# Schedule to Clause 72.08 Background Documents

**Background documents** (Documents removed if repeated or listed elsewhere (i.e. incorporated documents), not appropriate for PPF or not a local document)

<table>
<thead>
<tr>
<th>Name of background document</th>
<th>Amendment number - clause reference</th>
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<tbody>
<tr>
<td>MV2040 Strategy, 2018</td>
<td>C103 Clause 11, 12, 13, 15, 16, 17, 18 and 19</td>
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<tr>
<td>Airport West Activity Centre Structure Plan, 2008</td>
<td>C107 Clause 11</td>
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<td>Keilor Road Activity Centre Structure Plan, 2011</td>
<td>C117 Clause 11</td>
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<td>Keilor Road Built Form Guidelines, 2012</td>
<td>C117 Clause 11</td>
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<td>Moonee Ponds Activity Centre Structure Plan, 2010 (updated 5 June 2012)</td>
<td>C100 Clause 11 and 18</td>
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<td>North Essendon Activity Centre Built Form Guidelines, 2012</td>
<td>C117 Clause 11</td>
</tr>
<tr>
<td>North Essendon Activity Centre Structure Plan, 2011</td>
<td>C117 Clause 11</td>
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<tr>
<td>Maribyrnong River Interface Urban Design Guidelines, 2004</td>
<td>C226xx (Environment and landscape values)</td>
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<tr>
<td>Maribyrnong River Master Plan, 2012</td>
<td>C134 Clause 12</td>
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<tr>
<td>Maribyrnong River Valley Design Guidelines, Department of Planning and Community Development, 2010</td>
<td>C141xx (Environment and landscape values)</td>
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<tr>
<td>Moonee Valley City Council Significant Tree Register, 2017 year</td>
<td>C137 Clause 12</td>
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<td>Moonee Valley City Sustainability Policy, 2013</td>
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<td>Moonee Ponds Creek Strategic Plan, 2011</td>
<td>C134 Clause 12</td>
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## Appendices – Ordinary Council Meeting

**Item 10.2 - Appendix A**

### Moonee Valley Planning Scheme

<table>
<thead>
<tr>
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<tr>
<td>Moonee Valley Greenhouse Strategy, 2010</td>
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<td>Moonee Valley Open Space Strategy, 2009</td>
<td>C98 Clause 12 and 19</td>
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<tr>
<td>Moonee Valley Open Space Contributions Program, Environment &amp; Land Management Pty Ltd in association with Thompson Berrill Landscape Design Pty Ltd, March 2010 (Listed in 22.02)</td>
<td>C98 Clause 12 and 19</td>
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<td>Moonee Valley Waste Management Strategy, 2008-2014</td>
<td>C134 Clause 12</td>
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<tr>
<td>Moonee Valley WSUD Guidelines, 2011</td>
<td>C108 Clause 12 and 19</td>
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<tr>
<td>Moonee Valley Water Strategy, 2011</td>
<td>C108 Clause 12 and 19</td>
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<td>Steele Creek Linear Park Master Plan, 2007</td>
<td>C112 Clause 12</td>
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<tr>
<td>Waste Management Plan – Guidelines for Planning Applicants, 2018</td>
<td>C193 Clause 12</td>
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<tr>
<td>Moonee Valley Greenhouse Strategy, 2010</td>
<td>Cxxx (Environmental risks)</td>
</tr>
<tr>
<td>Moonee Valley Flood Management Plan, 2011</td>
<td>C134 Clause 13</td>
</tr>
<tr>
<td>City of Moonee Valley Heritage Guidelines, City of Moonee Valley, 2016 (NOTE TO DELWP Should this be listed against every property in the HZ schedule)</td>
<td>C153 Clause 15</td>
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<tr>
<td>Moonee Valley Neighbourhood Character Study, Plansphere, 2012</td>
<td>C128 Clause 15</td>
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<tr>
<td>Essendon Conservation Study, Graeme Butler, 1985</td>
<td>C4 Clause 15</td>
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<tr>
<td>Flemington and Kensington Conservation Study (Individual data sheets, City of Moonee Valley), Graeme Butler, 1995</td>
<td>C4 Clause 15</td>
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<tr>
<td>Heritage Overlay Review, David Helms Heritage Planning, 2014</td>
<td>C144 Clause 15</td>
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<tr>
<td>Moonee Valley Heritage Gap Study, Context Pty Ltd, 2014</td>
<td>C193 Clause 15</td>
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**Operational Provisions – Clause 72.08 – Schedule**

**Page 2 of 119**
## APPENDIX A

### Name of background document

<table>
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<tr>
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<td>Moonee Valley Heritage Gap Study, Heritage Alliance, 2005</td>
<td>C76 Clause 15</td>
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<tr>
<td>Moonee Valley Heritage Strategy, Moonee Valley City Council, 2011</td>
<td>C134 Clause 15</td>
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<tr>
<td>Moonee Valley Heritage Study, Context Pty Ltd, 2015</td>
<td>C164 Clause 15</td>
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<tr>
<td>Moonee Valley Thematic Environmental History, Living Histories, 2012</td>
<td>C134 Clause 15</td>
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<tr>
<td>Moonee Valley Thematic Places Heritage Study, Context Pty Ltd, 2012-14</td>
<td>C142 Clause 15</td>
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<tr>
<td>Mt Alexander Road Corridor Urban Design Guidelines, 2010</td>
<td>C102 Clause 15</td>
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<tr>
<td>Heritage Assessment: Moonee Ponds Activity Centre Stage 2 report, David Helms Heritage Planning, 2011 (Listed in 22.01-7)</td>
<td>C193 Clause 15</td>
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<tr>
<td>Moonee Valley Affordable Housing Background Research Paper, 2012</td>
<td>C134 Clause 16</td>
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<tr>
<td>City of Moonee Valley Employment Forecasts, SGS Economics and Planning, 2018</td>
<td>C103 Clause 17</td>
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<tr>
<td>Design Guidelines for Licensed Premises, Department of Justice, 2009</td>
<td>Cxxx (Economic Development)</td>
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<tr>
<td>Essendon Airport Master Plan, 2013 (as updated)</td>
<td>C121 Clause 17 and 18</td>
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<td>Moonee Valley City Council Electronic Gaming Machine Gambling Background Paper, 2012</td>
<td>CxxxC140 Clause 52.28</td>
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<td>Moonee Valley Gaming Policy – Reference Document, 2014</td>
<td>CxxxC140 Clause 52.28</td>
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<td>Moonee Valley Licensed Premises Policy Background Paper, 2012</td>
<td>CxxxC131 Clause 13</td>
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<td>Essendon Fields Airport Master Plan (as updated)</td>
<td>Cxxx</td>
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<td>Local Area Traffic Management Plans (ongoing)</td>
<td>Cxxx (Transport)</td>
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<td>Moonee Ponds Activity Centre Structure Plan, 2010 (updated 5 June 2012)</td>
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<td>Municipal Parking Strategy, 2011</td>
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### Moores Valley Planning Scheme

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<td>C134 Clause 18</td>
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<td>Road Safety Plan, 2010</td>
<td>C134 Clause 18</td>
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<td>Walking and Cycling Strategy, 2012</td>
<td>C134 Clause 18</td>
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<td>Diversity, Access and Equity Policy, 2014</td>
<td>C193 (Infrastructure)</td>
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<tr>
<td>MV2040 Action Plan – Community Facilities, 2018</td>
<td>C148 Clause 19</td>
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<td>Moonee Valley Asset Management Strategy, 2011</td>
<td>C134 Clause 19</td>
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<tr>
<td>Moonee Valley City Council WSUD Guidelines, 2014</td>
<td>C134 (Infrastructure)</td>
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<td>Moonee Valley Leisure Strategy, 2013</td>
<td>C134 Clause 19</td>
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<tr>
<td>Moonee Valley Open Space Strategy, 2011</td>
<td>C134 (Infrastructure)</td>
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<td>Moonee Valley Water Strategy, 2011</td>
<td>C134 (Infrastructure)</td>
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<tr>
<td>Thrive Strategy for Young People, 2015</td>
<td>C134 (Infrastructure)</td>
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</table>
SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0 Application of zones, overlays and provisions (Removed if not related to specific work program or historical with no current strategic basis)

Insert a general explanation of the relationship between the Municipal Planning Strategy, the objectives and strategies in Clauses 11 to 19 and the controls on the use and development of land in the planning scheme.

- Apply Commercial 1 Zone to principal shopping areas. 21.02-6
- Apply Commercial 2 Zone to commercial areas on the fringes of activity centres and peripheral sales areas. 21.02-6
- Apply the Design and Development Overlay to implement future built form guidelines for Airport West Activity Centre, Neighbourhood Activity Centre and local centres. 21.02-6
- Apply the Heritage Policy (32.01) to the assessment of applications under the Heritage Overlay. 21.05-2
- Apply the City of Moonee Valley Permit Exemptions Policy at Clause 72.04 to the assessment of applications under the Heritage Overlay as appropriate. 21.05-2
- Promote the use of the City of Moonee Valley Heritage Guidelines 2016. 21.05-2
- Apply the Heritage Overlay to identified heritage places. 21.05-7
- Implement updated heritage precinct citations. 21.05-7
- Apply the Neighbourhood Character Overlay to areas which have been identified as having a significant neighbourhood character. 21.05-7
- Apply the Design and Development Overlay to control built-form outcomes based on adopted built form or urban design guidelines. 21.05-7
- 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. 21.05-7
- Apply the Mixed Use Zone to areas close to activity centres with potential for complementary residential, commercial and industrial activities. 21.06-5
- Apply the Commercial 1 Zone and the Commercial 2 Zone to activity centres, commercial precincts and employment hubs. 21.07-5
- Apply the Activity Centre Zone to large activity centres, where appropriate. 21.07-5
- Apply Clause 22.04 Licensed Premises Policy to manage the impact of new and expanded licensed premises. 21.07-5
- Apply Clause 22.05 Gaming Policy to guide the location of gaming machines to appropriate areas, sites and venues. 21.07-5
- Apply the Industrial 3 Zone to industrial areas, to protect the amenity of surrounding sensitive uses. 21.07-5
- Apply the Public Use Zone to watercourses and Public-Park and Recreation Zone to adjoining paddocks. 21.09-5
- Apply the Development Plan Overlay to ensure the preparation of master plans for institutional uses. 21.09-5
- Apply Clause 22.01 Water-Sensitive Urban Design to promote the use of water sensitive urban design. 21.09-5
Further strategic work

- Prepare a Neighbourhood Implementation Plan for Aberfeldie, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Airport Way, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Aspendale Gardens, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Avondale Heights, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Box Hill North, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Cranbourne, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Cranbourne West, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Keysborough, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Keilor East, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Kilsyth Road/Eastern Highway North, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Keysborough, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Monash Freeway East, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Niddrie/Strawberry Field, 21.02.7
- Prepare a Neighbourhood Implementation Plan for Sunbury, 21.02.7
- Prepare a Neighbourhood Implementation Plan for St Albans Heights, 21.02.7

Develop appropriate built form controls as to give effect to the priority actions and design guidelines recommended in the Maribyrnong River Valley Design Guidelines 2010, or any subsequent guidelines, 21.03.7

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, 21.03.7

Investigate implementation of the Monarch Ponds Creek Strategy Plan – 2014, or any subsequent updates, through the review of the Incorporated Plan Overlay along the length of Monarch Ponds Creek, 21.03.7

Investigate the inclusion of the Crown land parcel at south end of the Avenue, Niddrie for Inclusion into the Steele Creek Linear Park, 21.03.7

Investigate the introduction of an Erosion Management Overlay where required along waterways, 21.03.7

Investigate the introduction of an Environmental Significance Overlay or similar protective measures for conservation areas with Temperate Grassland of the Victorian Volcanic Plains, 21.03.7

Prepare a Land Contamination Strategy, 21.03.7

Prepare a Review the Waste Management Plan – Guidelines for Planning Applications, 2018 policy for multi-unit developments to reflect high-rise and high-density development, 21.03.7

Prepare and implement master plans to support the open space network, 21.03.7

Complete an MV2040 Action Plan addressing the urban forest, carbon, water, waste and resource recovery, 21.03.7

Complete local catchment relevant–flood study work, and apply–flood overlays in appropriate locations, 21.04.3

Develop 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), 21.04.4

Review the Moonee Valley Neighbourhood Character Study, in line with relevant VCAT decisions and any other analyses, 21.05.8
- Undertake heritage work in accordance with the Moonee Valley Heritage Gap Study, 2014. 21.05-8
- Undertake an Aboriginal Cultural Heritage Study. 21.05-8
- Develop urban design guidelines for each neighbourhood within the Neighbourhood Implementation Plans. 21.05-8
- Develop urban design guidelines for industrial development for the Airport West and Strathmore neighbourhoods within the Neighbourhood Implementation Plans. 21.05-8
- Develop guidelines on development and access in laneways as part of the Neighbourhood Implementation Plans. 21.05-8
- Prepare further guidance/policy direction on the assessment of wind impacts from new higher-density development. 21.05-8
- Complete Stage 1 of the Debnays Precinct – Structure Plan, in consultation with the Department of Health and Human Services and include as a Reference Document in this Scheme. 21.05-8
- Develop Stage 2 of the Debnays Precinct – Structure Plan, in consultation with the Department of Health and Human Services. 21.05-8
- Complete Stage 2 of Debnays Precinct – Structure Plan prior to the completion of the redevelopment of the Flemington Housing Estate envisaged under Stage 1 of the Structure Plan. 21.05-8
- Complete an MV2040 Action Plan addressing carbon emissions. 21.06-4
- Prepare Neighbourhood Implementation Plans for all 13 neighbourhoods to determine the location of new residential zones and associated built form controls. 21.06-6
- Apply the Review the Melbourne Airport Environs Overlays to land affected by the Australian Noise Exposure Forecast for Melbourne Airport. 21.06-6
- Complete an MV2040 Action Plan addressing economic activation. 21.07-7 Complete the MV2040 Action Plan to achieve strategic directions.
- Complete Neighbourhood Implementation Plans for all 13 neighbourhoods to determine the location of new residential zones and associated built form controls, updating existing activity centre plans and structure plans. 21.07-7
- Continue to prepare and implement Local Area Traffic Management Plans across the municipality. 21.08-7 OA
- Investigate the potential for application of an Airport Environs Overlay in the vicinity of Essendon Fields Airport. 21.08-8
- Prepare an MV2040 Action Plan addressing transport. 21.08-8
- Address management of access arrangements within laneways through an MV2040 Action Plan focusing on transport. 21.08-8
- Proactively plan and advocate for a multi-modal public transport interchange at Deornana Avenue. 21.08-8
- Provide additional guidance for Investigate the use of car parking stackers in the municipality through an MV2040 Action Plan focusing on transport. 21.08-8
- Prepare a Development Contributions Plan (or equivalent mechanism). 21.09-7
- Monitor and review School Master Plans. 21.09-7
- Develop a public art policy. 21.09-7
- Complete an MV2040 Action Plan addressing water management. 21.09-7
- Prepare a masterplan for the Maribyrnong River Cultural Precinct. 21.10-01
- Investigate the potential for application of an Airport Environs Overlay. 21.10-02
- Investigate the potential for application of an Airport Environs Overlay. 21.10-03
- Investigate the potential for application of an Airport Environs Overlay. 21.10-04
- Investigate the potential for application of an Airport Environs Overlay. 21.10-12
[MOORE VALLEY] PLANNING SCHEME

— Investigate the potential for application of low/medium density overlay 31.10.13
— Prepare a Neighbourhood Implementation Plan for Aberfeldie 21.10.01
— Prepare a Neighbourhood Implementation Plan for Airport West 21.10.02
— Prepare a Neighbourhood Implementation Plan for Avondale Heights 21.10.03
— Prepare a Neighbourhood Implementation Plan for Attie Vale 21.10.04
— Prepare a Neighbourhood Implementation Plan for Essendon 21.10.05
— Prepare a Neighbourhood Implementation Plan for Flemington 21.10.06
— Prepare a Neighbourhood Implementation Plan for Keilor East 31.10.07
— Prepare a Neighbourhood Implementation Plan for Keilor Road/Essendon North 21.10.08
— Prepare the Neighbourhood Implementation Plan for Milleara 21.10.09
— Prepare a Neighbourhood Implementation Plan for Moonee Ponds 21.10.10
— Prepare a Neighbourhood Implementation Plan for Essendon West 21.10.11
— Prepare a Neighbourhood Implementation Plan for Strathmore 21.10.12
— Prepare a Neighbourhood Implementation Plan for Strathmore Heights 31.10.13
02 MUNICIPAL PLANNING STRATEGY
Moonee Valley comprises approximately 43 square kilometres of land, with around 67% 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. 21.01

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-Volta Widening project and the East-West Link proposal. 21.01

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% of the municipality. 21.01

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% and 53% on the number of dwellings in Moonee Valley in 2018. 21.01-1

Moonee Valley is a culturally and linguistically diverse community with more than a quarter of the population born overseas and an estimated 30% speaking a language other than English at home. 21.01-1

Moonee Valley is comprised of 13, 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 sensitively and strategically. 21.01-2

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. 21.01-2
Moonee Valley is a healthy city strengthened by a network of 20-minute neighbourhoods where all people, at all stages of life, can live locally, accessing most of their daily needs close to their homes. The neighbourhoods are beautiful, sustainable and have strong community connections, which enable citizens and the environment to be healthy and resilient.

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. 21.03-3 S

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. 21.05-3 S

The following are the building blocks to achieve a healthy Moonee Valley:

The strategic directions for ensuring a Moonee Valley is a healthy city of 13-20 minute neighbourhoods are: 21.01-4

- A fair city that values diversity, where everyone feels safe, is included, is healthy and has access to services and housing 21.01-4
- A thriving city with access to jobs, lifelong learning, vibrant and dynamic activity centres 21.01-4
- A connected city of accessible, active and sustainable transport choices 21.01-4
- A green city that is ecologically healthy and environmentally responsible 21.01-4
- A beautiful city that celebrates its identity, heritage and open spaces. 21.01-4
02.03 STRATEGIC DIRECTIONS

02.03-1 Settlement

Activity Centres

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. They are: Moonee Ponds, Airport West, Essendon North, Keilor Road, Union Road and Racecourse Road. This clause focuses on the implementation of the respective structure plan for each activity centre identified in Plan Melbourne. 21.02.2

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. 21.02.2-5

Neighbourhood centres, which currently fulfil a commercial and retail role, and which also have the potential to fulfil a residential role include: 21.02-5

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

Smaller local centres also fulfil a basic convenience role to the local community. 21.02-5

Further work needs to be developed for the remainder of the centres, which will be completed through Neighbourhood Implementation Plans for all neighbourhoods. 21.02-5

Local Areas

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 Guild Street more centrally. 21.10.01

With sloping hills rising from the river valley, the views back to the central city can be spectacular. Transport services 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. 21.10.01

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. 21.10-01
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 Fallarton Road and Reibert 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 high-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.  

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 44% 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.  

—-The Avondale Heights neighbourhood occupies an elevated bluff in a book of the Maribyrnong River with sweeping views to the east and west. Military Road runs through the centre of the neighbourhood. Economic activity is focused 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 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 north 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.  

—-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 Western Hill precinct, with its variety of sporting clubs, is a distinct 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. 21.10.05

The Flemington neighbourhood is the gateway to Moonee Valley from the south. 21.10.06

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. 21.10.06

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 Delmays Park. It is anticipated most of the remaining growth will be accommodated in higher-density development along transport corridors and major roads. 21.10.06

In the Keilor East, Milleara Road forms a predominant spine through the neighbourhood. 21.10.07 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. 21.10.07

Keilor Road/North Essendon is a linear neighbourhood linking the eastern parts of the municipality to the western region. 21.10.08 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. 21.10.08

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. 21.10.08

At the heart of the Milleara neighbourhood is the Milleara Mall Shopping Centre, which sits at the junction of Milleara Road and Buckley Street, six 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. 21.10.09

Milleara includes diverse open spaces including Roswell Park and JJ Ahn Reserve close to the shopping centre, as well as river reserves to the west and east of the neighbourhood. The street pattern is well-connected to a series of sweeping curvilinear boulevards, in the garden suburb style. The road network and underground services in this celebrated garden suburb, leaves the streets and public realm free of visual clutter. 21.10.09

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. 21.10.09

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. The centre defines the neighbourhood and is the Principal Activity Centre for the municipality. 21.10.10

The jewel in the crown of Moonee Ponds is and the regionally significant Queens Park and Oswald Park which provide sporting opportunities. There is scope to create small urban spaces to complement the higher population density in the Activity Centre, including new active spaces. The neighbourhood is also home to Moonee Valley Racecourse, an internationally recognised sporting venue. 21.10.10

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. 21.10-10 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. 21.10-10

--- The Niddrie/Essendon West neighbourhood is a predominately 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 Rosanna Secondary College, St Bernard’s College, Essendon Keilor College and Buckley Park College. 21.10-11

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. 21.10-11

--- 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/Paice Vale Road junction is centred on the Strathmore train station which is well-positioned to undergo significant renewal in the coming years. 21.10-12 Strathmore enjoys abundant parkland and sporting and recreation opportunities, including the Max Johnston Reserve, Alf Paice Park, Napier Reserve and the Cross Keys Reserve. 21.10-12

--- 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. 21.10-12

--- 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 Masooma 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 Paice Vale Road. 21.10-13 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, Strathmore Reserve and Booing Reserve. 21.10-13

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. 21.10-13

02.03-2 Environmental and Landscape Values

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. 21.03-1

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. 21.03-3
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: 21.03-3

- 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. 21.03-3

### 82.03-3 Environmental Risks and Amenity

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. 21.04-3

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. 21.06-4

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: 21.06-4

- The suitability of the site and the location for the proposed use and development. 21.06-4
- The layout of the site, the scale and form of any proposed building including setbacks, facade treatment, materials, colours and landscaping. 21.06-4
- The effect of traffic movements on existing networks and whether the parking is sited.

Licensed premises contribute to the vibrancy and economic strength of the municipality. However, some activities associated with licensed premises can have a negative impact on surrounding residential amenity. These negative impacts can include noise, anti-social behaviour, litter, pressure on public transport and taxi services, increased traffic and parking demand.

### 82.03-4 Built Environment and Heritage

Delivering a high-quality built environment that acknowledges the past and shapes the future is at the heart of Moonee Valley’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. 21.05-4

To support creation of a city of high-quality design. 21.05-4 O

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. 21.05-3

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. 21.05-3

Council supports active planning and design principles that promote opportunities for formal and informal leisure and recreation activities, accessible transport and social connection. 21.05-3

Council recognises that businesses have a right to advertising. High designed signs provide information and can create interest in the streetscape. 21.05-4
Moonee Valley Planning Scheme

Moonee Valley promotes a co-ordinated approach to advertising in terms of common themes, colours and building identification. The expectation for residential areas is for a high level of amenity and privacy, with minimal intrusion from business use and signage. 21.05-5

Some industrial areas, freeways and declared main road offer limited opportunities for illuminated and promotional high wall and sky signs. 21.05-5

Council promotes a co-ordinated approach to advertising in terms of common themes, colours and building identification. 21.05-5

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. 21.05-3

Council supports the establishment of urban agriculture and localised food supplies to contribute to food security and to the livability of the municipality. 21.05-3

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. 21.05-1

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. 21.05-1

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. 21.05-1

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. 21.05-6

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 ensure the environmental performance of new developments and extensions. 21.05-6

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. 21.05-2

In conserving areas of heritage significance, there is also a need to provide for adaptive reuse and change of buildings. 21.05-2

02.03-5 Housing

Access to appropriate housing for all people is a key element of a ‘fair city’. Forecast population growth, combined with changing demographics will see new housing in Moonee Valley and need for greater housing choice. It is forecast that Moonee Valley will become home to between 41,830 and 53,050 new residents between 2018 and 2040. To house the growing and changing community, it is forecast between 33,600 and 38,600 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. 21.06-1

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. 21.06.1

Moonee Valley is home to people of all ages and backgrounds who require different housing options, which can change at various stages of life. 21.06.2

Council The city 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. 21.06.2

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. 21.06.3

02.03.6 Economic Development

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 65,000 aircraft movements and over 100,000 passengers. 21.07.3

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. 21.07.5

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. 21.07.3

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. 21.07.3

Retail is the highest employer in the municipality (as at 2016), accounting for 16.3% of all jobs in Moonee Valley. This is followed by health care and social assistance (11.5%) and education and training (10.5%). The accommodation and food services industry saw the greatest increase in jobs between the 2011 and 2016 Censuses (increases of 680 jobs). 21.07.1

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. 21.07.1

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 (76.0%). 21.07.1

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. 21.07.1

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). 21.07.2
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. 21.07-2

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. 21.07-2

*Transport*

Moonee Valley operates as a transport thoroughfare between the CBD and the northern and western suburbs of Melbourne’s fastest growing regions. This makes transport planning challenging but also provides a unique positioning for the city. 21.08-1

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. 21.08-1

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. 21.08-2

- To establish a road space hierarchy based on modal efficiency as follows: 21.08-1 O
  1. Pedestrians 21.08-1 O
  2. Cyclists 21.08-1 O
  3. Public Transport 21.08-1 O
  4. Freight 21.08-1 O
  5. Private Vehicles including Autonomous Vehicles and/or share rides 21.08-1 O

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 safer, convenient, accessible and comfortable so people will make healthy transportation choices. 21.08-2

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. 21.08-3

Council is committed to reducing the negative impacts of private vehicle use including noise, safety, pollution and congestion. 21.08-5

Essendon Fields 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. 21.08-6

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. 21.08-4

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. 21.08-4
Infrastructure

Council Moonee Valley 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. 21.09-4

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. 21.09-3

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 this range of uses. 21.09-3

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. 21.03-2

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. 21.09.1

Increased development can result in greater hard surface area and changes to the volume, velocity and quality of stormwater drainage into natural waterways.

Achieving improved stormwater quality is a key objective in reducing the environmental impact of urban development on waterways and receiving water bodies in the Moonee Valley catchment. This policy implements the best practice performance objective outlined in the Urban Stormwater Best Practice Environmental Management Guidelines, Victorian Stormwater Committee 1999 (as amended) to achieve the objectives of the State Environment Protection Policy (Water of Victoria).

Waterways are an important environmental asset and measures that protect, or improve, water quality will be of significant benefit environmentally, socially and economically.

Incorporating stormwater treatment measure into the design of development, including wetlands, raingarden systems and porous pavements to filter pollutants, will help to protect and improve the condition of the natural waterways and passively irrigate urban vegetation.

Water sensitive urban design (WSUD) is the design of buildings, subdivisions and works to minimise the hydrological impact of urban development on the surrounding environment. WSUD provides the means for treating stormwater run-off in a variety of ways so that the flow is reduced, and the quality of run-off is improved. Stormwater management can take various forms in the urban environment including infrastructure upgrades, steep slope layout changes, piping reconfigurations, storage tanks and the use of different paving.

In addition to the financial costs associated with waste, 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. 21.03-4 As Moonee Valley experiences higher-density development, appropriate waste management is becoming increasingly important.

When planning for higher-density development, Council needs to consider waste collection vehicle accessibility, bin storage and bin size. 21.03-4

Public open space is highly valued within the City of Moonee Valley and fulfils a wide range of functions. Overall, the City has a wide network of open space reserves ranging from waterway corridors, historical gardens, large sporting reserves and a network of smaller open spaces. However, open space is not equally distributed and gaps have been identified across the municipality where residents have to walk further to access open space. 22.02 PB

The Moonee Valley Open Space Strategy identifies where there is adequate open space to meet existing resident needs and where there are deficiencies. It has also determined areas...
where increases in population and development will drive demand for new open space or upgrades of existing reserves. 22.02 PB

Economic activity and employment

Public transport and roads
Walking and cycling
Community facilities
02.04 Strategic framework plan
Form of a local planning policy in the Planning Policy Framework

If a local planning policy is included in Clauses 11 to 19, it must be placed with the corresponding state planning policy and be in accordance with the following format:

11 SETTLEMENT

31/07/2018

MO48
Policy application

This policy applies to all land on the attached plan.

Moonee Valley has six activity centres identified in Plan Melbourne, as well as a number of neighbourhood activity centres. Each has its own role and function. This clause focuses on the implementation of the respective structure plan for each activity centre identified in Plan Melbourne: 21.02 (Replaced to Clause 02.03)

To ensure any proposed use or development within the Moonee Ponds Activity Centre is generally consistent with the Moonee Ponds Activity Centre Structure Plan 2016-21.02.1-O

Strategies

- To ensure any proposed use or development within the Moonee Ponds Activity Centres generally consistent with the Moonee Ponds Activity Centre Structure Plan 2010, 21.02.1-O
  - Ensure development achieves a compact urban form, 21.02(11.01-15)
  - Consulate land use so as not to undervalue land for its intended purpose and proposed intensity, 21.02.1-S (11.01-15)
  - Provide a diverse and comprehensive range of community and cultural services, 21.02.1-S (11.02-15)
  - Improve traffic management, car-parking facilities and pedestrian networks within and surrounding the activity centre, 21.02-1 (18.02-1S, 18.02-4S)
  - Discourage the expansion of gambling venues and electronic gaming machines within the centre, 21.02-1 (addressed in schedule 52.26)
    - Encourage medium to higher density development in the Moonee Ponds Activity Centre, 21.02-1-S (11.03-15)
    - Encourage increased housing densities that provide a range of densities and housing types as provided for in the Activity Centre Zone, 21.02-1-S (11.03-15)
  - Ensure that the scale of new development will not be detrimental to residential areas surrounding the activity centre, 21.02-1-S (cross reference 15.01-25)

Policy documents

Consider as relevant:

- Moonee Ponds Activity Centre Structure Plan, 2010 (updated 5 June 2012)
Moonee Ponds Structure Plan 21.02-1
APPENDICES – ORDINARY COUNCIL MEETING

ITEM 10.2 - APPENDIX A

TUESDAY, 11 SEPTEMBER 2018

11.03-1L2

--- Mooroolbark Planning Scheme

11.03-1L2

--- Airport West Activity Centre

Airport West is a tri-nodal-shaped suburb with significant transport infrastructure along its borders. The activity centre comprises of a mix of retail, commercial, industrial and residential developments. It is anchored by the Airport West Shopping Centre. 21.02-2A

--- To ensure any proposed use or development within the Airport West Activity Centre is generally consistent with the Airport West Activity Centre Structure Plan 2006, 21.02-2A

Policy application

This policy applies to all land on the attached plan-plan.

Strategies

--- To ensure any proposed use or development within the Airport West Activity Centre is generally consistent with the Airport West Activity Centre Structure Plan 2006, 21.02-2A

--- Encourage the growth of retail and commercial activities at the Airport West Shopping Centre and adjacent mixed-use precinct. 21.02-2A 11.03-1L2

--- Encourage an increase in residential densities and affordable housing opportunities (considering acoustic impacts) through development near the Airport West Shopping Centre to the north and Keilor Road to the south (also considering acoustic impacts). 21.02-2A

--- Encourage appropriate leisure, recreational and entertainment uses near and within the Airport West Shopping Centre. 21.02-2A

--- Support commercial uses, including an office at the Hood Street and Matthews Avenue gateway with an attractive built form. 21.02-2A

--- Establish an active streetscape to Matthews Avenue. 21.02-2A

--- Facilitate increased building heights while still considering any residential amenity impacts. 21.02-2A

--- Encourage development that emphasises the precinct gateways, landmark sites and (15.01-1L) -- repeated in new local context

--- 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. 21.02-2A

--- Ensure all new development to incorporate sustainable building practices and water sensitive urban design. 21.02-2A (15.02-15 and 19.03-45)

--- Support the development of a public transport interchange to facilitate convenient transfers between public transport services. 21.02-2A (Relocated to transport 18.07)

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Policy documents

Consider as relevant:

--- Airport West Activity Centre Structure Plan, 2008
Airport West Structure Plan 21.02-2

[Diagram of Airport West Structure Plan with various zones and guidelines]

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MUNICIPAL PLANNING STRATEGY - CLAUSE 02.03  PAGE 1 OF 1
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. 21.02-3.0

Policy application

This policy applies to all land on the attached plan.

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. 21.02-3.0

- Encourage the establishment of upper level residential uses within the activity centre. 21.02-3.0
- Encourage all new retail and commercial developments to provide active ground floor frontages. 21.02-3.0
- Provide well-located, accessible and safe on-street parking areas which do not visually dominate the public realm. 21.02-4(18.02-4, and 15.01-1L new local content)

Enhance the core retail area as a community focal point of the activity centre. 21.02-3.0

- Maintain the activity centre as a location for local and specialty shopping. 21.02-3.0
- Encourage stronger ‘green’ connections from the activity centre to surrounding open spaces. 21.02-3.0(19.02-65)

Encourage residential densities around the activity centre which are respectful of neighbourhood character and amenity. 21.02-3.0

- Ensure new development provides a sensitive and appropriate interface to adjoining structures, parksland, buildings and established residential areas. 21.02-3.0(15.01-25)
- Ensure new development at gateway locations and key sites sets as a focal point. 21.02-3.0(15.01-11, new local content)

Encourage high-quality architecture and the use of appropriate building detailing, material differentiation, or height, as appropriate to the context. 21.02-3.0(15.01-25, 15.01-1L new local content)

Reduce pedestrian, vehicular and cyclist conflicts through the activity centre. 21.02-3.0(11.03-18)

Reduce vehicular conflict at the Leake Street/Glass Street and Mt Alexander Road intersection. 21.02-3.0

Improve the safety of the Mt Alexander Road/Lincoln Road/Kelizers Road intersection for all road users. 21.02-3.0

- Improve public transport movement and facilities within the activity centre. 21.02-3.0
- Improve the safety of existing pedestrian crossings within the activity centre. 21.02-3.0
- Provide improved on and off road bicycle facilities, bicycle parking and storage areas. 21.02-3.0

Encourage an integrated Transport Plan to be provided with any application for significant development. 21.02-3.0(18.01-15)
Policy documents

Consider as relevant:
- North Essendon Activity Centre Built Form Guidelines, 2012
- North Essendon Activity Centre Structure Plan, 2011

North Essendon Structure Plan 21.02-3
Keilor Road Activity Centre

The Keilor Road Activity Centre encompasses land around the core commercial area of Middle, and North Epsom 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. 21.02.4

Policy application

This policy applies to all land on the attached plan.

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. 21.02.4.O

Strategies

- Ensure any proposed use or development within the Keilor Road Activity Centre is generally consistent with the Keilor Road Activity Centre Structure Plan 2011. 21.02.4.O
- Accommodate a mix of land uses in the activity centre. 21.02.4 S (11.03.15)
- Maximise opportunities for local employment, day and night time activity and active ground floor frontages. 21.02.4 S
- Provide new and improved pedestrian links within and through the activity centre. 21.02.4 S (18.02.19)
- Encourage an increased density of development in the activity area which is respectful of the transition to residential streets adjoining the activity area. 21.02.4 S (refer to reference 13.01.28)
- Encourage residential and office uses in upper levels of buildings with retail uses on the ground floor fronting Keilor Road. 21.02.4 S
- Provide a consistent public domain treatment and landscaping theme for Keilor Road. 21.02.4 S
- Provide a diversity of housing types. 21.02.4 S (11.03.15)
- Encourage the development of underground car parking where practical. 21.02.4 S
  - Improve the movement of trains and buses through the intersection of Keilor Road and Matthews Avenue. 21.02.4 S (see Note PPF applicable)
  - Improve public transport movement and facilities within the activity centre. 21.02.4 S (18.02.28)
  - Improve the safety of existing pedestrian crossings within the activity centre. 21.02.4 S (11.03.15)
  - Provide improved on and off-road bicycle facilities, bicycle parking and storage areas. 21.02.4 S (18.02.15)
  - Encourage an Integrated Transport Plan to be provided with any application for significant development. 21.02.4 S (18.01.15)
  - Support the development of a public transport interchange to facilitate convenient transfers between public transport services. 21.02.4 S (18.02.28)

Policy documents

Consider as relevant:
MOORIEE VALLEY PLANNING SCHEME

- Keilor Road Built Form Guidelines, 2012
- Keilor Road Activity Centre Structure Plan, 2011
Kelior Road Structure Plan 21.02.4
11.03.6 Regional and Local Places

11.03.6.1 Aberfeldie

Policy application

This policy applies to all land on the attached plan.

Objective

To ensure Aberfeldie is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-01 O

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. 21.10-01 S
- Establish the Maribyrnong River Cultural Precinct as the premier arts and cultural precinct of the municipality. 21.10-01 S
- Encourage residential development and urban design that is responsive to the green feel of the neighbourhood and sensitive to the Maribyrnong River interface. 21.10-01 S
- Provide new walking and cycling connections and river crossings, including a continuous connection between Ascot Vale and Aberfeldie. 21.10-01 S
- Encourage connection of a habitat corridor along the Maribyrnong River and Buckley Street. 21.10-1 S
- Advocate for stronger planning controls to protect the Maribyrnong River. 21.10-01 S
- Develop a new multi-purpose sports pavilion at Maribyrnong Park. 21.10-01 S
Aberfeldie Neighbourhood Implementation Plan
Airport West

Policy application

This policy applies to all land on the attached plan.

Objective

To ensure Airport West is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-02 O

Strategies

- Ensure development is sensitive to the Steele Creek interface. 21.10-02 S
- Increase canopy cover and greening throughout the neighbourhood. 21.10-02 S
- Deliver public realm improvements along the McNamar Avenue precinct and Matthews Avenue. 21.10-02 S
- Encourage distinctive architecture to mark the northern gateway of the municipality including at the Airport West Shopping Centre. 21.10-02 S
- Integrate a network of cycling and walking routes with the green spine and surrounding neighbourhoods. 21.10-02 S
- Encourage connection of a habitat corridor along Steele Creek and the green spine. 21.10-02 S
- Facilitate development of a multi-modal public transport interchange at Dromana Avenue. 21.10-02 S

Objective

To ensure that Airport West takes full advantage of its location adjacent to Essendon Fields Airport 21.10-2 O

Strategies

- Support business synergies between Essendon Fields Airport and Airport West. 21.10-2 S
- Integrate hard and soft infrastructure to reinforce connections to Essendon Fields Airport. 21.10-2 S
Airport West Neighbourhood Implementation Plan


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**Ascot Vale**

**Policy application**

This policy applies to all land on the attached plan.

**Objective**

To ensure Ascot Vale is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-03 O

**Strategies**

- Encourage new development to be sensitive to the Maribyrnong River interface. 21.10-03 S
- Support fully integrated social and private housing developments where tenure is indistinguishable. 21.10-03 S
- Strengthen the green corridor along the Maribyrnong River including the connection to leisure and sporting facilities at Fairbairn Park. 21.10-03 S
- Develop a green corridor between Walter Reserve and Rothwell Park. 21.10-03 S
- Provide new walking and cycling connections and river crossings, including a continuous connection between Ascot Vale and Aberfeldie. 21.10-03 S
- Transform Fairbairn Park into a regional sporting destination. 21.10-03 S
- Support the redevelopment of the Ascot Vale housing estate. 21.10-03 S
- Advocate for stronger planning controls to protect the Maribyrnong River. 21.10-03 S

**Objective**

To ensure that the Union Road Activity Centre is an attractive and vibrant area 21.10-03 O

**Strategies**

- Ensure new development respects the heritage values of the commercial buildings. 21.10-03 S
- Explore opportunities to expand the Activity Centre to encompass the Ascot Vale housing estate frontage on Union Road. 21.10-03 S
- Encourage activation of laneways and pedestrian amenity improvements. 21.10-03 S
- Beautify the Union Road Activity Centre streetscape. 21.10-03 S

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**MUNICIPAL PLANNING STRATEGY - CLAUSE 02.03**

PAGE 1 OF 1
Ascot Vale Neighbourhood Implementation Plan
Avondale Heights

Policy application

This policy applies to all land on the attached plan.

Objective

To ensure Avondale Heights is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-04 O

Strategies

- Improve the residential interface with the Maribyrnong River corridor by encouraging greater connectivity and activation. 21.10-04 S
- Ensure new development is sensitive to the Maribyrnong River interface. 21.10-04 S
- Provide new walking and cycling connections and river crossings, including to the Maribyrnong Defence site and along the Maribyrnong River corridor. 21.10-04 S
- Encourage connection of a habitat corridor along the Maribyrnong River. 21.10-04 S
- Advocate for stronger planning controls to protect the Maribyrnong River. 21.10-04 S
- Activate a green spine along the Melbourne Water pipe track. 21.10-04 S

Objective

To ensure that the Military Road Activity Centre is an attractive, vibrant and convenient local shopping strip 21.10-04 O

Strategies

- Improve the public realm of the Military Road retail strip through activation and greening. 21.10-04 S
- Encourage medium-density and shop-top development in the retail corridor to contribute to a diversity of housing types in the neighbourhood. 21.10-04 S
- Create a consistent boulevard treatment along Military Road to accommodate a potential future transport corridor. 21.10-04 S
Avondale Heights Neighbourhood Implementation Plan
Objectives

To ensure Essendon is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-05 O

Strategies

- Ensure a diversity of housing types, including shop top housing and mixed-use developments in Essendon’s smaller neighbourhood centres. 21.10-05 S
- Ensure development is sensitive to the Moonee Ponds Creek interface. 21.10-05 S
- 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. 21.10-05 S
- Provide new walking and cycling connections to Moonee Ponds Creek and to other neighbourhoods. 21.10-05 S
- Reinforce Mt Alexander Road as the premier boulevard of the municipality. 21.10-05 S

Objectives

To ensure that the Essendon Junction Activity Centre functions as a vibrant cultural and entertainment heart for the neighbourhood. 21.10-05 O

Strategies

- Reinforce Essendon as a transport hub by accommodating mixed used development around the train station. 21.10-05 S
- Ensure a high-quality, well-integrated public realm through attractive streetscapes and consistent street tree plantings. 21.10-05 S
- Encourage a mix of uses which contribute to the cultural and entertainment focus of the Activity Centre. 21.10-05 S
Essendon Neighbourhood Implementation Plan
Objective

To ensure Flemington is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-06 O

Strategies

- Reinforce Debeys Park as a gateway to Moonee Valley by enhancing the Park’s community and recreational qualities. 21.10-06 S
- Ensure development is sensitive to the Moonee Ponds Creek interface. 21.10-06 S
- Support fully integrated social and private housing developments where tenure is indistinguishable. 21.10-06 S
- Improve accessibility to public transport through urban design improvements. 21.10-06 S
- Encourage connection of a habitat corridor along a revitalised and naturalised Moonee Ponds Creek. 21.10-06 S
- Provide new walking and cycling connections to Moonee Ponds Creek, and to other neighbourhoods, including along the Craigieburn rail corridor. 21.10-06 S
- Reinforce Mt Alexander Road as the premier boulevard of the municipality. 21.10-06 S

Objective

To ensure that Racecourse Road is an attractive and diverse Activity Centre 21.10-06 O

Strategies

- Deliver built form and public realm improvements that enhance the identity of Racecourse Road. 21.10-06 S
- Encourage a mix of uses which contribute to the cosmopolitan nature of the Activity Centre. 21.10-06 S
Flemington Neighbourhood Implementation Plan
11.03-6L7  Keilor East

Objective

To ensure Keilor East is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-07

Strategies

- Create a consistent boulevard treatment along Milleara Road to accommodate a potential future transport corridor. 21.10-07
- Encourage a high-quality built form interface along Steele Creek that respects the open character of the corridor. 21.10-07
- Encourage connection of a habitat corridor along Steele Creek, Milleara Road and between Steele Creek and Border Drive Reserve. 21.10-07
- Provide pedestrian and cycling connections through the neighbourhood, including between Valley Lake, the East Keilor Leisure Centre and Centreway. 21.10-07
- Provide pedestrian and cycling connections to the north across the Calder Freeway to Airport West. 21.10-07
- Reinforce Keilor East as the gateway to the municipality from the west. 21.10-07
Kelior East Neighbourhood Implementation Plan
Keilor Road/Essendon North

Objective

To ensure Keilor Road/Essendon North is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-08 O

Strategies

- Ensure new built form adjacent to parklands and Steele Creek complements the green setting and maintains the open feel. 21.10-08 S
- Provide new walking and cycling connections to Steele Creek, Woodlands Park and other neighbourhoods. 21.10-08 S
- Encourage connection of a habitat corridor along Steele Creek and through the local pocket reserves across the neighbourhood. 21.10-08 S
- Reinforce Mt Alexander Road as the premier boulevard of the municipality. 21.10-08 S

Objective

To ensure that Keilor Road is an attractive and inviting mixed use centre 21.10-08 O

Strategies

- Encourage a mix of uses which contribute to the vibrancy of the day and night time economy along Keilor Road. 21.10-08 S
- Beautify Keilor Road, encourage activation and greening. 21.10-08 S

Objective

To ensure that Essendon North maintains its strong village charm 21.10-08 O

Strategies

- Ensure new development respects the heritage values of the commercial streetscape. 21.10-08 S
- Ensure an attractive and green public realm through consistent urban design. 21.10-08 S
Keilor Road/Essendon North Neighbourhood Implementation Plan
Objective

To ensure Milleara is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-09 O

Strategies

▪ Create a consistent boulevard treatment along Milleara Road to accommodate a potential future transport corridor/change in its role as a transport corridor. 21.10-09 S

▪ Ensure new residential development respects the neighbourhood garden suburb character. 21.10-09 S

▪ Ensure a high-quality built form interface along Steele Creek and the Maribyrnong River. 21.10-09 S

▪ Strengthen Buckley Street as a habitat corridor and gateway to the west through urban art, greening and generous front setbacks to new buildings. 21.10-09 S

▪ Activate a green spine along the Melbourne Water pipe track. 21.10-09 S

▪ Provide new walking and cycling connections to the Maribyrnong River, Steele Creek and to other neighbourhoods. 21.10-09 S

▪ Advocate for stronger planning controls to protect the Maribyrnong River. 21.10-09 S

Objective

To ensure attractive retail and commercial offerings in the Milleara neighbourhood 21.10-09 O

Strategies

▪ Ensure Milleara Road shopping centre presents as a vibrant shopping precinct through improved activation and greening of the public realm. 21.10-09 S

▪ Provide better connections between the Milleara Shopping Centre and JH Allan Reserve. 21.10-09 S
Mileara Neighbourhood implementation Plan
Moonee Ponds

Objective

To ensure Moonee Ponds is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-10 O

Strategies

- Encourage connection of a habitat corridor along a revitalised Moonee Ponds Creek. 21.10-10 S
- Provide new walking and cycling connections, including between Moonee Ponds Junction and the Moonee Valley racecourse. 21.10-10 S
- Reinforce Mt Alexander Road as the premier boulevard of the municipality. 21.10-10 S
- Provide a variety of resilient and vibrant green spaces, including new open space at Moonee Valley Racecourse. 21.10-10 S

Objective

To ensure that Moonee Ponds is the premier retail, business, civic, cultural, creative and entertainment destination of the municipality 21.10-10 O

Strategies

- Reinforce Moonee Ponds as the premier Activity Centre of Moonee Valley. 21.10-10 S
- Support high-quality design in both the public and private spheres.21.10-10 S
- Enhance the Civic Triangle as the cultural heart of Moonee Ponds.21.10-10 S
- Respect the local heritage attributes of the Moonee Ponds Activity Centre. 21.10-10 S
- Improve pedestrian permeability through the precinct. 21.10-10 S
- Ensure buildings address all street interfaces. 21.10-10 S
- Incorporate public art at key gateways, in new buildings, landscape areas, civic spaces and building forecourts. 21.10-10 S
- Encourage well-designed buildings and landscape outcomes. 21.10-10 S
- 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. 21.10-10 S
Moonee Ponds Neighbourhood Implementation Plan
Objective

To ensure Niddrie/Essendon West is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-11 O

Strategies

- Improve the public realm of the small commercial areas through urban design, activation and greening. 21.10-11 S
- Activate a green spine along the Melbourne Water pipe track. 21.10-11 S
- Enhance Buckley Park as the community’s anchor. 21.10-11 S

Objective

To ensure Niddrie/Essendon West is well-connected to a revitalised Steele Creek corridor 21.10-11 O

Strategies

- Ensure built form is sensitive to the Steele Creek interface. 21.10-11 S
- Revitalise Steele Creek to create a connected open space and habitat corridor. 21.10-11 S
- Provide new walking and cycling connections to Steele Creek, Buckley Park and other neighbourhoods. 21.10-11 S
Niddrie/Essendon West Neighbourhood Implementation Plan
11.03-6L12 — Strathmore

Objective

To ensure Strathmore is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-12 O

Strategies

- Ensure Strathmore presents as an attractive gateway to the municipality from the east through effective urban design and greening measures. 21.10-12 S
- Ensure residential development maintains the green leafy feel of the neighbourhood. 21.10-12 S
- Encourage connection of a habitat corridor along a revitalised and naturalised Moonee Ponds Creek and from Cross Keys Reserve along Woodland Street. 21.10-12 S
- Integrate a network of cycling and walking routes with connections to surrounding neighbourhoods. 21.10-12 S

Objective

To ensure the neighbourhood Activity Centres of Napier Street and Woodland Street/Pascoe Vale Road are vibrant and attractive. 21.10-12 O

Strategies

- Ensure the village charm of the Napier Street neighbourhood Activity Centre is enhanced through public realm improvements and greening. 21.10-12 S
- Encourage revitalisation and urban renewal surrounding Strathmore Station. 21.10-12 S
- Improve the public realm of Woodland Street/Pascoe Vale Road through greening and activation initiatives. 21.10-12 S
Strathmore Neighbourhood Implementation Plan
Strathmore Heights

Objective

To ensure Strathmore Heights is an inclusive, vibrant and healthy neighbourhood with good access to local services and jobs. 21.10-13 O

Strategies

- Encourage connection of a habitat corridor from the Tullamarine Freeway to the southern boundary of the neighbourhood, along Moonee Ponds Creek. 21.10-13 S
- Integrate a network of cycling and walking routes with connections to Essendon Fields and surrounding neighbourhoods. 21.16-13 S
- Ensure that Strathmore Heights is well connected to a naturalised and revitalised Moonee Ponds Creek corridor. 21.16-13 S
Strathmore Heights Neighbourhood Implementation Plan
ENVIRONMENTAL AND LANDSCAPE VALUES
12.01 Biodiversity

12.01-1L Vegetation

Objective

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

21.03-1 S

Strategies

- Preserve the trees identified as being of significance in the Moonee Valley City Council Significant Tree Register Review. 21.03-1 S (trees covered by ESOs)
- Manage significant conservation sites. 21.03-1 S (21.01-1S)

- Encourage the planting of native, resilient vegetation to enhance biodiversity and create habitat. 21.03-1 S
- Encourage a diversity of trees to ensure climate, pest and disease resilience. 21.03-1 S (NOTE TO DELWP: PPT appears to focus on loss rather than improvements to native vegetation)

- Protect remnant vegetation. 21.03-1 S (12.01-2S)

12.03-1L Maribyrnong River and Creek Corridors

To protect and enhance river and creek corridors as accessible, public, landscape and environmental assets. 21.03-3 O (12.03-15)

Strategies

- Ensure buildings do not visually dominate the Maribyrnong River corridor. Moonee Ponds Creek and Steele Creek guidelines and guidelines. 21.03-3 S (12.03-1S)
- Link river and creek corridors with adjacent open spaces to create green corridors. 21.03-3 S
- Enhance linear parkland along waterways, improving connectivity for walking, cycling and habitat corridors. 21.03-3 S (19.02-6S)
- Strengthen the vegetation dominated landscape backdrop and esplanade edges to the Maribyrnong River, Moonee Ponds Creek, Steele Creek, Five Mile Creek and adjacent parklands. 21.03-3 S
- 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. 21.03-3 S
- Encourage the planting of native vegetation on public and private land adjacent to river and creek corridors. 21.03-3 S
- Encourage new development, facilities and services to complement existing activities along the Maribyrnong River. 21.03-3 S
- Acquire additional land abutting Moonee Ponds Creek for public recreation purposes. 21.03-3 S
- Where possible, land收购s the Moonee Ponds Creek acquire additional land—when possible for public recreation purposes. 21.03-6 OA (repeat)
APPENDICES – ORDINARY COUNCIL MEETING

ITEM 10.2 - APPENDIX A

[MOOROE VALLEY PLANNING SCHEME]

- Create a cohesive linear parkland walking and cycling network along the length of Steele Creek. 21.03-3 S
- Provide a fully connected walking and cycling network along Steele Creek. 21.03-3-8 (report rpost)

Objective 2
To maintain and enhance the health of all waterways 21.03-3-0 (12.03-18)

Strategies
- Ensure buildings and works adjacent to waterways, minimise nutrient and sediment run-off 21.03-3-8 (19.02-45)

Policy documents
Consider as relevant:
- Maribyrnong River Interface Urban Design Guidelines, 2001
- Maribyrnong River Master Plan, 2012
- Moonee Ponds Creek Strategic Plan, 2011
ENVIRONMENTAL RISKS AND AMENITY

13.03 Floodplain Management (Note: nothing to add)

43.03-1L Flood Risk Management

- Objective
  To reduce the risk and impact of urban flooding. 21.04-2.0.1 (13.03-15)

- Strategies
  - Minimise the impact of increased density of development on the drainage system. 21.04-2.5 (13.03-15 and 19.03-35 and 45)
  - Discourage an increase in the density of development within flood prone areas. 21.04-3.5 (13.03-15)
  - Ensure the siting and design of buildings and works do not impede flood water flows and temporary flood storage. 21.04-3.5 (13.03-15)

Improve flood risk information and manage development in flood prone areas through overlays and planning measures. 21.04-2.5 (13.03-15)
13.07 Amenity

13.07-1L1 Non-residential Uses in Residential Zones

Policy application
This policy applies to all applications for use and development in a residential zone.

Objective
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. 21.06-4 O

Strategies
- Discourage 24-hour convenience stores or petrol stations outside of commercial areas. 21.06-4 S
- Discourage the location of new hotels in a residential zone, unless they are in association with existing shopping centres. 21.06-4 S
- Ensure hotels do not directly affect residential properties. 21.06-4 S

Policy guidelines | Location
- Encourage either of the following as the preferred locations for discretionary uses in residential areas: 21.06-4 S
  - 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. 21.06-4 S
  - Sites which abut non-residential (commercial or industrial) land zones and uses. 21.06-4 S
- Ensure that hotels that include any form of drive-through use are situated on a road in a Road Zone. 21.06-4 S

Objective
To ensure the siting and design of proposed buildings and works are compatible with the surrounding area. 21.06-4 O

Strategies
- Encourage the use of existing dwellings, or sensitively designed buildings, to ensure consistency with the overall scale and character of the residential area. 21.06-4 S
- Ensure all areas set aside for waste collection facilities are setback and suitably screened from the street and adjacent/nearby residential properties. 21.06-4 S

Objective
To ensure traffic generation does not have a detrimental impact on the existing road network or pedestrian and vehicular safety. 21.06-4 O
Strategies

Discourage car parking areas located at the street frontage. 21.06.4 S

Objective

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. 21.06.4 O

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. 21.06.4 S
- Ensure sound attenuation measures (e.g. acoustic fencing, double-glazing) are provided to restrict noise emissions. 21.06.4 S

13.07-1L2

Licensed Premises

Objective

- To minimise the negative impacts associated with the establishment of new licensed premises and changes to existing premises. 21.07-4 O

Strategies

- Encourage all licensed premises to incorporate safe design principles within their venue to increase public safety. 21.07-4 O
- Policy Limit: The maximum number of patrons in a licensed premises permitted in a licensed premises should be limited to manage any unreasonable impact on the amenity of the surrounding area. (22.04-3P)
- No late night venues (operating after 11 pm) can be located in the proposed location for trading after 11:00pm is in principal or major activity centres, subject to compliance with all other aspects of this policy. (22.04-3P) (Clause reword)
- New or expanded licensed premises are discouraged from locating in the Residential Zones. (22.04-3P) (combined above)
- Discourage outdoor areas, including smoking areas, rooftops and open courtyards in the Residential Zones, unless it can be demonstrated that there will be no unreasonable impact on the amenity of the surrounding areas. (22.04-3P)
- Consider the views of the Victoria Police in assessing applications. (22.04-5) (To be included as a neutral change in the schedule to Clause 66.06)
- Consider the planning history of the existing licensed premises, including complaints and adequacy of existing conditions when assessing applications (22.04-5)

LICENSED PREMISES POLICY 22.04

THIS POLICY APPLIES TO THE CONSIDERATION OF ALL PLANNING PERMIT APPLICATIONS, WHERE A PERMIT IS REQUIRED PURSUANT TO CLAUSE 52.27.
22.04.1 Policy Basis 22.04.1

The Municipal Strategic Statement sets out broad strategic directions for licensed premises across the municipality.

There are approximately 250 licensed premises within the City of Monaro Valley which provide diverse opportunities for social interaction, live music, food and entertainment. This includes 16 high risk venues with licences that allow them to operate beyond 1am.

Licensed premises contribute to the vibrancy and economic strength of the municipality. However, some activities associated with licensed premises can have a negative impact on surrounding residential amenity. These negative impacts can include noise, anti-social and social behaviour, litter, pressure on public transport and taxi services, increased traffic and parking demand—(Relate to Clause 2)

Research undertaken for the Licensed Premises Policy Background Paper 2012 identified a range of factors which influence the likelihood and extent of alcohol-related harm associated with licensed premises. These factors include:

- Venue type and patron profile
- Venue operating hours
- Venue capacity
- Internal and external venue design
- The location of the venue and its proximity to sensitive uses and other licensed premises.

This policy has been developed to provide guidance around the consideration of new licensed premises and changes to the operation of existing licensed premises in order to minimise the potential for future negative impacts. (Unnecessary descriptive text — included in the background document)

22.04.2 Objectives To identify appropriate locations and trading hours for licensed premises 22.04.2

- To effectively manage the amenity conflicts between licensed premises and other uses.
- To establish an appropriate mix of licensed premises relative to other commercial, retail and residential uses. 22.04.2
- To encourage good venue design for licensed premises. 22.04.4
- To provide reasonable commercial opportunities for the trading of licensed premises. 22.04.4

22.04.3 Policy 22.04.3

21/01/2015

Hat:

Noise 22.04.3

Policy guidelines (deletions are unnecessary PPF inclusions; over the counter guide to be develop based on proceedus content to assist applicants)

- Licensed premises should be designed and operated to ensure that noise emissions from the premises;
- Will not have an unreasonable impact on the amenity of the surrounding area;
- Are regulated and monitored, making use of noise limits where appropriate.
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**APPENDICES – ORDINARY COUNCIL MEETING**

**ITEM 10.2 - APPENDIX A**

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**MURRAY VALLEY PLANNING SCHEME**

- Noise impacts associated with waste management and bottle-crushing should be minimised by incorporating measures such as:
  - On-site storage of waste
  - The use of on-site bottle-crushers within noise-proof enclosures; and
  - Requiring waste collection to take place after 7am and before 6pm.

**Patron Numbers 22.04.3**

- The maximum number of patrons permitted in a licensed premises should be limited to manage any unreasonable impact on the amenity of the surrounding area.

  Applications to increase the maximum number of patrons permitted in a licensed premises should not be supported unless the responsible authority is satisfied that the increase will not unreasonably impact on the amenity of the surrounding area.

**Transport and Dispersal 22.04.3**

- Licensed premises should be discouraged from establishing in areas where existing parking and transport infrastructure cannot adequately service patronage generated by the proposed use.

**Venue Design 22.04.3**

- The layout and design of new licensed premises should incorporate safe design principles as outlined in the Design Guidelines for Licensed Venues (Department of Justice).

- The layout and design of new licensed premises should provide opportunity for a high level of public safety and surveillance of patrons as they enter and leave the premises.

**Hours of Operation 22.04.3**

- Applications to extend trading hours beyond those specified within this policy will not be supported unless the responsible authority is satisfied that the use will not unreasonably impact on the amenity of the surrounding area.

**Residential Zones 22.04.3**

- New licensed premises are discouraged from locating in the Residential Zones.

- Any expansion of the licensed area, extension of trading hours or increase in patron numbers is discouraged in the Residential Zones unless the responsible authority is satisfied that the use will not adversely affect the amenity of the area.

- Outdoor areas, including smoking areas, rooftops and open courtyards are discouraged in the Residential Zones unless it can be demonstrated that there will be no unreasonable impact on the amenity of the surrounding area.

**Mixed Use Zone 22.04.3**

- New licensed premises are discouraged from locating in the Mixed Use Zone where the predominant surrounding land use is residential. (MUZ is part of the residential zones)

- Hours of operation and use of outdoor areas of licensed premises should be limited to:
  - 11:00pm in the Mixed Use Zone
  - 11:00pm if the licensed premises is adjacent to a Residential Zone
  - 1:00am in the Commercial Zones (unless it can be demonstrated that there will be no unreasonable impact on the amenity of the surrounding area)
  - Should be limited to 11:00pm.
• Waste collection should require waste collection to take place after 7am and before 6pm.

• Outdoor areas, including smoking areas, rooftops and open courtyards, should not be occupied past 11:00pm and alcohol should not be consumed in those areas after 10:00pm unless it can be demonstrated that there will be no unreasonable impact on the amenity of the surrounding area.

Commercial Zones 22.04.3

• Hours of operation of licensed premises in the Commercial Zones should be limited to:
  - 11:00pm if the licensed premises is adjacent to a Residential Zone;
  - 10:00pm elsewhere (unless it can be demonstrated that there will be no unreasonable impact on the amenity of the surrounding area).
• Outdoor areas, including smoking areas, rooftops and open courtyards, should not be occupied past 10:00pm and alcohol should not be consumed in those areas after 11:00pm unless it can be demonstrated that there will be no unreasonable impact on the amenity of the surrounding area.

22.04.4 Application Requirements 22.04.4

• Ensure all applications provide: All applications for the establishment of a new licensed premises, the expansion of the licensed area, the extension of trading hours or an increase in patron numbers should include the following plans and supporting documentation showing information, as appropriate:

  • Site context plan showing:
    - The nature and location of surrounding land uses and uses surrounding the proposed licensed premises and their hours of operation.
    - The location of footpaths, laneways, parks, public spaces and any other known congregation points.
    - The location of all licensed venues within 500 metres of the subject site.
    - The location and restrictions/layout of all on and off street car parking including details of any restrictions.
    - The proximity of the premises to residential properties, including details of doors, windows, and open space areas, of all residential uses and accommodation in close proximity to the site.

  • Site and floor plans showing:
    - The existing and proposed floor plans of all levels of the building and site.
    - The proposed use and capacity of all areas within the building and site including outdoor areas and areas adjacent to the boundaries of the site used in association with the licensed premises (i.e., bar, outside dining, car parking).
    - Layout/identification of "active areas" (i.e., loud parts of the room, queuing area, location of music performance areas, dance floor and speakers).
    - The proposed maximum number of patrons allocated to all identified areas, including outdoor areas.
    - The location of waste storage areas.

  • A written submission including the following information:
    - A description of the proposed uses on the site including type of uses, type of liquor license, hours of operation, provision and hours of food-service and type of music/entertainment.
    - A written description of the site context.
    - A detailed assessment of all potential off-site impacts including identification of ways in which such impacts will be managed and mitigated.
An assessment by a registered building surveyor detailing the patron capacity of the licensed premises where an application proposes an increase in patron numbers or a new use.

- Details of proposed management of the premises including emergency procedures, crowd control, responsible service of alcohol, waste management, external smoking/dining areas and opening areas.

- All applications for a tavern, hotel, nightclub and/or any application involving a licensed premises operating after 11 pm should also include a Noise and Amenity Action Plan for late night venues as required, which should include the following:

- The identification of all noise sources associated with the licensed premises (including, but not limited to, music noise, external areas allocated for smokers, queue lines, external congregation points and exits and exits to the premises).

- Measures to be undertaken to address all noise sources identified, including on and off-site noise attenuation measures such as noise barriers, acoustic and acoustical screens to minimize the impact on the amenity of the surrounding area.

- Hours of operation for all parts of the premises.

- Details of the provision of music including the frequency and hours of entertainment provided by live bands and DJs.

- The identification of noise sensitive areas including residential uses and accommodation within close proximity to the premises.

- Details of staffing arrangements including numbers and working hours of all security staff.

- Standard procedures to be undertaken by staff in the event of a complaint by a member of the public, the Victoria Police, an authorized officer of the responsible authority or an officer of the liquor licensing authority.

- Location of lighting within the boundaries of the site, security lighting outside the licensed premises and details of how overspill of lighting into surrounding properties will be minimized.

- Details of waste management plan including storage and hours of collection for general rubbish and bottles, and delivery times associated with the licensed premises.

- Any other measures to be undertaken to ensure minimal amenity impacts from the licensed premises.

If, in the opinion of the responsible authority, an application requirement is not relevant to the evaluation of an application, the responsible authority may waive or reduce that requirement. (Standard practice)

**22.04-5 Decision Guidelines 22.04-5**

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

**All Applications 22.04-5**

- The zoning and use of the land.
- The zoning, nature and use of surrounding land including:
  - Proximity of the site to sensitive uses.
  - Proximity of the site to other licensed premises including details of the nature of the licensed premises, their hours of operation and maximum patron numbers.
  - Proximity of the site to residential uses and accommodation.
- The potential impact of the use on the amenity of the surrounding area.
- The adequacy of measures proposed in the Noise and Amenity Action Plan.
- The adequacy of existing parking and transport infrastructure to service patronage generated by the proposed use.
- The impact of the proposed licensed premises on the mix of uses located within the activity centre as well as ongoing vitality and viability.
MOORBEE VALLEY PLANNING SCHEME

- How the location and design of outdoor areas to be used in association with the licensed premises will minimise impacts on the amenity of the surrounding area.
- The impact of proposed hours of operation, patron capacity and venue type.
- Whether the application addresses relevant elements outlined in the Design Guidelines for Licensed Venues (Department of Justice).
- The views of the Victoria Police.

**Extensions to existing licensed premises 22.04.5**

In addition to the above, for applications to extend the licensed area, trading hours and/or increase patron numbers of existing licensed premises, regard shall be given to the following:

Any relevant information regarding the operation of the premises including complaints received by Council and breaches of planning or liquor license permit conditions.

The adequacy of the conditions on the existing liquor license or planning permit controlling noise, security, patron numbers and hours of operation.
14 NATURAL RESOURCE MANAGEMENT

No content to add.
15 BUILT ENVIRONMENT AND HERITAGE
15.01 Built Environment

15.01-1L Urban Design

**Strategies**

- Support development that exhibits innovative application of materials, construction techniques and building configurations. 21.05-4 S
- Manage change to respect the existing heritage fabric of buildings through roof-form, finishes, and building spacing. 21.05-4 (15.03-18 and 15.01-8)
- Ensure new development addresses the opportunity for enhanced passive surveillance and engagement with the street. 21.05-4 S (15.01-25)
- Reflect local identity in the design of new or modified buildings. 21.05-4 S (15.01-55)

**Objective**

To ensure a well-designed city which maximises its transport assets. 21.05-4 O (18.01-15S)

**Strategies**

- Ensure the urban realm is designed to encourage active transport and easy linkages to public transport options. 21.05-4 (18.01-15 and 18.02-15S)
- Reduce visual prominence of car parking and vehicular access. 21.05-4 S
- Strengthen boulevards through a coherent built form edge, continuous separated cycling network, landscaping and improved accessibility to public transport. 21.05-4 S
- 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. 21.05-4 S

**Objective 3** To create a city with vibrant and safe public spaces. 21.0 (15.01-15S)

**Strategies**

- Highlight municipal gateways through the good design of public spaces, art/sculpture, or built form that reinforces its context and landscape. 21.05-5 S
- Create public spaces for gathering, social interaction and enhancing place and identity. 21.05-5 S
- 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. 21.05-5 S NOTE: TO D.F.L.WP. 12.03-S and 15.01-25 don’t refer to passive surveillance or sensitive interfaces
- Minimise visual clutter in our streets and public spaces. 21.05-5 S
- Encourage the provision of public art in new development. 21.05-5 S
- Enhance and create visual and physical links to adjoining streets, public transport and/or key community facilities when developing large or consolidated sites. 21.05-5 S
- 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 S

**Signage**
Objective

To ensure signage is compatible with the character of the area. 21.05-5 O

Strategies

- Ensure a coordinated approach to signage. 21.05-5 S
- Encourage business directory signs with multiple occupants/uses in industrial areas. 21.05-5 S
- 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. 21.05-5 S
- Ensure promotional signage demonstrates that the amenity of the area will not be detrimentally affected and the sign will not obscure existing signage. 21.05-5 S
- Ensure signs along or near freeways or on main roads are designed to become an architectural feature. 21.05-5 S

Policy guidelines

- In commercial areas the following should be considered: Ensure in commercial areas Council considers. 21.05-5 S
- Suspended under-verandah sign, including internally illuminated signage. 21.05-5 S
- Ground and first floor window signs. 21.05-5 S
- Awnings, fascia and parapet signs and first floor wall face signs. 21.05-5 S
- Above verandah signage at 90 degrees angle to the building, if it is appropriate to the scale of the building. 21.05-5 S
- Projecting above-awning parapet level signs. 21.05-5 S
- Free-standing pole signs of appropriate scale to the buildings with a front setback. 21.05-5 S
- Side wall, upper storey panel signs which are of appropriate scale to the building. 21.05-5 S

15.01-4L A Safe and Healthy City

Objective 4: To ensure welcoming and safe environments. 21.05-3.O(15.01.18)

Strategies

- Encourage land use and development to enable all people to enjoy the highest level of health and wellbeing possible. 21.05-3 O
- Encourage the design of buildings, subdivisions and reserved car parks and public open spaces that maximise natural surveillance and provide for safe neighbourhoods. 21.05-3 S
- Discourage designs that provide opportunities for concealment and entrapment. 21.05-3 S (repeat of above 15.01.25)
- Encourage the application of Universal Design Principles to improve accessibility of all aspects of the built environment. 21.05-3 S
Encourage opportunities for social interaction at interfaces between public and private areas, spaces and facilities within multi-storey residential and mixed-use development. 21.05-3 S

Objective 3

To support food-friendly neighbourhoods. 21.05-3 O

Strategies

- Encourage roof top and vertical gardens to provide opportunities for food growing. 21.05-3 S
- Create spaces for food growing and sharing in public spaces. 21.05-3 S
- Encourage healthy food retail outlets across the municipality, including farmers markets and food trucks. 21.05-3 S (Not planning related)
- Support and enable community food assets, such as community gardens and urban agriculture. 21.05-3 S

15.01-5L Neighbourhood Character

Policy application

This policy applies to all land within a residential zone.

Objective

To maintain and enhance neighbourhood character and streetscape quality. 21.05-1-6(15.01-5S)

Strategies

- Maintain and enhance residential streetscape quality and character. 21.05-1-6 (15.01-5S)
- Ensure new development is in accordance with the preferred character of each residential precinct as outlined in the Neighbourhood Character Precinct Profiles, 2012, at Clause 72.04. 21.05-1 S
- Ensure new development makes a positive contribution to the appearance and amenity of the streetscape. 21.05-1-6(15.01-5S)
- Ensure the siting of new development contributes to the preferred character of the neighbourhood. 21.05-1-6(15.01-5S)
- Ensure the distinct neighbourhood character attributes within identified significant neighbourhood character areas in the municipality are retained and enhanced. 21.05-1-6(15.01-5S)

Policy documents

Consider as relevant:
Neighbourhood Character Precinct Profiles, 2012

Sustainable Development
15.623-1L Ecologically-Environmentally Sustainable Development

Objective

To ensure environmentally sustainable development, from design through to construction and operation. 21.05-6 O

Strategies

- Consolidate urban development around nodes of activity and public transport to reduce car dependency.

- Encourage developments that meet the requirements of the Built Environment Sustainability Scorecard (BESS) tool, as appropriate. 21.05-6 S

- Incorporate water sensitive urban design principles and treatments within new development and retrofit where opportunities arise. 21.05-6 S (19.04-45)

- Encourage the siting of new buildings and works to protect renewable energy devices and passive solar elements on adjoining buildings or land. 21.05-6 S

- Encourage the provision of energy efficient devices and practices and alternative energy sources. 21.04-6 (15.02-15)

- Encourage design for materials efficiency, future reuse, recycling and deconstruction. 21.03-6 S

- Encourage development to include design flexibility for future uses. 21.05-6 S

Policy guidelines

- Require the submission of a Sustainable Design Assessment for developments of between three to nine dwellings, residential buildings of between 100 to 1,000m² in gross floor area and non-residential buildings and works of between 100 to 10,000m² in gross floor area. (Summary of 22.06 Table 1) Require the submission of a Sustainable Design Assessment for developments of between three to nine dwellings, or buildings and works between 100 to 10,000m² in floor area. 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 those available for 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.

- Require the submission of a Sustainable Management Plan and a Green Travel Plan for developments of ten or more dwellings, residential buildings greater than 1,000m² in gross floor area and buildings and works greater than 10,000m² in gross floor area. (Summary of 22.06 Table 1) Require the submission of a Sustainable Management Plan for developments of ten or more dwellings, or buildings and works greater than 10,000m² in floor area. 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 ACHEIVE 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.

22.06 — ENVIRONMENTALLY-SUSTAINABLE DEVELOPMENT 22.06

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 (15.07).

22.06.1 Policy Basis 22.06.1

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 retrofitting 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 (15.07-18).

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.

ITEM 10.2 - APPENDIX A
MOORIE VALLEY PLANNING SCHEME

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. 22.06.2.0
(unnecessary unnecessary descriptive text)

It is a policy objective to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings 22.06.2.0 (15.02.15)

The following objectives should be satisfied where applicable: 22.06.2.0

Energy Performance

To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage 22.06.2.0
To reduce total operating greenhouse gas emissions 22.06.2.0
To reduce energy peak demand through particular design measures (e.g., appropriate building orientation, shading to glazed surfaces, optimise planting to exposed surfaces, space allocation for sales panels and external heating and cooling systems) 22.06.2.0

Water Resources

To improve water efficiency 22.06.2.0
To reduce total operating potable water use 22.06.2.0
To encourage the collection and reuse of stormwater 22.06.2.0
To encourage the appropriate use of alternative water sources (e.g., greywater) 22.06.2.0

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 22.06.2.0
To achieve thermal comfort levels with minimised need for mechanical heating, ventilation and cooling 22.06.2.0
To reduce indoor air pollutants by encouraging use of materials with low toxic chemicals 22.06.2.0
To reduce reliance on mechanical heating, ventilation, cooling and lighting systems 22.06.2.0
To minimise noise levels and noise transfer within and between buildings and associated external areas 22.06.2.0

Stormwater Management

To reduce the impact of stormwater run-off 22.06.2.0
To improve the water quality of stormwater run-off 22.06.2.0
To achieve best practice stormwater quality outcomes. 22.06.2-O
To incorporate the use of water-sensitive urban design, including stormwater re-use. 22.06.2-O

Transport
To ensure the built environment is designed to promote the use of walking, cycling and public transport, in that order. 22.06.2-O
To minimise car dependency. 22.06.2-O
To promote the use of low emissions vehicle technologies and supporting infrastructure. 22.06.2-O

Waste Management
To ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development. 22.06.2-O
To ensure durability and long-term reusability of building materials. 22.06.2-O
To ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities. 22.06.2-O

Urban Ecology
To protect and enhance biodiversity within the municipality. 22.06.2-O
To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect. 22.06.2-O
To encourage the retention of significant trees. 22.06.2-O
To encourage the planting of indigenous vegetation. 22.06.2-O
To encourage the provision of space for productive gardens, particularly in larger residential developments. 22.06.(Included in BESS)

22.08.3 Policy 22.08.3
It is policy to ensure innovative technology, design and processes positively influence the sustainability of all development. (15.02.15)
It is policy that applications for larger residential and non-residential developments (as specified in Table 1) be accompanied by a Green Travel Plan (revised Recontd to policy guidelines)

22.08.4 Application Requirements 22.08.4
22.08.5 Decision Guidelines 22.08.5

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 operations (15.02.11)
• Whether the proposed environmentally sustainable development performance standards are functional and effective to minimise environmental impacts.
APPENDICES – ORDINARY COUNCIL MEETING

ITEM 10.2 - APPENDIX A

22.06 Reference Documents 22.06.5

Proposed G119

BESS (Built Environment Sustainability Scorecard) – Council Alliance for a Sustainable Built Environment (CASBE) – 2015, www.bess.net.au (replaced by policy guidelines)

Green Star – Green Building Council of Australia, (replaced by policy guidelines)

National House Energy Rating Scheme (NatHERS), Department of Climate Change and Energy Efficiency, (replaced by policy guidelines)

STORM, Melbourne Water, (replaced by policy guidelines)


Note 2: 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 the MUPS.

15.03 Heritage

Heritage Conservation

15.03-1L Heritage

Policy application

This policy applies to all land included in the Heritage Overlay, 22.01-1

This policy: 22.01-1

Implements the Vision for Moonee Valley in Clause 21.03, and builds on the MSS objectives and strategies for heritage in Clause 21.06, which identifies the use of local policies as one of the key tools to ensure that the cultural heritage of Moonee Valley is protected and conserved.

Implements the recommendations of the Moonee Valley Heritage Strategy 2011 and various heritage studies for the City of Moonee Valley, and gives effect to the City of Moonee Valley Heritage Guidelines 2016.

Assists with the assessment of planning permit applications sought under Clause 43.04 (Unnecessary text in the PPF).

Strategies

- Encourage conservation of heritage places in accordance with the principles and procedures set out in the Burra Charter, 22.01-2O
- Ensure accurate restoration or reconstruction of heritage places, 22.01-2O
- To maintain the integrity, intactness and significance of heritage places, 22.01-0

MUNICIPAL PLANNING STRATEGY - CLAUSE 92.03
To maintain the distinctive historic character and visual cohesiveness of streetscapes within heritage precincts. 22.01-2 O

To ensure that alterations and additions to new buildings respect and complement the heritage place. 22.01-2 O

To avoid alterations, additions or demolition that would result in the incremental or complete loss of significance of a heritage place. 22.01-2 O

To maintain an appropriate setting for a heritage place including the historic public realm. 22.01-2 O

To avoid inadvertent destruction of archaeological remains. 22.01-2 O

Objective

To protect and conserve places of cultural heritage significance including buildings, structures, gardens and archaeological sites. 21.05-3 O

Strategies

- Ensure all places of current and cultural heritage are identified, assessed and documented. 21.05-2 S
- Promote the identification, protection and management of Aboriginal cultural heritage. 21.05-2 S

Encourage maintenance and repair rather than replacement, and accurate restoration and reconstruction of significant fabric. 21.05-2 S

- Discourage inappropriate additions and alterations and demolition. 21.05-2 S
  - Discourage new development that is inappropriate due to its scale, size or design. 21.05-2.5 S
  - Consider the cumulative effect of incremental changes to heritage places over time. 21.05-2.5 S

Policy guidelines

General 22.01-3

It is policy to:

- Consider the most recent statement of significance if there is more than one statement of significance for a heritage place. If there is a statement of significance at both the individual and precinct level for a heritage place then both should be taken into account.
- Obtain expert heritage advice to identify the contributory elements of a heritage place, where the responsible authority determines that the relevant statement of significance does not clearly identify these.
- Encourage the maintenance, and repair, rather than replacement of original materials and details that contribute to the significance of a heritage place. (All deletions behave to rejection of guidelines)
- Encourage the accurate restoration or reconstruction of colour schemes, materials and details to a known earlier state. This should be guided by the statement of significance and any additional supporting evidence.
- Conserve views of, vistas to, allures and profiles of a heritage place or within a heritage precinct, where these views or vistas have been identified as contributing to the significance of the heritage place.
- Conserve the visual relationship between heritage places.

Municipal Planning Strategy - Clause 02.03
• Allow adaptive reuse if the new use supports the conservation of a heritage place.
• Ensure external materials, colours and finishes are appropriate for style and detailing of the heritage place.
• Discourage the painting of originally unpainted surfaces.
• Discourage paint removal methods (such as sandblasting, water blasting, ...) which may damage the heritage place.
• Discourage introducing vehicle crossovers at the frontage of heritage places, except where the statement of significance identifies crossovers as a contributory feature.

**Demolition and relocation 22.01-3**

It is policy to:

• Discourage the complete demolition of a Significant or Contributory heritage place unless:
  ▪ The heritage place is structurally unsound and it is demonstrated to the satisfaction of the responsible authority that it cannot feasibly be repaired or adapted for reuse.
  ▪ The heritage place is in poor condition and it is proposed to deconstruct and accurately rebuild it to the original condition.
  ▪ As appropriate, a visual record of the building is provided prior to demolition commencing.

• Consider demolition of part of a Significant or Contributory heritage place when it can be demonstrated that the part demolition will not adversely affect the significance of the heritage place and, as appropriate:
  ▪ It will assist in the long term conservation or maintenance of the heritage place, or
  ▪ It will support the viability of the existing use of the heritage place, or will facilitate a new use that is compatible with the on-going conservation of the heritage place, or
  ▪ It will remove non-contributory elements, such as alterations or additions, particularly where this would assist in revealing the significance of the heritage place.

• Allow complete or part demolition of Non-contributory buildings in a heritage precinct.

• Avoid the relocation of a heritage place unless:
  ▪ It can be shown that the relocation is the only reasonable means of ensuring the continued existence of the heritage place, or
  ▪ The heritage place has a history of relocation and/or is designed for relocation.

• If relocation is considered appropriate, then all of the following conditions should be met:
  ▪ The heritage place can be relocated without damage, and
  ▪ The heritage place is historically recorded on its current site prior to relocation, and
  ▪ An appropriately qualified person oversees the relocation procedure and undertakes the historical recording.

**Alterations and additions to heritage places 22.01-3**

This policy applies to alterations and additions to heritage places including the construction of new garages and outbuildings to a Significant, Contributory or Non-contributory place.

It is policy to:
Appendices – Ordinary Council Meeting

New buildings 22.01-3

This policy applies to infill buildings within a heritage precinct including construction of more than one dwelling on a site.

It is policy to:

- Encourage contextual-contemporary design that respects and complements the form, scale, colours, materials, rhythm, siting and spacing of Significant and Contributory buildings.
- Discourage new buildings that would be visually dominant.
- Discourage new buildings that copy historical styles in detail.

Subdivision 22.01-3

It is policy to:

- Ensure that subdivision in a heritage precinct is compatible with the historic subdivision pattern.
- Ensure that subdivisions maintain the contributory elements associated with a heritage place on a single lot.
- Avoid subdivisions that would create the potential for new buildings that would adversely affect a heritage place.
- Advertising signs 22.01-3
- It is policy to:
- Encourage conservation of historic signage that contributes to the significance of a heritage place.
- Encourage advertising signs to have traditional forms and locations on heritage buildings.
- Avoid excessive signage, or any signage that would conceal, damage or require the removal of significant fabric.
- Avoid illuminated signage.
- Fences and gates 22.01-3
- It is policy to:
- Encourage conservation of fences or gates that contribute to the significance of a heritage place.
- Encourage new fences or gates to complement the style and detailing of the heritage place if the original fence cannot be conserved or reinstated and specifically to:
- Encourage a consistent approach for buildings that form part of a related group of buildings such as an attached pair or terrace row.
- Encourage front fences to be of a low height, unless there is historic evidence for a higher fence.

Municipal Planning Strategy - Clause 22.01-3
**APPENDIX A**

**MOORIEE VALLEY PLANNING SCHEME**

• Encourage front fences to have a level of transparency unless there is historic evidence that supports otherwise.

• Encourage new fences or gates for non-contributory places to be in a simple contemporary style that complements the historic fences found in the heritage precinct.

**Significant trees 22.01.3**

It is policy to:

- Ensure that—any future development, or changes in immediate environmental conditions, adjacent to a tree will not have a detrimental impact upon the integrity and condition of the tree.

- Where a tree needs to be removed due to poor health or dangerous condition, encourage ‘like for like’ replacement. An alternative species of tree, or no replacement, may be considered when:
  - Changes in the site conditions since the species was first planted mean that the original species is no longer appropriate or is no longer suitable (e.g. due to size or form or proximity to buildings).
  - The original species is inappropriate given the local climate, soils or other reasons and an alternative would be more suited.
  - The species is identified as an environmental weed and cannot be appropriately managed when planted.
  - The species is at risk from pest or disease and another species would be more appropriate.

- Encourage pruning (if required) to be in accordance with AS 4973—2007 ‘Pruning of Amenity Trees’. (Not PPV relevant)

**Public realm 22.01.3**

It is policy to:

- Retain contributory elements of the public realm.

- Discourage changes to the shape and position of roads and footpaths if these are contributory elements of a heritage place.

- Discourage the replacement of mosaics or tree planting that would interrupt important vistas or create a visual intrusion on streetscapes.

- Encourage location of services away from sensitive public realm elements.

- Ensure that where the replacement of services requires the removal of any contributory elements in the public realm, existing conditions are recorded and where possible, reinstated to match pre-intervention form.

**Application requirements 22.01.4 Policy guidelines**

An application should be accompanied by the following information, as appropriate. This information may not be required for minor applications as determined by the responsible authority:

- A report, which assesses the impact of the proposal upon heritage place. This report should:
  - As part of the site analysis, describe the contributory elements of the heritage place and how these have been considered in the preparation of the application.
  - Describe how the proposal responds to this policy and the City of Moonee Valley Heritage Guidelines.
  - If it is proposed to vary or not comply with any aspect of this policy or the City of Moonee Valley Heritage Guidelines, an explanation of the reasons why.
For applications where demolition is sought on the basis of the condition of the building, a report must be prepared by a suitably qualified consultant that assesses the structural condition of the building and whether or not any defects can be repaired or restored.

A Conservation Management Plan prepared by a suitably qualified consultant in accordance with the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 2013 (the Burra Charter) may be required for a proposal that the responsible authority considers to raise significant heritage issues. A report prepared by a suitably qualified consultant, which assesses the impact of an application upon any tree/s that contribute to the significance or setting of a heritage place.

22.61-6 Decision guidelines 22.01-6 (Repeal from 43.01-8 and guidelines)

- The significance of the heritage place.
- The intactness or integrity of the heritage place.
- For alterations or additions to a building or a new infill building within a precinct, as appropriate:
  - The visibility of the alteration, addition or infill building within the streetscape.
  - The intactness of the streetscape.
  - The form, materials, height and setbacks of Significant and Contributory buildings on surrounding sites.
  - The suitability of the proposed colours and materials.
- The physical or documentary evidence to support restoration or reconstruction of historic building fabric.
- The structural condition of the heritage place and whether any defects can be restored.
- The health and condition of a significant tree.

22.61-6 Policy Definitions 22.01-6

- Heritage place: A heritage place includes a site, building or structure, area or group of buildings (also referred to as a ‘heritage precinct’); archaeological site, tree, garden, geological formation, fossil site, habitat or other place of identified natural or cultural significance and its associated land.
- Significant place: A heritage place that has cultural heritage significance independent of its context. Significant places may also contribute to the significance of a heritage precinct. Significant places will usually have a separate citation and statement of significance (refer to References at the end of this policy).
- Contributory place: A heritage place that contributes to the significance of a heritage precinct, but would not be significant on its own.
- Non-contributory place: A place that does not contribute to the significance of a heritage precinct. In some instances, a Significant/significant place may be considered Non-contributory to a heritage precinct, for example, an important Modernist house within a Victorian era precinct.
- Public realm: The public realm includes all non-private property including streets, roads and laneways, and public parks. Public realm features that contribute to the significance of heritage places can include trees and channel-treatments, laneways, roadside verges, monuments, pavilions, public art, and street trees and other heritage landscape features. (Repeal in background documents)
16.01-2S Location of Residential Development

16.01-2L Housing Growth

Policy application

“This policy applies to ... [insert description of where the policy applies].”

If the heading is not being used, it may be deleted.

Objective

To ensure new housing is directed to appropriate locations. 21.06-1 O

Strategies

- Direct new housing of higher scale to areas with good access to public transport services or open space. 21.06-1 S
- Ensure new residential development does not compromise the heritage and neighbourhood character values of established residential areas. 21.06-1 S (15.03-1)
- Consider the majority of housing growth and higher-density development to occur within Activity Centres identified in Plan Melbourne. 21.06-1 S
- Consider moderate residential growth within established commercial areas and on sites with frontage to a main road adjacent to the flood and high rainfall Principal Public Transport Network (PPTN). 21.06-1 S (PPTN now embedded in the Scheme)
- 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. 21.06-1 S
- 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. 21.06-1 S

16.01-3L Housing Diversity

Objective

To facilitate the delivery of a mix of housing product. 21.06-2 O (16.01-3B)

Strategies

- Ensure a diversity of housing types and sizes is available. 21.06-2 S (16.01-3B)
- Encourage development of a variety of housing products that respond to the forecast demand for an increase in smaller households. 21.06-2 S
- Encourage alternative housing models to provide affordable housing options. 21.06-2 S
- Encourage a mix of housing styles and sizes appropriate to different stages and circumstances of life. 21.06-2 S (Repetition above)
16.01-L Affordable Housing

Objective

- Encourage affordable housing in locations with good access to public transport, services and retail opportunities. 21.06-3-O (16.01-4S)

Strategies

- Increase the supply of secure and affordable housing for very low, low and moderate income households. 21.06-3-S (16.01-4S)

- Support incentives to deliver affordable housing and innovative affordable housing models. 21.06-3 S

- Support voluntary agreements to provide affordable housing in large scale residential development. 21.06-3 S

- Encourage affordable housing through partnerships with housing providers or the private sector. 21.06-3 S
17 ECONOMIC DEVELOPMENT
17.01 Employment

17.01-1L Essendon Fields Airport

Policy application

This policy applies to the land identified as Essendon Fields on the Economic Activity and Employment map at Clause 02.03.

Objective

To ensure the continued growth and development of Essendon Fields and its role as a key investment and employment centre within the city. 21.07-3 O (Unnecessary descriptive text)

Strategies

• Facilitate business synergies between Essendon Fields and the Airport West Activity Centre. 21.07-3 S
  • Advocates for improved public transport to and between Essendon Fields and Airport West. 21.07-3 S (relocate to Clause 11 Public Transport)
  • Work collaboratively with Essendon Fields Airport to strengthen synergies between the Airport West Activity Centre and Essendon Fields. 21.07-6 OA (repeat Report of above)
  • Advance for improved public transport services to Essendon Fields and the Airport West Activity Centre. 21.07-6 OA (repeat Report of above)

Economic Activity & Employment

17.02 Commercial

ff.02-1L Commercial

Objective: To ensure new commercial development and uses satisfy the community’s retail, commercial services, entertainment and leisure needs. 21.07-2-04(17.02-1S)

To ensure the city’s economic environment facilitates existing activity centres and new and emerging enterprises. 21.07-2-04(associated Report of above)

Strategies

• Encourage new and emerging industries, business sectors and work practices, including co-working spaces, business incubators and spaces for social enterprise. 21.07-1 S
  • Enhance activity centres as places for entertainment and gathering. 21.07-1-S (17.02-1S)
  • Encourage the establishment of high-value adding offices, retail, educational, health, professional services and creative industries in the city’s activity centres. 21.07-1 S (11.03-1 S and 17.02-1S)
MOORObee Valley Planning Scheme

Encourage a mix of uses within activity centres. 21.07-1 S (11.03-1S)

Discourage out-of-centre development and the establishment of commercial uses within predominantly residential areas. 21.07-1 S (17.02-2S)

- Support and encourage the establishment of a thriving positive, inclusive and safe night-time economy within the city’s activity centres identified in Plan Melbourne. 21.07-1 S

17.03 INDUSTRY

17.03-1L Industry

Objective

To support and encourage the establishment of higher value-added industries. 21.07-3O (Repetition below)

Strategies

- Encourage the transformation of traditional industrial precincts into dynamic and diverse employment hubs. 21.07-2 S
- Improve the appearance, accessibility and functionality of existing industrial precincts to encourage the establishment of higher value-added industries. 21.07-2 S
18

TRANSPORT

[MOORIE VALLEY PLANNING SCHEME]
18.01 INTEGRATED TRANSPORT

18.01-2L Transport Modes

Strategies

- Discourage new developments, which would significantly increase private vehicle congestion within the surrounding road network. 21.08-1 S
- 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). 21.08-1 S
- Ensure new development does not unreasonably impact on the operation and provision of sustainable transport modes and on-road public transport services. 21.08-1 S
- Position the city for smarter transport connectivity. 21.08-1 S

18.02-1L Walking and Cycling

To provide a safe and connected walking and cycling network. 21.08-2 O (18.01-2S)

Strategies

- Create a network of high-quality connected walking paths. 21.08-2 S (18.02-1S)
- Create a high-quality bicycle network, including dedicated separated bicycle paths where possible. 21.08-3 S (18.02-1S)
- Upgrade the Moonee Ponds Creek Trail and Maribyrnong River Trail, with separated walking and cycling paths where possible. 21.08-2 S
- Develop new and improved walking and cycling links between neighbourhoods, across waterways, railway lines and major roads (18.02-1S)
- Deliver new infrastructure in conjunction with Melbourne Water, an activated walking and cycling connection along the pipe track between Avondale Heights and Niddrie. 21.08-2 S
- Reduce the real and perceived impediments to sustainable travel. 21.08-2 S
- Dedicate a greater percentage of road space to pedestrians and cyclists, including exploring opportunities to implement shared zones in areas of high pedestrian activity. 21.08-7 OA

18.02-2L Public Transport

To maximise the number of residents and visitors who use public transport. 21.08-3 O (18.02-2S)

Strategies

- Significantly improve cycling and walking accessibility to and from public transport interchanges. 21.08-3 S (18.02-1S)
- Encourage the upgrade and enhancement of the Moonee Ponds public transport interchange in its current location, giving priority to pedestrian safety and amenity. 21.08-3 S
Continue to advocate for improved public transport access in the western section of the municipality and the city’s existing industrial precincts. 21.08-7 OA

Proactively plan and advocate for an Airport Rail Link with train stations within the westernmost neighbourhoods of the city. 21.08-7 OA

Plan for the further activation of the Flemington spur line as a fundamental requirement to sustain the functioning of the Racecourse Road corridor. 21.08-7 OA

Advocate for improved public transport to and between Essendon Fields and Airport West. 21.07-3 S

Support the development of a public transport interchange to facilitate convenient transfers between public transport services in Airport West. 21.02-2 S (18.02-28)

Advocate for improvements to the frequency and availability of public transport servicing the city’s existing industrial precincts. 21.07-6 OA (Combined with strategy 3 above)

18.02-4L Private Vehicle

Objective

To manage car usage through demand management techniques. 21.08-5 O

Strategies

- Provide parking that is well designed, well located, appropriately priced and flexibly managed. 21.08-5 S (18.07-45)

- Consider development proposals with limited or no on-site car parking in areas proximate to public transport. 21.08-5 S

- Ensure off-street car parking facilities are located and designed to. 21.08-5 S
  - Positively impact on the streetscape and surrounding area. 21.08-5 S
  - Provide for active frontages. 21.08-5 S

- Be easily accessible for pedestrians, cyclists and electric vehicles. 21.08-5 S

- Ensure the location and design of crossovers limits the impact on the supply of on-street car parking spaces. 21.08-5 S

- 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. 21.08-5 S

AIRPORTS

18.04-1L ESSENDON FIELDS AIRPORT

Objective

Encourage the safe and effective operation of the Essendon Fields Airport for the community. 21.08-6 O
APPENDICES – ORDINARY COUNCIL MEETING

ITEM 10.2 - APPENDIX A

MOORWEE VALLEY PLANNING SCHEME

Strategy

- Through partnership with Essendon Fields Airport, ensure built form does not intrude into flight paths in the vicinity of Essendon Fields Airport. 21.08-6 S

Policy documents

- Essendon Airport Master Plan (2013)

18.05 FREIGHT

18.05-1L FREIGHT

Objective

To effectively manage road freight movements through the municipality. 21.08-4 O

Strategies

- Ensure freight movements within residential areas are planned and managed to minimise adverse amenity impacts, including by use of the Principal Freight Network. 21.08-4 S (18.05-18)
19 INFRASTRUCTURE
19.02 COMMUNITY INFRASTRUCTURE

19.02-2L Major Institutional Uses

Objective

- Ensure institutions do not significantly impact on the amenity of the local residential area. 21.09-4 S

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. 21.09-4 O.(Repeated in strategy below)

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. 21.09-4 S
- Prevent inappropriate intrusion into adjoining residential areas. 21.09-4 S.(Repeated above)
- Maintain student numbers compatible with the amenity of the residential area. 21.09-4 S

19.02-4L Community Infrastructure

Objective

To provide an accessible network of community facilities and services to achieve a healthy city of 20-minute neighbourhoods. 21.09-3 O

Strategies

- Encourage flexible multi-purpose and adaptable facilities which could incorporate arrange of commercial and community uses instead of standalone or specialist facilities. 21.09-3 S
- Seek opportunities to leverage community facilities as catalysts for urban and economic activation. 21.09-3 S
- 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. 21.09-3 S.(Repeated below)
- Enhance community life through effective service delivery and the creation of community hubs. 21.09-6 OA
- Deliver a network of well-located, dynamic, adaptable community hubs which provide spaces for learning, collaboration, community connection, leisure and arts, potentially co-located with other services in activity centres. 21.09-6 OA.

To minimise the impact of community facilities on their surrounding areas. 21.09-3 O.(Repeated below)

- Consider the amenity of surrounding residential areas when assessing the expansion or creation of a community facility. 21.09-3 S
- 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. 21.09-3 S
Objective

To support a network of arts, leisure, recreation and sporting opportunities. 21.09-3O

Strategies

- Improve the multi-purpose nature of our sport, recreation and leisure assets to maximise usage. 21.09-3 S
- Prepare for new and emerging trends in sports, recreation and leisure, through the planning for and use of facilities. 21.09-3 S
- Extend the reach of the arts across the municipality by ensuring multi-purpose spaces for arts, exhibitions and creative activities. 21.09-3 S

Policy documents

Consider as relevant:

- MV2040 Action Plan – Community Facilities, 2018
19.02-6L Open Space and Linkages

To achieve an interconnected network of diverse, safe and accessible open spaces. 21.03-2 O

(19.02-6S)

Objective

• To implement the Moonee Valley Open Space Strategy. 22.02-2 O
• To identify when and where land contributions for public open space are preferred over cash contributions. 22.02-2 O

Strategies

• Acquire land to address gaps in the network. 21.03-2 S
• Ensure no net loss of publicly available open space. 21.03-2 S
• Provide a diversity of multi-programmable spaces. 21.03-2 S

Create and enhance linear green spaces as biodiversity corridors linking neighbourhoods. 21.03-2 §(19.02-6S)

• Utilise the open space network as part of an overall drainage strategy. 21.03-2 S

Protect public open space from development encroachment. 21.03-2 S (same as 15.01-1)

11.

22.02 PUBLIC OPEN-SPACE CONTRIBUTION 22.02

This policy applies to all subdivision of three lots or more.

22.02-1 Policy Basis 22.02-1

The Moonee Valley Planning Scheme sets out broad directions for open space planning in its MSS. Public open space is highly valued within the City of Moonee Valley and fulfils a wide range of functions. Overall, the City has a wide network of open space reserves ranging from waterway corridors, historical gardens, large sporting reserves and a network of smaller open spaces. However, open space is not easily distributed and gaps have been identified across the municipality where residents have to walk further to access open space. (Moved to Clause 22.02)

The Moonee Valley Open Space Strategy identifies where there is adequate open space to meet existing resident needs and where there are deficiencies. It has also determined areas where increases in population and development will drive demand for new open space or upgrades of existing reserves. (Moved to Clause 22.02)

Public open space contributions from developers are one of a number of potential resources for the acquisition of land for public open space and the improvement of existing facilities on behalf of new populations. The contribution can be either land or cash at Council’s discretion and is levied at the time land or buildings are subdivided. 2

Because public open space contributions can only be imposed at the subdivision stage, it is important for developers to ascertain at the site analysis stage of the development design process whether any part of the site might be required for public open space purposes where the site:

• is an area where a land contribution may be sought on Map 1; and

• fits the selection criteria for public open space in Clause 22.02-3 (Include descriptive text)

22.02-2 To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, to satisfy the public open space contribution requirement. 22.02-2 O

22.02-3 Policy 22.02-3

It is policy that...
Location 22.02.3

- Give preference to land contributions for public open space will generally be preferred over cash contributions within the areas identified on the map below for the purposes of Clause 42.01 of the scheme within the areas identified in Map 1.
- Request land contributions will be requested and accepted at Council’s discretion, in accordance with the open space land requirements identified in the Moonee Valley Open Space Strategy.
- Require land contributions of greater than 5% for the subdivision of land into more than 10 lots (Summary of 22.02P)
- Give preference to cash contributions in all other areas of the municipality, a cash contribution equal to the amount specified in Clause 42.01 is preferred, at Council’s discretion.

Map 1—Moonee Valley Open Space Strategy Sub-precincts 22.02.3

Selection criteria for public open space

In locations where a land contribution may be sought over a cash contribution, it is policy that the following criteria to be used to determine whether any part of the land in a development proposal is appropriate to be contributed as public open space at the time of the subdivision of the land or building. Land to be contributed:

- Should meet the minimum size for the site to meet its intended purpose, on its own or in combination with adjoining land. The minimum size parcels for each type of open space are as follows:
  - Regional open space, unlimited
  - Municipal open space, minimum 3 hectares
Design 22.02-3

In locations where this policy has identified a preference for a land contribution rather than a cash contribution, an applicant should consult the responsible authority very early in the site analysis phase of a proposal to ascertain whether any part of the land might be suitable and required for public open space purposes.

The design of a building on land where public open space will be required should accommodate the provision of public open space in a manner that meets the selection criteria for public open space.

If a contribution under Clause 52.01 is likely to be imposed as a land contribution, and the responsible authority is satisfied that an additional part of the land which generally meets the selection criteria for public open space in Clause 22.02-3 should be acquired, the responsible authority should consult with the applicant to determine whether the development application could be modified to enable provision of the additional land to Council at Council’s cost.

Land contributions greater than 5% may be required for the subdivision of land into more than ten lots when located within the provisions where land contributions may be sought.

Land contributions greater than 5% should have regard to:

The selection criteria for public open space

The open space type and required land size

The existing characteristics of the site including features to be retained

The intensity of the proposed development and surrounding development

The extent of the additional population and the anticipated demographics based on the development design

Recommendations for the site and surrounding area contained in the Moonee Valley Open Space Strategy
Any other relevant strategic planning documents [Reposition of MY Open Space Strategy]

Reference Policy Documents 22.02.4

Moonee Valley Open Space Strategy 2009

Moonee Valley Open Space Strategy: Open Space Contributions Program, Environment & Land Management Pty Ltd in association with Thompson Berrill Landscape Design Pty Ltd, March 2010
19.03 DEVELOPMENT INFRASTRUCTURE

19.03-2L Physical Infrastructure

Objective
To ensure infrastructure is able to support a healthy city of 20-minute neighbourhoods. 21.09-1 O

Strategies
- Consider infrastructure limitations when assessing the location, type, intensity and design of use and development. 23.09-1 S
- Seek all opportunities to replace infrastructure or upgrade its capacity when new development takes place. 21.09-1 S
- Support high-quality data transfer and telecommunications infrastructure (19.03-5R)
- Continue to invest in public infrastructure to achieve a healthy city of 20-minute neighbourhoods, including through supporting business and employment growth. 21.09-6 OA
  (Repetition)
  - Review infrastructure provision to identify gaps and develop priority plans and projects. 21.09- (Repealed in first two strategies)

19.03-3L Integrated Water Management

Objective
To create a city that is water (21.09-2O) to create cool spaces, reduce run off to waterways, mitigate flood risk and enhance environmental values. 21.09-2S, 21.09-2 O

Strategies
- Naturalise some stormwater drains, 21.09-2S
- Increase surface permeability to retain more water within landscapes, 21.09-2 S
- Adopt smart water storage technologies to slow run off and mitigate flood risk (Incorporated below)
- Encourage the capture and reuse of stormwater and smart water storage technologies. 21.09-2, to create cool spaces, reduce run off to waterways, mitigate flood risk and enhance environmental values. 21.09-2 S
19.03-4L  Stormwater Management (Water Sensitive Urban Design)

Policy Application Objective

- To mitigate the detrimental effect of development on downstream waterways by the application of best practice stormwater management through water-sensitive urban design for new development (Clause 19.03-45)

New buildings and works

- Extensions which are 50 square metres in floor area or greater to existing buildings.
- A subdivision in a commercial zone.
- This policy does not apply to an application for 22.03.
- A subdivision of an existing building.
- A rainwater tank.
- A fence.
- A domestic swimming pool or spa.
- A pergola or verandah, including an open-sided pergola or verandah, to a dwelling with a finished floor level not more than 800mm above ground level and a maximum building height of 3 metres above ground level.
- A deck, including a deck to a dwelling with a finished floor level not more than 800mm above ground level.

Non-domestic disabled access.

- Externally altering a building by structural work, rendering, sandblasting or in any other way that does not result in an increase in floor area.
- Constructing or displaying a sign.
- Externally painting a building.
- Externally painting an unpainted surface.
- Internally altering a building.
- Carrying out repairs or routine maintenance which change the appearance of a heritage place.

The construction or extension of an embankment normal to a dwelling. (All points deleted here covered in new policy guidelines below)

Policy Basis 22.03-1

Objectives, Strategies

- To achieve the best practice water quality performance objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, Victoria Stormwater Committee 1999 (as amended). Currently, these water quality performance objectives are 22.03-2.4.3 (already included in 19.03-45)
- Suspended Solids - 80% retention of typical urban annual load 22.03-2-0
- Total Nitrogen - 45% retention of typical urban annual load 22.03-2-0
- Total Phosphorus - 45% retention of typical urban annual load 22.03-2-0
- Litter - 90% reduction of typical urban annual load 22.03-2-0 (Unnecessary information because already covered in the best practice guidelines above)

- Promote or incorporate vegetation on buildings where practicable (to be integrated with rainwater/interceptor) to promote the role of vegetation on buildings to manage the quality and quantity of stormwater. (Replaced from 22.03 policy guidelines)

- To reintegrate urban water into the landscape to facilitate a range of benefits including 22.03-3-3 microclimate cooling, local habitat and provision of attractive spaces for community use and social wellbeing 22.03-2-0
Policy guidelines

This policy states:

- Require, for any proposal resulting in 50 square metres or greater in impervious area, a report from an industry accepted performance management tool (e.g. STORM or MUSIC) along with an associated site layout plan showing the location of proposed stormwater treatment measures.

Industry accepted performance measurement tools include:

- Melbourne Water’s STORM Calculator
- Model for Urban Stormwater Improvement Conceptualisation (MUSIC)

- Require the submission of design details, such as cross sections, to assess and assure the technical effectiveness of the proposed stormwater treatment measures.

- Require the submission of site management plans which detail how development will be managed through construction to prevent litter being carried off-site in stormwater flows.

- Require the submission of a maintenance program at the completion of development, which sets out future operational and maintenance arrangements for approved stormwater treatment measures.

- Require, as appropriate, the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways, including, but not limited to:
  - collection and reuse of rainwater and stormwater on-site
  - vegetated swales and buffer strips
  - rain gardens
  - installation of water recycling systems
  - multiple uses of water within a single manufacturing site
  - Encourage the use of measures to prevent litter being carried off-site in stormwater flows, including:
    - appropriately designed waste enclosures and storage bins, and
    - the use of litter traps for developments with the potential to generate significant amounts of litter.

22.03-5 Design Guidelines 22.03-5

Nitrogen removal on an application, the responsible authority will consider, as appropriate:

- The extent to which the development meets the objectives and requirements of this policy.
- The Water Sensitive Urban Design Response
- Whether the application meets the best practice performance objective and treatment measures.
- Whether the proposal is designed and incorporates works to maintain, or improve, the quality of stormwater within or exiting the site.
- Whether the proposal will significantly add to the stormwater discharge or adversely affect water quality entering the drainage system.
- Opportunities for water conservation and reuse that influence the use of water sensitive urban design.
- The level of ongoing management required to achieve and maintain the desired stormwater quality measures that will be used during the construction phase to prevent a loss of stormwater quality as a result of building activities, such as silt traps.

Policy documents

Consider as relevant:

- Moonee Valley WSUD Guidelines, 2011. 22.03-6
**22.03-7**

Expiry 22.03-7

This policy will expire when superseded (as determined by the Minister for Planning) by Water Sensitive Urban Design provisions in the Victoria Planning Provisions or the Building Code of Australia Regulations, whichever happens first. [Unnecessary descriptive text]

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**19.03-6L** Waste

To encourage waste avoidance, reuse and recycling. 21.03-4 O (19.03-6D)

**Strategies**

- Encourage innovative waste management approaches and technologies to reduce waste and improve management of emissions from landfill. 21.03-4 S
- Integrate waste management and recycling facilities into new developments to reduce waste generation, encourage design for organic collections and divert more waste from landfill. 21.03-4 S
- Require easily accessible recycling facilities on site to encourage use by tenants and facilitate ease of collection by contractors. 21.03-4 S
- Ensure developers of multi-unit developments submit a waste management plan. 21.03-4 S

**Policy documents**

Consider as relevant:

- Waste Management Plan – Guidelines for Planning Applicants, 2018
21.05.5 Signage

APPENDIX A

Objectives

To ensure signage is compatible with the character of the area. 21.05.5.O

Strategies

Ensure a coordinated approach to signage. 21.05.5.S

Encourage business directory signs with multiple occupants/uses in industrial areas. 21.05.5.S

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. 21.05.5.S

Ensure promotional signage demonstrates that the amenity of the area will not be detrimentally affected and the sign will not obscure existing signage. 21.05.6.S

Ensure signs along or near freeways or on main roads are designed to become an architectural feature. 21.05.5.S

In commercial areas, Council considers. 21.05.5.S

Suspended under-verandah sign, including internally illuminated signage. 21.05.5.S

Ground and first floor window signs. 21.05.5.S

Awning, fascia and parapet signs and first floor wall face signs. 21.05.5.S

Above verandah signage at 90 degrees angle to the building, if it is appropriate to the scale of the building. 21.05.6.S

Projecting above awning parapet level signs. 21.05.5.S

Free-standing pole signs of appropriate scale to the buildings with a front setback. 21.05.5.S

Side wall, upper storey panel signs which are of appropriate scale to the building. 21.05.5.S