facilitates thriving activity centres and new and emerging enterprise.

**Strategies**

- Encourage new and emerging industries and work practices, including co-working spaces, business incubators and spaces for social enterprise.
- Enhance activity centres as places for entertainment and gathering.
- Encourage the establishment of high value adding office, retail, educational, health, professional services and creative industries in the city’s activity centres.
- Encourage a mix of uses within activity centres.
- Discourage out of centre development and the establishment of commercial uses within predominantly residential areas.
- Support and encourage the establishment of a positive, inclusive and safe night time economy within the city’s activity centres identified in Plan Melbourne.

**Industry**

Construction has taken over from manufacturing as the highest output industry in the local economy, now generating 15.2 per cent of the city’s total output (Remplan, Output by Industry, 2017).
Traditional industrial precincts in Airport West and Essendon Fields are evolving into dynamic employment hubs that have diversified to include a range of non-traditional industrial land uses.

A key challenge for Moonee Valley is to manage the transition from traditional manufacturing uses towards higher value-added industries including commercial services, technology, green manufacturing, transport and logistics. There is also a need for improvements to the appearance, access and functionality of existing industrial precincts to encourage this transition to higher quality uses.

Objective 1

- To support and encourage the establishment of higher value-added industries.

Strategies

- Encourage the transformation of traditional industrial precincts into dynamic and diverse employment hubs.
- Improve the appearance, accessibility and functionality of existing industrial precincts to encourage the establishment of higher value-added industries.

21.07-3 Essendon Fields Airport

Essendon Fields Airport comprises over 305 hectares encompassing the airport and surrounding non-aviation land. Essendon Fields Airport operates as a general aviation airport mainly used for emergency services, corporate aviation and regular passenger transport to regional locations. Each year the airport hosts approximately 55,000 aircraft movements and over 100,000 passengers.

Essendon Fields generates significant economic benefits for the city and contributes almost $500 million per annum to the local economy and hosts over 6,000 jobs.

Essendon Fields offers significant economic growth and employment opportunities for the city due to its size and strategic location. It is projected to generate 3,000 new jobs and an estimated $300 million in investment over the next decade. The precinct contains several vacant and underused land parcels suitable for aviation, retail, commercial and industrial development.

There is significant potential to create synergies between Airport West and Essendon Fields to facilitate the development of an employment cluster within the city. This opportunity is currently limited by the physical barrier created by the Tullamarine Freeway and a lack of public transport options servicing both precincts.

Objective 1

- To ensure the continued growth and development of Essendon Fields and its role as a key investment and employment centre within the city.

Strategies

- Facilitate business synergies between Essendon Fields and the Airport West Activity Centre.
- Advocate for improved public transport to and between Essendon Fields and Airport West.
21.07-4 Licensed Premises

Objective 1

- To minimise the negative impacts associated with the establishment of new licensed premises and changes to existing premises.

Strategies

- Discourage the establishment of licensed premises in predominantly residential areas.
- Encourage all licensed premises to incorporate safe design principles within their venue to increase public safety.

21.07-5 Implementation

- Apply the Commercial 1 Zone and the Commercial 2 Zone to activity centres, commercial precincts and employment hubs.
- Apply the Activity Centre Zone to larger activity centres, where appropriate.
- Apply Clause 22.04 Licensed Premises Policy to manage the impact of new and expanded licensed premises.
- Apply Clause 22.05 Gaming Policy to guide the location of gaming machines to appropriate areas, sites and venues.
- Apply the Industrial 3 Zone to industrial areas, to protect the amenity of surrounding sensitive uses.

Other Actions

- Work collaboratively with Essendon Fields Airport to strengthen synergies between the Airport West Activity Centre and Essendon Fields.
- Advocate for improved public transport services to Essendon Fields and the Airport West Activity Centre.
- Advocate for improvements to the frequency and availability of public transport servicing the city’s existing industrial precincts.

21.07-7 Further Strategic Work

- Complete an MV2040 Action Plan addressing economic activation.
- Complete Neighbourhood Implementation Plans for all 13 neighbourhoods, updating existing activity centre plans and structure plans.
Economic Activity & Employment

Legend:
- Employment up to 2018 (TM):
- Expected future employment growth to 2040:
- Economic and activity area

Major connectivity corridors:
- Freeway
- Rail
- Tram

Source:
1. DDC Economics and Planning, ‘City of Moonee Valley Employment Forecasts’ (2016) for all areas within Moonee Valley City boundaries.
2. Australian Bureau of Statistics, Census 2016 for all areas outside the Moonee Valley City boundaries.
Transport

Moonee Valley operates as a transport thoroughfare between the CBD and the northern and western suburbs; two of Melbourne’s fastest growing regions. This makes transport planning challenging but also provides a unique positioning for the city.

To achieve a healthy city with a network of 20-minute neighbourhoods, sustainable transport access and provision needs to be planned and delivered as a critical priority across the city.

Moonee Valley’s road network accommodates many different transport modes. As these can significantly impact on one another, the most efficient modes should be encouraged. Council also has a significant role to play in ensuring the road and transport network can accommodate future vehicle technologies.

Objective 1

- To establish a road space hierarchy based on modal efficiency as follows:
  1. Pedestrians
  2. Cyclists
  3. Public Transport
  4. Freight
  5. Private Vehicles including Autonomous Vehicles and/or share rides

Strategies

- Discourage new developments, which would significantly increase private vehicle congestion within the surrounding road network.
- Encourage public and private sector organisations to develop and implement measures to achieve reductions in private vehicle usage (such as Integrated Access and Transport Plans or Green Travel Plans where appropriate).
- Ensure new development does not unreasonably impact on the operation and provision of sustainable transport modes and on-road public transport services.
- Position the city for smarter transport connectivity.

Walking and Cycling

Active transport, such as walking and cycling, allows people to make exercise part of their daily routine, a critical aspect of achieving a healthy city. These modes need to be safe, convenient, accessible and comfortable so people will make healthy transportation choices.

Objective 1

- To provide a safe and connected walking and cycling network.

Strategies

- Create a network of high-quality connected walking paths.
Create a high-quality bicycle network, including dedicated separated bicycle paths where possible.

Upgrade the Moonee Ponds Creek Trail and Maribyrnong River Trail, with separated walking and cycling paths where possible.

Develop new and improved walking and cycling links between neighbourhoods, across waterways, railway lines and major roads, including connections to adjacent municipalities.

Deliver, in conjunction with Melbourne Water, an activated walking and cycling connection along the pipe track between Avondale Heights and Niddrie.

Reduce the real and perceived impediments to sustainable travel.

21.08-3 Public Transport

Public transport is the most efficient and accessible method of transporting high volumes of people and is one of the core elements of a 20-minute neighbourhood. Improving access to and provision of public transport services across Moonee Valley will have a range of social, economic and environmental benefits.

Objective 1

To maximise the number of residents and visitors who use public transport.

Strategies

Significantly improve cycling and walking accessibility to and from public transport interchanges.

Encourage the upgrade and enhancement of the Moonee Ponds public transport interchange in its current location, giving priority to pedestrian safety and amenity.

21.08-4 Freight

A number of freight routes pass through the municipality. This is due to the Airport West industrial area, as well as proximity to Essendon Fields Airport, key arterial roads and significant retail precincts in adjoining municipalities. The city is also close to the international freight gateways of the Port of Melbourne and Melbourne Airport.

As well as serving these important retail and employment areas, these freight routes create significant amenity conflicts for residents and visitors and must be carefully considered in land use planning.

Objective

To effectively manage road freight movements through the municipality.

Strategy

Ensure freight movements within residential areas are planned and managed to minimise adverse amenity impacts, including by use of the Principal Freight Network.

21.08-5 Private Vehicle

Council is committed to reducing the negative impacts of private vehicle use including noise, safety, pollution and congestion.
Objective 1

- To manage car usage through demand management techniques.

Strategies

- Provide parking that is well designed, well located, appropriately priced and flexibly managed.
- Consider development proposals with limited or no on-site car parking in areas proximate to public transport.
- Ensure off-street car parking facilities are located and designed to:
  - Positively impact on the streetscape and surrounding area.
  - Provide for active frontages.
  - Be easily accessible for pedestrians, cyclists and electric vehicles.
- Ensure the location and design of crossovers limits the impact on the supply of on-street car parking spaces.
- Ensure off-street parking provision is assessed on the basis there will be no residential parking permits available for future residents where the number of dwellings or number of separate occupancies have increased on the site.

21.08-6 Essendon Fields Airport

Essendon Fields Airport is an important feature of the municipality. It is a valuable provider of regional transport, through its air transport services, as well as a significant generator of employment opportunities. Council is committed to ensuring this precinct is safely managed to mitigate potential impacts on Moonee Valley’s residents.

Objective 1

- Encourage the safe and effective operation of the Essendon Fields Airport for the community.

Strategy

- Through partnership with Essendon Fields Airport, ensure built form does not intrude into flight paths in the vicinity of Essendon Fields Airport.

21.08-7 Other actions

- Continue to advocate for improved public transport access in the western section of the municipality.
- Proactively plan and advocate for an Airport Rail Link with train stations within the westernmost neighbourhoods of the city.
- Plan for the further activation of the Flemington spur line as a fundamental requirement to sustain the functioning of the Racecourse Road corridor.
- Continue to prepare and implement Local Area Traffic Management Plans across the municipality.
- Dedicate a greater percentage of road space to pedestrians and cyclists, including exploring opportunities to implement shared zones in areas of high pedestrian activity.
Further Strategic Work

- Investigate the potential for application of an Airport Environments Overlay in the vicinity of Essendon Fields Airport.
- Prepare an MV2040 Action Plan addressing transport.
- Address management of access arrangements within laneways through an MV2040 Action Plan focusing on transport.
- Proactively plan and advocate for a multi-modal public transport interchange at Dromana Avenue.
- Provide additional guidance for the use of car parking stackers through an MV2040 Action Plan focusing on transport.
Public Transport & Roads
Walking & Cycling

Legend
- Strategic cycling corridor
- Ideal network (conceptual)
- Cycling
- Shared cycling-walking path

Major cycling/walking projects - potential future
- Network of high quality cycling lanes to increase public transport accessibility
- Shared cycling-walking route parallel to Craigieburn rail corridor
- On-road separated cycling lanes
- New cycling route linking Mernda to West Brunswick
- Upgrade existing shared cycling-walking path
- Pedestrian/cycling bridge (indicative location)
- Improve gaps in network
- Upgrade pedestrian crossing

Open space
Watercourse
Waterbody
Road network
Rail network
Train station
Neighbourhood boundary
City of Moonee Valley boundary
Physical Infrastructure

In a climate of rapid population growth and technological changes, a lack of investment in key infrastructure could hinder the ability to achieve a healthy city of 20-minute neighbourhoods.

Objective 1

- To ensure infrastructure is able to support a healthy city of 20-minute neighbourhoods.

Strategies

- Consider infrastructure limitations when assessing the location, type, intensity and design of use and development.
- Seek all opportunities to replace infrastructure or upgrade its capacity when new development takes place.
- Support high-quality data transfer and telecommunications infrastructure.

Integrated Water Management

Water is critical to creating much needed green, cool and climate adapted spaces. Moonee Valley aspires to be a city which supports healthy natural environments and waterways, while providing sustainable water supplies to meet needs.

Council is also concerned about the environmental impact of stormwater being released directly into the creeks and rivers.

Objective

- To create a city that is water sensitive.

Strategies

- Naturalise some stormwater drains and increase surface permeability to retain more water within landscapes.
- Adopt smart water storage technologies to slow run-off and mitigate flood risk.
- Encourage the capture and reuse of stormwater to create cool spaces, reduce run off to waterways, mitigate flood risk and enhance environmental values.

Community Infrastructure

Community facilities are assets critical to the provision of services providing social, educational, recreational and developmental opportunities for all members of the community. Community facilities can also deliver place making and space activation outcomes.

Council is moving to a neighbourhood based approach to service planning, with community hubs being Council’s preferred way of providing community facilities. A community hub is a location within a neighbourhood providing a diverse range of
infrastructure and services in proximity to each other. There is a need to better utilise existing assets for a range of uses.

Changes in population will affect the future planning and provisions of facilities. To meet the changing community needs and expectations, community facilities will be integrated with planning and development to provide the appropriate balance and mix of facilities to help achieve a network of 20-minute neighbourhoods.

**Objective 1**

- To provide an accessible network of community facilities and services to achieve a healthy city of 20-minute neighbourhoods.

**Strategies**

- Encourage flexible multi-purpose and adaptable facilities which could incorporate a range of commercial and community uses instead of standalone or specialist facilities.
- Seek opportunities to leverage community facilities as catalysts for urban and economic activation.
- Develop a network of integrated community hubs co-located with other services in activity centres, close to public transport, that are physically accessible and convenient for local access.

**Objective 2**

- To minimise the impact of community facilities on their surrounding areas.

**Strategies**

- Consider the amenity of surrounding residential areas when assessing the expansion or creation of a community facility.
- Support the use of recreation facilities and public open space for recreation and community activities provided they do not impose significant off-site impacts such as traffic, lighting, hours of operation and noise.

**Objective 3**

- To support a network of arts, leisure, recreation and sporting opportunities for all.

**Strategies**

- Improve the multi-purpose nature of our sport, recreation and leisure assets to maximise usage.
- Prepare for new and emerging trends in sports, recreation and leisure, through the planning for and use of facilities.
- Extend the reach of the arts across the municipality by ensuring multi-purpose spaces for arts, exhibitions and creative activities.

**21.09-4 Major Institutional Uses**

Council acknowledges community institutions contribute to the wellbeing of the community, with many having a long-term association with the local area and their
expansion is generally in response to community needs. The orderly planning of institutional uses will help minimise off site impacts and ensure the safe movement of vehicles and pedestrians, providing certainty for the institution and residential area.

**Objective 1**

- To encourage institutional development to be compatible with the character of the areas in which they are located and to not unreasonably impact on the amenity of the surrounding area.

**Strategies**

- Encourage the preparation of master plans about the development of schools, higher education and similar facilities as well as mitigating any potential detrimental effects on the amenity of the local residential area.
- Ensure institutions do not significantly impact on the amenity of the local residential area.
- Prevent inappropriate intrusion into adjoining residential areas.
- Maintain student numbers compatible with the amenity of the residential area.

**21.09-5 Implementation**

- Apply *Public Use Zone 1* to watercourses and *Public Park and Recreation Zone* to adjoining parkland.
- Apply the *Development Plan Overlay* to ensure the preparation of master plans for institutional uses.
- Apply *Clause 22.03 Water Sensitive Urban Design* to promote the use of water sensitive urban design.

**21.09-6 Other Actions**

- Continue to invest in public infrastructure to achieve a healthy city of 20-minute neighbourhoods, including through supporting business and employment growth.
- Review infrastructure provision to identify gaps and develop priority plans and projects.
- Enhance community life through effective service delivery and the creation of community hubs.
- Deliver a network of dynamic, adaptable community hubs which provide spaces for learning, collaboration, community connection, leisure and arts.

**21.09-7 Further Strategic Work**

- Prepare a Development Contributions Plan (or equivalent mechanism).
- Monitor and review School Master Plans.
- Develop a public art policy.
- Complete an MV2040 Action Plan addressing water management.
21.00 LOCAL AREAS

21.00-01 Aberfeldie

The Aberfeldie neighbourhood is bounded by Buckley Street in the north and the Maribyrnong River in the south. Aberfeldie has a local convenience supermarket and cluster of retail shops framing the corner of Buckley Street with Fawkner Street. Other economic activity exists in a small cluster of retail shops along Maribyrnong Road in the south and on Tilba Street more centrally.

With sloping hills rising from the river valley, the views back to the central city can be spectacular. Transport spines are limited to the north along Buckley Street with Essendon Station located to the east of the neighbourhood, with Maribyrnong Road and the tram line in the south.

Growth in Aberfeldie is forecast to be relatively moderate compared to other areas of Moonee Valley. By 2040, Aberfeldie will accommodate an increased number of families with young children and young adults. It is anticipated new housing will be in the form of medium-density infill development. A diversity of housing sizes and more accessible dwellings may be in relatively strong demand to cater for the expected large increase in demand for one-person and older-person households.

Objective 1

To ensure Aberfeldie is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies

- Reinforce Aberfeldie as the heart of the Maribyrnong River Precinct by capitalising on the natural environment with high-quality built form and public spaces.
- Establish the Maribyrnong River Cultural Precinct as the premier arts and cultural precinct of the municipality.
- Encourage residential development and urban design that is responsive to the green feel of the neighbourhood and sensitive to the Maribyrnong River interface.
- Provide new walking and cycling connections and river crossings, including a continuous connection between Ascot Vale and Aberfeldie.
- Encourage connection of a habitat corridor along the Maribyrnong River and Buckley Street.
- Advocate for stronger planning controls to protect the Maribyrnong River.
- Develop a new multi-purpose sports pavilion at Maribyrnong Park.

Specific Implementation

- Prepare a masterplan for the Maribyrnong River Cultural Precinct.
- Prepare the Aberfeldie Neighbourhood Implementation Plan.
Aberfeldie Neighbourhood Plan

Legend
- Community and/or economic and activity area
- Potential habitat corridor (conceptual)
- Strategic cycling corridor

Ideal network (conceptual)
- Cycling
- Shared bicycle-walking path

Major transport projects - potential future
- Increase train reliability and efficiency
- Advocate for new bus routes

Major cycling/walking projects - potential future
- Network of high quality cycling/casting to increase public transport accessibility
- New cycling route linking Maribyrnong to West Suburban
- Upgrade existing shared cycling/walking path

Implementation initiatives theme
- Park
- Parkland
- Network
- Green infrastructure
- Heritage

Legend
- Open space
- Watercourse
- Transit
- Road
- Neighbourhood boundary
21.10-02 Airport West

The Airport West neighbourhood is defined by freeways and rail corridors at its periphery. It has easy access to the Metropolitan Ring Road to its west and tram services to the east. Also to the east, the Matthews Avenue spine carries a diverse range of small to medium-sized businesses.

The Airport West industrial precinct occupies the eastern portion of the neighbourhood and has a number of key attributes that support its role as a viable industrial location including freeway access and lot sizes which accommodate small-medium sized businesses. A small industrial precinct also exists at the intersection of Fullarton Road and Roberts Road. A strong central focus for the neighbourhood is the community infrastructure and local retailing around McNamara Avenue. As the northern gateway into the municipality, the Airport West Shopping Centre marks the entrance to Moonee Valley, providing higher-order retailing for the neighbourhood and surrounding areas.

Growth in Airport West is expected to be relatively moderate compared to other areas of Moonee Valley. By 2040, Airport West is forecast to accommodate an increased number of empty nesters, mature families, older lone persons and persons in care accommodation. New housing is expected to include medium-density infill development and pockets of higher-density development in areas where there is good access to services and facilities. More accessible and smaller dwellings are likely to be in relatively strong demand to cater for the expected large increase in one-person and older-person households. Specialised accommodation, such as aged care, is also required.

Objective 1
To ensure Airport West is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Ensure development is sensitive to the Steele Creek interface.
- Increase canopy cover and greening throughout the neighbourhood.
- Deliver public realm improvements along the McNamara Avenue precinct and Matthews Avenue.
- Encourage distinctive architecture to mark the northern gateway of the municipality including at the Airport West Shopping Centre.
- Integrate a network of cycling and walking routes with the green spine and surrounding neighbourhoods.
- Encourage connection of a habitat corridor along Steele Creek and the green spine.
- Facilitate development of a multi-modal public transport interchange at Dromana Avenue.

Objective 2
To ensure that Airport West takes full advantage of its location adjacent to Essendon Fields Airport

Strategies
- Support business synergies between Essendon Fields Airport and Airport West.
- Integrate hard and soft infrastructure to reinforce connections to Essendon Fields Airport.

Specific Implementation
- Prepare a Neighbourhood Implementation Plan for Airport West.
- Investigate the potential for application of an Airport Environs Overlay.
Airport West Neighbourhood Plan
Ascot Vale

The heart of the Ascot Vale neighbourhood is the Union Road Activity Centre. The adjacent Showgrounds Village (although outside the municipal boundary), enables easy access to weekly convenience shopping. The neighbourhood is well serviced by public transport options, particularly in the east.

Housing types in the area include many Victorian era dwellings and contemporary infill within the Ascot Chase precinct. Approximately 14% of all dwellings are public housing, with much of this stock located at the Ascot Vale housing estate.

A significant proportion of the forecast growth for Ascot Vale is expected to be accommodated within the redeveloped Ascot Vale housing estate. Most of the remaining growth is expected to be accommodated in higher-density development close to public transport, including trams, along the major road corridors.

**Objective 1**

To ensure Ascot Vale is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

**Strategies**

- Encourage new development to be sensitive to the Maribyrnong River interface.
- Support fully integrated social and private housing developments where tenure is indistinguishable.
- Strengthen the green corridor along the Maribyrnong River including the connection to leisure and sporting facilities at Fairbairn Park.
- Develop a green corridor between Walter Reserve and Rothwell Park.
- Provide new walking and cycling connections and river crossings, including a continuous connection between Ascot Vale and Aberfeldie.
- Transform Fairbairn Park into a regional sporting destination.
- Support the redevelopment of the Ascot Vale housing estate.
- Advocate for stronger planning controls to protect the Maribyrnong River.

**Objective 2**

To ensure that the Union Road Activity Centre is an attractive and vibrant area

**Strategies**

- Ensure new development respects the heritage values of the commercial buildings.
- Explore opportunities to expand the Activity Centre to encompass the Ascot Vale housing estate frontage on Union Road.
- Encourage activation of laneways and pedestrian amenity improvements.
- Beautify the Union Road Activity Centre streetscape.

**Specific Implementation**

- Prepare a Neighbourhood Implementation Plan for Ascot Vale.
Ascot Vale Neighbourhood Plan

Legend
- Community anchor
- Enterprise and activity area
- Potential tourist centrer (conceptual)
- Strategic cycling corridor
- Ideal network (conceptual)
- Cycling
- Shared bike and walking path

Major transport projects - potential future
- Increase train reliability and efficiency
- Airport Rail Link - Oliphant link option

Major cycling/walking projects - potential future
- On-road separated cycling lanes
- Shared cycling/walking routes linked to Oliphant Park
- New cycling route linking Mulgrave to Merry brunswick
- Upgrade cycling shared cycling/walking path

Implementation initiatives theme
- Thriving
- Green
- Beautiful

Support revitalisation of the Ascot Vale Town Square

Create continuous connection between Ascot Vale and Heidelberg

Decline a new multi-purpose position

Develop the Union Road activity centre interchange

Understand improvements in open space by delivering master plan

Transform Fawkner Park into a regional sporting destination

Austlit as all access placement

New and/or expanded public open space in neighbourhood

Deliver the Ascot Chase on land with potential to integrate Water Reserve and Fawkner Park

Advocate for stronger planning controls to protect the Mulgrave Park

Support revitalisation of the Ascot Vale Town Square
Avondale Heights

The Avondale Heights neighbourhood occupies an elevated bluff in a hook of the Maribyrnong River with sweeping views to the east and west. Military Road runs through the centre of the neighbourhood. Economic activity is focussed along Military Road with smaller local strip centres located further north and west on Canning Street. The Avondale Heights Learning Centre and Avondale Heights Primary School and early years centre are important community facilities.

Avondale Heights has two distinct subdivision patterns; a street grid pattern in the southern areas in and around Canning Street, along with later 20th century curvilinear street patterns further north and east.

The neighbourhood is proximate to the Maribyrnong Defence site located to the south, beyond the river. This significant urban renewal precinct provides an opportunity for Avondale Heights to connect via Military Road across the river and take advantage of new areas of open space and services to be developed at the Defence site.

Growth in Avondale Heights will be relatively moderate compared to other areas of Moonee Valley. By 2040, Avondale Heights is forecast to accommodate an increased number of empty nesters and older lone persons who may create relatively high demand for more accessible and smaller dwellings. New housing is anticipated to be in the form of medium-density infill development.

Objective 1
To ensure Avondale Heights is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Improve the residential interface with the Maribyrnong River corridor by encouraging greater connectivity and activation.
- Ensure new development is sensitive to the Maribyrnong River interface.
- Provide new walking and cycling connections and river crossings, including to the Maribyrnong Defence site and along the Maribyrnong River corridor.
- Encourage connection of a habitat corridor along the Maribyrnong River.
- Advocate for stronger planning controls to protect the Maribyrnong River.
- Activate a green spine along the Melbourne Water pipe track.

Objective 2
To ensure that the Military Road Activity Centre is an attractive, vibrant and convenient local shopping strip

Strategies
- Improve the public realm of the Military Road retail strip through activation and greening.
- Encourage medium density and shop-top development in the retail corridor to contribute to a diversity of housing types in the neighbourhood.
- Create a consistent boulevard treatment along Military Road to accommodate a potential future transport corridor.

Specific Implementation
- Prepare a Neighbourhood Implementation Plan for Avondale Heights.
21.10-05  Essendon

The Essendon neighbourhood is focused around the Essendon Junction Activity Centre. Essendon exhibits a rich architectural history reflected in large areas of heritage recognition. The Windy Hill precinct with its variety of sporting clubs is a defining element of Essendon’s character, along with the many schools in the neighbourhood. There are a range of open spaces surrounding the heart of Essendon, including Montgomery Park which provides a green gateway to Moonee Valley from the east.

The Essendon neighbourhood is expected to undergo significant growth in the period to 2040. By 2040, Essendon is forecast to accommodate an increased number of young families and older families. It is likely most new dwellings will be in the form of medium density infill development or apartment-type development along transport corridors and main roads. Major urban renewal is also anticipated on underutilised land at Essendon Station.

Objective 1
To ensure Essendon is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Ensure a diversity of housing types, including shop top housing and mixed use developments in Essendon’s smaller neighbourhood centres.
- Ensure development is sensitive to the Moonee Ponds Creek interface.
- Encourage connection of a habitat corridor along the revitalised and naturalised Moonee Ponds Creek corridor, with Buckley Street, Mt Alexander Road and between Montgomery Park and the Essendon Junction.
- Provide new walking and cycling connections to Moonee Ponds Creek and to other neighbourhoods.
- Reinforce Mt Alexander Road as the premier boulevard of the municipality.

Objective 1
To ensure that the Essendon Junction Activity Centre functions as a vibrant cultural and entertainment heart for the neighbourhood

Strategies
- Reinforce Essendon as a transport hub by accommodating mixed used development around the train station.
- Ensure a high quality, well integrated public realm through attractive streetscapes and consistent street tree plantings.
- Encourage a mix of uses which contribute to the cultural and entertainment focus of the Activity Centre.

Specific Implementation
- Prepare a Neighbourhood Implementation Plan for Essendon.
The Flemington neighbourhood is the gateway to Moonee Valley from the south. It is the closest point in the municipality to the Melbourne CBD. Transport corridors include Mt Alexander Road, Racecourse Road, the Craigieburn rail corridor and the Flemington spur line.

Economic activity is centred along Racecourse Road and Pin Oak Crescent, with a diverse range of retail and hospitality businesses. The neighbourhood is directly bordered by Moonee Valley Racecourse and the Melbourne Showgrounds.

There are pockets of public housing in and around Crown Street and west of Newmarket Station, with the most notable estate adjoining Debneys Park. The Flemington housing estate is a defining element in the neighbourhood’s urban structure. The street pattern of Flemington is largely a grid network following the topography of the land, rising up from Moonee Ponds Creek. Victorian era laneways are characteristic of the neighbourhood.

By 2040, Flemington is anticipated to accommodate an increased number of families with young children and young professional couples. Approximately 29% of the anticipated growth in Flemington will be accommodated in the redeveloped Flemington housing estate at Debneys Park. It is anticipated most of the remaining growth will be accommodated in higher-density development along tram corridors and major roads.

Objective 1
To ensure Flemington is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Reinforce Debneys Park as a gateway to Moonee Valley by enhancing the Park’s community and recreational qualities.
- Ensure development is sensitive to the Moonee Ponds Creek interface.
- Support fully integrated social and private housing developments where tenure is indistinguishable.
- Improve accessibility to public transport through urban design improvements.
- Encourage connection of a habitat corridor along a revitalised and naturalised Moonee Ponds Creek.
- Provide new walking and cycling connections to Moonee Ponds Creek, and to other neighbourhoods, including along the Craigieburn rail corridor.
- Reinforce Mt Alexander Road as the premier boulevard of the municipality.

Objective 2
To ensure that Racecourse Road is an attractive and diverse Activity Centre

Strategies
- Deliver built form and public realm improvements that enhance the identity of Racecourse Road.
- Encourage a mix of uses which contribute to the cosmopolitan nature of the Activity Centre.

Specific Implementation
- Prepare a Neighbourhood Implementation Plan for Flemington.
Flemington Neighbourhood Plan
Keilor East

Milleara Road forms a predominant spine through the Keilor East neighbourhood. The Centreway shopping area offers a local neighbourhood centre surrounding the FJ Davies Reserve. The Valley Lakes Estate is nestled into the surrounding escarpment with the Valley Lake at its core. This urban renewal project was the largest urban infill development in the municipality within the last decade and was a result of the regeneration of the former Niddrie quarry.

Growth in Keilor East is forecast to be relatively moderate compared to other areas of Moonee Valley. Since by 2040, Keilor East is forecast to accommodate an increased number of empty nesters and older lone persons, it is anticipated there will be relatively strong demand for medium-density infill development. Specialised accommodation options, such as retirement living and aged care, may also be required to cater for the expected forecast increase in older persons.

Objective 1
To ensure Keilor East is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Create a consistent boulevard treatment along Milleara Road to accommodate a potential future transport corridor.
- Encourage a high-quality built form interface along Steele Creek that respects the open character of the corridor.
- Encourage connection of a habitat corridor along Steele Creek, Milleara Road and between Steele Creek and Border Drive Reserve.
- Provide pedestrian and cycling connections through the neighbourhood, including between Valley Lake, the East Keilor Leisure Centre and Centreway.
- Provide pedestrian and cycling connections to the north across the Calder Freeway to Airport West.
- Reinforce Keilor East as the gateway to the municipality from the west.

Specific Implementation
- Prepare a Neighbourhood Implementation Plan for Keilor East.
21.10-08 Keilor Road/Essendon North

Keilor Road/North Essendon is a linear neighbourhood linking the eastern parts of the municipality to the western region. The neighbourhood is well serviced by the tram to Airport West. The commercial anchors are located at Essendon North and Niddrie at either end of Keilor Road. Medium-density apartments frame the Keilor Road corridor and results in a vibrant neighbourhood of social and community activity.

The village atmosphere of Essendon North is emphasised by the low scale built form and numerous parks including Woodlands Park, Cliff Allison Reserve and Lincoln Park. At the western end of the neighbourhood in Niddrie, there is a diversity of shopping and community opportunities. The Doutta Galla sporting and community facility precinct sits just to the north of Essendon North Primary School, including a tennis and bowls club within Vin Jarvis Reserve, and the Doutta Galla community hall and kindergarten.

The Keilor Road/Essendon North neighbourhood is expected to undergo significant growth in the period to 2040. By 2040, Keilor Road/Essendon North is forecast to accommodate an increased number of empty nesters, mature families, older lone persons and persons in care accommodation. It is anticipated new housing will be in the form of higher-density, apartment-type development along Keilor Road and Mt Alexander Road. Specialised accommodation options, such as retirement living or aged care, may also be developed to cater for the expected forecast increase in older residents.

Objective 1
To ensure Keilor Road/Essendon North is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Ensure new built form adjacent to parklands and Steele Creek complements the green setting and maintains the open feel.
- Provide new walking and cycling connections to Steele Creek, Woodlands Park and other neighbourhoods.
- Encourage connection of a habitat corridor along Steele Creek and through the local pocket reserves across the neighbourhood.
- Reinforce Mt Alexander Road as the premier boulevard of the municipality.

Objective 2
To ensure that Keilor Road is an attractive and inviting mixed use centre

Strategies
- Encourage a mix of uses which contribute to the vibrancy of the day and night time economy along Keilor Road.
- Beautify Keilor Road, encourage activation and greening.

Objective 3
To ensure that Essendon North maintains its strong village charm

Strategies
- Ensure new development respects the heritage values of the commercial streetscape.
- Ensure an attractive and green public realm through consistent urban design.
Specific Implementation

- Prepare a Neighbourhood Implementation Plan for Keilor Road/Essendon North.
- Investigate the potential for application of an Airport Environ Overlay.
Keilor Road/Essendon North Neighbourhood Plan

Legend
- Community centre
- Economic and activity area
- Potential habitat corridor
- Strategic cycling corridor
- Ideal network (conceptual)
  - Cycling
  - Shared bicycle-walking path

Major transport projects – potential future
- Increase train reliability and efficiency
- Advocate for new bus route
- Investigate potential light rail
  - direct / high-frequency bus route

Major cycling/walking projects – potential future
- Upgrade existing shared cycling-walking path
- Improve gaps in network

Implementation initiatives theme
- Open space
- Waterscape
- Waterscape
- Trail network
- Neighbourhood boundary

Location map

- Keilor Road/Essendon North Neighbourhood Plan

Keilor Road/Essendon North
Neighbourhood Plan

MOONEE VALLEY PLANNING SCHEME

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21.10-09 Milleara

The Milleara Mall at the junction of Milleara Road and Buckley Street sits at the heart of the neighbourhood and is the centre for economic activity within the neighbourhood. The junction of these key east-west and north-south transit routes is a defining element in the neighbourhood. A smaller neighbourhood centre is also located on Dinah Parade.

Milleara includes diverse open spaces including Rosehill Park and JH Allan Reserve close to the shopping centre, as well as river environs to the west and east of the neighbourhood. The street pattern is well connected to a series of sweeping curvilinear boulevards, in the garden suburban style. The road network and underground services in this celebrated garden suburb, leaves the streets and public realm free of visual clutter.

Growth in Milleara is expected to be relatively moderate compared to many other areas of Moonee Valley. More accessible and smaller dwellings may be in strong demand to cater for the large increase in one-person and older-person households. New housing is expected to be developed in a variety of ways in Milleara, including medium-density infill development across the neighbourhood.

Objective 1
To ensure Milleara is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Create a consistent boulevard treatment along Milleara Road to accommodate a potential future transport corridor/change in its role as a transport corridor.
- Ensure new residential development respects the neighbourhood garden suburb character.
- Ensure a high-quality built form interface along Steele Creek and the Maribyrnong River.
- Strengthen Buckley Street as a habitat corridor and gateway to the west through urban art, greening and generous front setbacks to new buildings.
- Activate a green spine along the Melbourne Water pipe track.
- Provide new walking and cycling connections to the Maribyrnong River, Steele Creek and to other neighbourhoods.
- Advocate for stronger planning controls to protect the Maribyrnong River.

Objective 2
To ensure attractive retail and commercial offerings in the Milleara neighbourhood

Strategies
- Ensure Milleara Road shopping centre presents as a vibrant shopping precinct through improved activation and greening of the public realm.
- Provide better connections between the Milleara Shopping Centre and JH Allan Reserve.

Specific Implementation
- Prepare the Neighbourhood Implementation Plan for Milleara.
21.10-10  Moonee Ponds

Moonee Ponds is home to extensive heritage precincts with high amenity streetscapes. Areas of Moonee Ponds are undergoing rapid change through the introduction of significant residential development in and around the Moonee Ponds Activity Centre. This centre defines the neighbourhood and is the Principal Activity Centre for the municipality.

The jewel in the crown of Moonee Ponds is and the regionally significant Queens Park and Ormond Park which provides sporting opportunities. There is scope to create small urban spaces to complement the higher population density in the Activity Centre, including new civic spaces. The neighbourhood is also home to Moonee Valley Racecourse, an internationally recognised sporting venue.

Moonee Ponds is expected to undergo significant growth in the period to 2040 and is forecast to accommodate an increased number of young families and older families. A large proportion of the growth will be accommodated in the Moonee Ponds Activity Centre and the redeveloped Moonee Valley Racecourse in the form of higher-density apartments. Outside of these two growth locations, new housing is expected to be developed in a variety of ways, including medium-density infill development and pockets of higher-density development along Mt Alexander Road. More accessible and smaller dwellings may be in strong demand to cater for the expected large increase in one-person and older-person households.

**Objective 1**

To ensure Moonee Ponds is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

**Strategies**

- Encourage connection of a habitat corridor along a revitalised Moonee Ponds Creek.
- Provide new walking and cycling connections, including between Moonee Ponds Junction and the Moonee Valley Racecourse.
- Reinforce Mt Alexander Road as the premier boulevard of the municipality.
- Provide a variety of resilient and vibrant green spaces, including new open space at Moonee Valley Racecourse.

**Objective 2**

To ensure that Moonee Ponds is the premier retail, business, civic, cultural, creative and entertainment destination of the municipality

**Strategies**

- Reinforce Moonee Ponds as the premier Activity Centre of Moonee Valley.
- Support high-quality design in both the public and private spheres.
- Enhance the Civic Triangle as the cultural heart of Moonee Ponds.
- Respect the local heritage attributes of the Moonee Ponds Activity Centre.
- Improve pedestrian permeability through the precinct.
- Ensure buildings address all street interfaces.
- Incorporate public art at key gateways, in new buildings, landscape areas, civic spaces and building forecourts.
- Encourage well designed buildings and landscape outcomes.
- Protect and enhance views to and from Moonee Ponds, in particular views of Queens Park, Mt Alexander Road and from Ascot Vale Road to Brunswick.
Specific Implementation

- Prepare a Neighbourhood Implementation Plan for Moonee Ponds.
Moonee Ponds Neighbourhood Plan

Legend

- Community anchor
- Economic and activity area
- Potential transit corridor (conceptual)
- Strategic cycling corridor

Local network (conceptual)
- Cycling
- Shared bicycle-walking path

Major transport projects - potential future
- Increase train reliability and efficiency
- Airport Rail Link - Casper Road (conceptual)

Major cycling/walking projects - potential future
- Network of high quality cycling routes in increase public transport accessibility
- Shared cycling/walking routes parallel to Casper Road
- On-road separated cycling lanes
- New cycling route linking Moonee Ponds to West Brunswick
- Upgrade existing shared cycling/walking paths

Implementation initiative theme
- Open space
- Waterway
- Nature
- Train station
- Train line
- Road
- Neighbourhood boundary

Note: 1. Acknowledging previous Council resolution around Willes Road, alternative connection option to be explored.
21.10-11 Niddrie/Essendon West

The Niddrie/Essendon West neighbourhood is a predominantly residential area based on a permeable grid street network with dispersed open space assets including Buckley Park. Buckley Street provides the primary commercial edge, with smaller neighbourhood centres located on Hampton Road and Hoffmans Road. The neighbourhood is well serviced by education facilities, including Rosehill Secondary College, St Bernard’s College, Essendon Keilor College and Buckley Park College.

Growth in Niddrie/Essendon West is expected to be relatively moderate compared to many other areas of Moonee Valley. By 2040, Niddrie/Essendon West is forecast to accommodate an increased number of empty nesters, mature families, older lone persons and persons in care accommodation. It is anticipated new housing will include medium-density infill development and pockets of higher-density development along Buckley Street and Hoffmans Road.

Objective 1
To ensure Niddrie/Essendon West is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies
- Improve the public realm of the small commercial areas through urban design, activation and greening.
- Activate a green spine along the Melbourne Water pipe track.
- Enhance Buckley Park as the community’s anchor.

Objective 2
To ensure Niddrie/Essendon West is well connected to a revitalised Steele Creek corridor

Strategies
- Ensure built form is sensitive to the Steele Creek interface.
- Revitalise Steele Creek to create a connected open space and habitat corridor.
- Provide new walking and cycling connections to Steele Creek, Buckley Park and other neighbourhoods.

Specific Implementation
- Prepare a Neighbourhood Implementation Plan for Essendon West.
- Investigate the potential for application of an Airport Environs Overlay.
21.10-12 Strathmore

The Strathmore neighbourhood streets are laid out in a traditional grid pattern that respond to the topography. The Napier Street neighbourhood centre provides a diversity of local retailing and services in a charming strip shopping environment. The Woodland Street/Pascoe Vale Road junction is centred on the Strathmore train station which is well positioned to undergo significant renewal in the coming years.

Strathmore enjoys abundant parkland and sport and recreation opportunities, including the Max Johnston Reserve, Alf Pearce Park, Napier Reserve and the Cross Keys Reserve.

Growth in Strathmore is expected to be relatively moderate compared to some other areas of Moonee Valley. By 2040, Strathmore is forecast to accommodate an increased number of families with young children and young adults. It is anticipated new housing will include medium-density infill development and pockets of higher-density development.

**Objective 1**
To ensure Strathmore is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

**Strategies**
- Ensure Strathmore presents as an attractive gateway to the municipality from the east through effective urban design and greening measures.
- Ensure residential development maintains the green leafy feel of the neighbourhood.
- Encourage connection of a habitat corridor along a revitalised and naturalised Moonee Ponds Creek and from Cross Keys Reserve along Woodland Street.
- Integrate a network of cycling and walking routes with connections to surrounding neighbourhoods.

**Objective 2**
To ensure the neighbourhood Activity Centres of Napier Street and Woodland Street/Pascoe Vale Road are vibrant and attractive.

**Strategies**
- Ensure the village charm of the Napier Street neighbourhood Activity Centre is enhanced through public realm improvements and greening.
- Encourage revitalisation and urban renewal surrounding Strathmore Station.
- Improve the public realm of Woodland Street/Pascoe Vale Road through greening and activation initiatives.

**Specific Implementation**
- Prepare a Neighbourhood Implementation Plan for Strathmore.
- Investigate the potential for application of an Airport Environments Overlay.
Strathmore Neighbourhood Plan
21.10-13 Strathmore Heights

Strathmore Heights is a linear neighbourhood to the north of the Tullamarine Freeway-City Link which is separated from the rest of the municipality by Essendon Airport. The main north-south connector road of Mascoma Street provides access to the Airport West Shopping Centre at the northern gateway. There is a small group of shops on Lebanon Avenue along with a mix of commercial uses on Pascoe Vale Road.

Due to its proximity to the Moonee Ponds Creek and steeply rising topography, the elevated residential areas of Strathmore Heights capture views to the east. On lower lying areas, open spaces have been created on the flood plains of the creek at Lebanon Reserve, Strathnaver Reserve and Boeing Reserve.

Growth in Strathmore Heights is expected to be limited compared to other areas of Moonee Valley. By 2040, Strathmore Heights is forecast to accommodate an increased number of families with young children and some young adults. Growth is expected to be in the form of infill development.

Objective 1

To ensure Strathmore Heights is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs.

Strategies

- Encourage connection of a habitat corridor from the Tullamarine Freeway to the southern boundary of the neighbourhood, along Moonee Ponds Creek.
- Integrate a network of cycling and walking routes with connections to Essendon Fields and surrounding neighbourhoods.
- Ensure that Strathmore Heights is well connected to a naturalised and revitalised Moonee Ponds Creek corridor.

Specific Implementation

- Prepare a Neighbourhood Implementation Plan for Strathmore Heights.
- Investigate the potential for application of an Airport Environ Overlay.
Strathmore Heights Neighbourhood Plan

Legend
- Community asset
- Economic and activity area
- Potential habitat corridor (conceptual)
- Ideal network (conceptual)

Major cycling/walking projects – potential future
- Upgrade existing shared cycling/walking path

Implementation initiative themes
- Fair
- Thriving
- Connected
- Green
- Beautiful

Legend
- Open space
- Watercourse
- Trail
- Road
- Neighbourhood boundary

Location map

Strathmore Heights
Neighbourhood Plan
REFERENCE DOCUMENTS

Overarching

- MV2040 Strategy

Settlement

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

Environment and landscape values

- Maribyrnong River Interface Urban Design Guidelines, 2001
- Maribyrnong River Master Plan, 2012
- Maribyrnong River Valley Design Guidelines, Department of Planning and Community Development, 2010
- Moonee Valley City Council Significant Tree Register
- Moonee Valley City Sustainability Policy, 2013
- Moonee Ponds Creek Strategic Plan, 2011
- Moonee Valley Greenhouse Strategy, 2010
- Moonee Valley Open Space Strategy, 2009
- Moonee Valley Waste Management Strategy, 2008-2014
- Moonee Valley WSUD Guidelines, 2011
- Moonee Valley Water Strategy, 2011
- Steele Creek Linear Park Master Plan
- Waste Management Plan – Guidelines for Planning Applicants, 2018
- Waste Resources Recovery Plan, 2014-2018

Environmental risks

- Moonee Valley Greenhouse Strategy, 2010
- Moonee Valley Flood Management Plan, 2011

Built environment and heritage

- City of Moonee Valley Heritage Guidelines, City of Moonee Valley, 2016
- Moonee Valley Neighbourhood Character Study, Planisphere, 2012
- Essendon Conservation Study, Graeme Butler, 1985
- Flemington and Kensington Conservation Study (Individual data-sheets, City of Moonee Valley), Graeme Butler, 1995
- Heritage Overlay Review, David Helms Heritage Planning, 2014
- Moonee Valley Heritage Gap Study, Context Pty Ltd, 2014
- Moonee Valley Heritage Gap Study, Heritage Alliance, 2005
- Moonee Valley Heritage Strategy, Moonee Valley City Council, 2011
- Moonee Valley Thematic Environmental History, Living Histories, 2012
- Moonee Valley Thematic Places Heritage Study, Context Pty Ltd, 2012-14
- Mt Alexander Road Corridor Urban Design Guidelines, 2010

**Housing**

- Moonee Valley Affordable Housing Background Research Paper, 2012

**Economic Development**

- City of Moonee Valley Employment Forecasts, SGS Economics and Planning, 2018
- Design Guidelines for Licensed Premises, Department of Justice, 2009
- Essendon Airport Master Plan (as updated)
- Moonee Valley City Council Electronic Gaming Machine Gambling Background Paper, 2012
- Moonee Valley Licensed Premises Policy Background Paper, 2012

**Transport**

- Essendon Fields Airport Master Plan (as updated)
- Local Area Traffic Management Plans (ongoing)
- Moonee Ponds Activity Centre Structure Plan, 2010 (updated 5 June 2012)
- Municipal Parking Strategy, 2011
- Parking Permit Policy, 2013
- Road Safety Plan, 2010
- Walking and Cycling Strategy, 2012

**Infrastructure**

- Diversity, Access and Equity Policy, 2014
- MV2040 Action Plan – Community Facilities
- Moonee Valley Asset Management Strategy, 2011
- Moonee Valley City Council WSUD Guidelines
- Moonee Valley Leisure Strategy, 2013
- Moonee Valley Open Space Strategy, 2011
- Moonee Valley Water Strategy, 2011
- Thrive: Strategy for Young People, 2017
22.06 ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

This policy applies throughout the City of Moonee Valley to residential and non-residential development that requires a planning permit in accordance with the thresholds in Table 1 of this policy.

22.06-1 Policy Basis

This policy builds on and implements the sustainability objectives and strategies expressed in Clause 21.05-6 relating to environmentally sustainable development.

The City of Moonee Valley is committed to creating an environmentally sustainable city. Critical to achieving this commitment is for development to incorporate appropriate environmental design standards.

This policy provides a framework for early consideration of environmental sustainability at the building design stage in order to achieve the following efficiencies and benefits:

- Easier compliance with building requirements through passive design;
- Reduction of costs over the life cycle of the building;
- Improved affordability over the longer term through reduced running costs;
- Improved amenity and liveability;
- More environmentally sustainable urban form; and
- Integrated water management.

If environmentally sustainable design is not considered at the time of planning approval, the ability to achieve environmentally sustainable development may be compromised by the time these matters are considered as part of a building approval. In addition, there may be difficulties or extra costs associated with retro-fitting the development to implement environmentally sustainable design principles.

This policy does not prescribe performance outcomes. The policy enables the provision of information and provides decision guidelines which will assist in the assessment of whether development meets environmentally sustainable development objectives.

This policy complements a range of non-statutory measures aimed at encouraging environmentally sustainable development. These measures include educating residents and applicants, assisting applicants to use Environmentally Sustainable Development (ESD) tools, leading by example with Council projects, promotion of exemplary private projects and promotion of the use of materials with favourable life cycle impacts.

22.06-2 Objectives

The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

In the context of this policy, best practice is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site specific opportunities and constraints, which are demonstrated and locally available and have already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life cycle of the build.

It is a policy objective to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.
The following objectives should be satisfied where applicable:

**Energy Performance**
- To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage
- To reduce total operating greenhouse gas emissions
- To reduce energy peak demand through particular design measures (e.g., appropriate building orientation, shading to glazed surfaces, optimise glazing to exposed surfaces, space allocation for solar panels and external heating and cooling systems).

**Water Resources**
- To improve water efficiency
- To reduce total operating potable water use
- To encourage the collection and reuse of stormwater
- To encourage the appropriate use of alternative water sources (e.g. greywater).

**Indoor Environment Quality**
- To achieve a healthy indoor environment quality for the wellbeing of building occupants, including the provision of fresh air intake, cross ventilation and natural daylight
- To achieve thermal comfort levels with minimised need for mechanical heating, ventilation and cooling
- To reduce indoor air pollutants by encouraging use of materials with low toxic chemicals
- To reduce reliance on mechanical heating, ventilation, cooling and lighting systems
- To minimise noise levels and noise transfer within and between buildings and associated external areas.

**Stormwater Management**
- To reduce the impact of stormwater run-off.
- To improve the water quality of stormwater run-off.
- To achieve best practice stormwater quality outcomes.
- To incorporate the use of water sensitive urban design, including stormwater re-use.

**Transport**
- To ensure the built environment is designed to promote the use of walking, cycling and public transport, in that order.
- To minimise car dependency.
- To promote the use of low emissions vehicle technologies and supporting infrastructure.

**Waste Management**
To ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development.

To ensure durability and long-term reusability of building materials.

To ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

**Urban Ecology**

- To protect and enhance biodiversity within the municipality.
- To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect.
- To encourage the retention of significant trees.
- To encourage the planting of indigenous vegetation.
- To encourage the provision of space for productive gardens, particularly in larger residential developments.

### 22.06-3 Policy

It is policy to ensure innovative technology, design and processes positively influence the sustainability of all development.

It is policy that applications for the types of development listed in Table 1 be accompanied by information which demonstrates how relevant policy objectives will be achieved.

It is policy that applications for larger residential and non-residential developments (as specified in Table 1) be accompanied by a Green Travel Plan.

### 22.06-4 Application Requirements

An application must be accompanied by either a Sustainable Design Assessment (SDA) or a Sustainability Management Plan (SMP) as specified in Table 1, as appropriate.

A Sustainable Design Assessment will usually not need to be prepared by a suitably qualified professional. It should:

- Provide a simple assessment of the development. It may use relevant tools from the examples listed in the table or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identify environmentally sustainable development measures proposed in response to policy objectives, having regard to the site’s opportunities and constraints.

A Sustainability Management Plan should:

- Provide a detailed assessment of the development. It may use relevant tools from the examples listed in the table or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identify achievable environmental performance outcomes having regard to the objectives of this policy (as appropriate); and
Demonstrate that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site’s opportunities and constraints; and

Document the means by which the performance outcomes can be achieved.

Various assessment tools have been listed in Table 1 which may be used to assess how the proposed development addresses the objectives of this policy, as appropriate.

Table 1 – ESD Application Requirements

<table>
<thead>
<tr>
<th>Type of development</th>
<th>Application requirements</th>
<th>Example Tools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation /Mixed Use with residential component:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ 3 - 9 dwellings; or</td>
<td>Sustainable Design Assessment (SDA)</td>
<td>BESS</td>
</tr>
<tr>
<td>▪ Development of a building for accommodation (other than dwelling) with a gross floor area between 100m² to 999m².</td>
<td>STORM</td>
<td></td>
</tr>
<tr>
<td>▪ 10 or more dwellings; or</td>
<td>Sustainability Management Plan (SMP)</td>
<td>BESS</td>
</tr>
<tr>
<td>▪ Development of a building for accommodation (other than dwelling) with a gross floor area of 1,000 m² or more.</td>
<td>Green Travel Plan (GTP)</td>
<td>Green Star</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MUSIC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>STORM</td>
</tr>
<tr>
<td>Non-residential:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Development of a non-residential building with a gross floor area between 100m² to 10,000m².</td>
<td>Sustainable Design Assessment (SDA)</td>
<td>BESS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MUSIC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>STORM</td>
</tr>
<tr>
<td>▪ Alterations and additions of 100 m² to 10,000m².</td>
<td>Sustainable Design Assessment (SDA)</td>
<td>BESS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MUSIC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>STORM</td>
</tr>
<tr>
<td>▪ Development of a non-residential building with a gross floor area of 10,001m² or more.</td>
<td>Sustainability Management Plan (SMP)</td>
<td>BESS</td>
</tr>
<tr>
<td>▪ Alterations and additions of 10,001m² or more.</td>
<td>Green Travel Plan (GTP)</td>
<td>Green Star</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MUSIC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>STORM</td>
</tr>
</tbody>
</table>

Note 1: Development (in Table 1) has the same meaning as in Section 3 of the Planning and Environment Act 1987, but does not include subdivision. To remove any doubt, development also includes alterations and additions. In the case of alterations and additions, the requirements of the Policy apply only to the alterations and additions.

Note 2: Mixed Use developments are required to provide the information applicable to each use component of the development.

22.06-5 Decision Guidelines

In determining an application, the Responsible Authority will consider as appropriate:

▪ The extent to which the development meets the objectives and requirements of this policy from the design stage through to construction and operation.
- Whether the proposed environmentally sustainable development performance standards are functional and effective to minimise environmental impact.

- Whether the proposed environmentally sustainable development initiatives are reasonable having regard to the type and scale of the development and any site constraints.

- Whether an appropriate assessment method has been used.

- Whether an ESD plan or framework has previously been approved by the Responsible Authority (whether under a planning control or otherwise).

### 22.06-6 Reference Documents

**BESS (Built Environment Sustainability Scorecard)**, Council Alliance for a Sustainable Built Environment (CASBE), 2015. [www.bess.net.au](http://www.bess.net.au)


**Nationwide House Energy Rating Scheme (NatHERS)**, Department of Climate Change and Energy Efficiency, [www.nathers.gov.au](http://www.nathers.gov.au)


Note 3: The above reference documents and websites may be amended from time to time. It is intended that these documents and websites (or amended versions) are relevant reference documents to this policy.