Ordinary Meeting of Council
Tuesday, 13 March 2018 at 6.30pm
Ordinary Meeting of Council

Tuesday, 13 March 2018 at 6.30pm
to be held at the Moonee Valley Civic Centre

TO:

Members:  Cr John Sipek  Mayor
          Cr Samantha Byrne
          Cr Jim Cusack
          Cr Rebecca Gauci Maurici
          Cr Richard Lawrence
          Cr Nicole Marshall
          Cr Cam Nation
          Cr Narelle Sharpe
          Cr Andrea Surace

Officers:  Mr Bryan Lancaster  Chief Executive Officer
           Mr Steven Lambert  Director City Services
           Ms Kendrea Pope  Director Organisational Performance
           Ms Natalie Reiter  Director Planning & Development
           Mr Gil Richardson  A/Director Asset Planning & Strategic Projects
           Mr Petrus Barry  Manager Statutory Planning
           Ms Allison Watt  Manager Communications & Governance
Business:

1. Opening

2. Apologies

3. Confirmation of Minutes
   Ordinary Meeting of Council held on Tuesday, 27 February 2018.

4. Declarations of Conflict of Interest

5. Presentations

6. Petitions and Joint Letters

7. Public Question Time

8. Reports by Mayor and Councillors
   Nil.

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11. Urgent Business

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13. Close of Meeting

BRYAN LANCASTER
Chief Executive Officer
# Reports

## 9.1 38 & 38A Ardoch Street, Essendon (Lot 1 TP439978L) - Construction of a three storey building in a Commercial 1 Zone and a reduction in car parking requirements

<table>
<thead>
<tr>
<th>Planning File No.</th>
<th>MV/628/2017</th>
</tr>
</thead>
</table>
| Proposal          | Construction of a three storey building comprising:  
|                   | - One shop;  
|                   | - Five dwellings; and  
|                   | - Reduction in car parking requirements. |
| Applicant         | Really Group Pty Ltd C/- Anthony G & Associates Pty Ltd |
| Owner             | Really Group Pty Ltd |
| Planning Scheme Controls | Commercial 1 Zone  
|                   | No overlays |
| Planning Permit Requirement | Clause 34.01-4 – Construct a building or construct or carry out works  
|                   | Clause 52.06-3 – Reduction in car parking requirements |
| Car Parking Requirements | Required: 9 car spaces  
|                   | Provided: 5 car spaces |
| Bicycle Requirements | Required: 0 bicycle spaces  
|                   | Provided: 5 bicycle spaces |
| Restrictive Covenants | None |
| Easements         | None |
| Site Area         | 381 square metres |
| Number Of Objections | 15 |
| Consultation Meeting | 24 January 2018 |
Executive Summary

- The application seeks planning approval for the construction of a three storey building comprising one shop, five dwellings and a reduction in car parking requirements.
- The site has an area of 381 square metres and is located on the eastern side of Ardoch Street, Essendon with an existing single storey brick commercial building and a hipped metal roof.
- The application was advertised and 15 objections were received. The concerns raised related to neighbourhood character, site layout and building massing, overdevelopment, on-site amenity, off-site amenity impacts, car parking, traffic, provision of a shop, impacts on existing vegetation, provision of a bicycle hoop, waste management, construction impacts and errors within documentation.
- A Consultation Meeting was held on 24 January 2018, attended by Councillors Lawrence and Gauci-Maurici, objectors, the applicant and Council’s Planning Officer. No resolution was achieved at this meeting.
- The application was internally referred to Council’s Development Engineering (Drainage) Unit, Development Engineering (Traffic) Unit, Waste Management Unit and Environmental Sustainable Design (ESD) Officer. Conditional support to the application was provided.
- Given the commercial zoning and location of the site in proximity of the Principal Public Transport Network (PPTN) and Essendon Junction Activity Centre under Plan Melbourne 2017-2050, the three storey height is appropriate. Other three storey buildings have been approved directly opposite to the south-west at 35B Ardoch Street and directly to the north at 42-50 Napier Crescent. There are numerous examples of other multi-unit developments along Ardoch Street and Napier Crescent, within easy walking distance of Glenbervie Railway Station and Essendon Junction Activity Centre. This provides an appropriate context for increased densities and a higher level of built form.
- This assessment report finds the proposal demonstrates an adequate level of compliance with the relevant policies and provisions of the Moonee Valley Planning Scheme, and recommends that a Notice of Decision to Grant a Permit be issued subject to conditions.
Recommendation

That Council issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/628/2017 for the construction of a three storey building in a Commercial 1 Zone and a reduction in car parking requirements at No.38 and 38A Ardoch Street, Essendon (Lot 1 TP439978L), subject to the following conditions:

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

   a) Privacy screening along the eastern elevation at first and second floor levels, to prevent overlooking into existing private open space areas;

   b) All obscure glazing and privacy screening annotated as being ‘fixed’ to a height of 1.7m above finished floor level with a ‘maximum of 25% transparency’;

   c) The second floor east and west facing balconies treated with angular screening measures (i.e. louvres) to prevent internal overlooking of lower-level balconies;

   d) At least 50% of dwellings provided with a clear path with a minimum width of 1.2m that connects the dwelling entrance to the ‘main bedroom’, an ‘adaptable bathroom’ and the living area, as per the requirements of Standard D17 of Clause 58.05-1 of the Moonee Valley Planning Scheme;

   e) At least 50% of dwellings comprising a ‘main bedroom’ with access to an ‘adaptable bathroom’, as per the requirements of Standard D17 of Clause 58.05-1 of the Moonee Valley Planning Scheme;
f) At least 50% of dwellings comprising at least one ‘adaptable bathroom’ that meets all of the requirements of either ‘Design A’ or ‘Design B’ as specified in ‘Table D4’ of Standard D17 of Clause 58.05-1 of the Moonee Valley Planning Scheme;

g) Each dwelling provided with a minimum internal storage volume of 9m$^3$, and total minimum storage volume of 14m$^3$, in accordance with the requirements of Standard D20 of Clause 58.05-4 of the Moonee Valley Planning Scheme;

h) Design measures to prevent water runoff from the Right of Way into the proposed development and associated car stackers;

i) Relocation of the internal bin storage area towards the front of the site to ensure easy transfer/collection of waste along Ardoch Street;

j) A notation stating the rear vehicle access area adjoining the Right of Way is to be kept clear of landscaping, fencing and structures;

k) Bicycle parking racks must be designed in accordance with the relevant Australian Standards;

l) A notation stating that the bike hoop proposed within Council land along Ardoch Street must be located, designed and approved to the satisfaction of the Responsible Authority;

m) Details and notations for all Water Sensitive Urban Design (WSUD) treatment measures in accordance with the approved STORM Rating Report;

n) A prominent note on all floor and elevation plans stating: “Refer to endorsed Sustainable Design Assessment, and associated BESS Report, for all Environmental Sustainable Design commitments and requirements”;

o) A prominent note stating all noise attenuation measures are to be implemented as required by the endorsed acoustic report under Condition 18 of this permit; and

p) A detailed schedule of all external materials and finishes. The schedule must show the specific material, colour (including colour samples) and finishes of all external walls, roofing, fascias, window frames, fences, paving and vehicle/pedestrian access doors.

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

2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

3. A minimum 30 days prior to any building or works commencing, all Water Sensitive Urban Design (WSUD) details (relating to the WSUD treatment measures nominated in the approved and complying STORM report), such as cross sections and/or specifications, to assess the technical effectiveness of the proposed stormwater treatment measures, must be submitted for approval by the Responsible Authority.
4. A minimum 30 days prior to any building or works commencing, a Construction and Site Management Plan (CSMP) must be submitted to and be approved by the Responsible Authority detailing the construction activity proposed and the site and environmental management methods to be used. The CSMP must be in accordance with Moonee Valley City Council’s CSMP’s Guidelines and Template.

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

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

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

a) Inspection frequency;

b) Cleanout procedures;

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

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

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

6. Before the building approved by this permit is occupied, all boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority if the owner of the adjoining land allows access for the purpose.

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

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

9. Before the building approved by this permit is occupied, the privacy screens and other measures to prevent overlooking as shown on the endorsed plans must be installed in accordance with the Moonee Valley Planning Scheme to the satisfaction of the Responsible Authority.

All privacy screens and other measures to prevent overlooking as shown on the endorsed plans must at all times be maintained to the satisfaction of the Responsible Authority.
10. All pipes, fixtures, fittings, ducts and vents servicing any building on the land, other than stormwater downpipes and gutters above the ground floor storey of the building, must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

11. Before the building approved by this permit is occupied, the areas set aside for the parking of vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must be:
   a) Constructed;
   b) Available for use in accordance with the endorsed plans;
   c) Properly formed to such levels and drained so that they can be used in accordance with the endorsed plans; and
   d) Finished with a permanent trafficable surface (such as concrete, asphalt or paving),

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

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

to the satisfaction of the Responsible Authority.

12. Before the development starts, a Car Parking Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Car Parking Management Plan must be prepared by a traffic consultant with suitable qualifications to the satisfaction of the Responsible Authority and must include:
   a) Details as to how the car stackers are to be regularly maintained and serviced;
   b) Details of timeframes and measures to be undertaken, to reinstate the car stackers back to working order, if the car stackers become non-operational; and
   c) Details of measures to be undertaken if the car stackers are not operational, so not to provide any additional on-street parking demand.

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

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

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

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

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

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

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

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

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

18. Before the development starts, an acoustic report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the acoustic report will be endorsed and will form part of this permit. The acoustic report must be prepared by an acoustics consultant with suitable qualifications to the satisfaction of the Responsible Authority and must detail the noise attenuation measures required to all habitable rooms within each dwelling to ensure minimal impacts from noise sources external to that dwelling. In particular, the development must be designed and constructed to achieve compliance with the requirements of Standard D16 of Clause 58.04-3 (Noise Impacts Objectives) of the Moonee Valley Planning Scheme.

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

Within three months of the completion of the development, an acoustic compliance report must be prepared by a suitably qualified acoustic engineer. This report must measure the compliance of the development with the requirements of this condition, including Standard D16 noise limits inside habitable rooms with windows and doors closed. This acoustic compliance report must be submitted to and endorsed by the Responsible Authority. Any non-compliance must be rectified to the satisfaction of the Responsible Authority.
19. Noise levels emanating from service equipment on the land must not exceed the permissible noise levels determined in accordance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1 (SEPP N-1).

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

21. Prior to the commencement of building and works, the Sustainable Design Assessment and BESS Report prepared by ‘Green Rate Sustainable Building Consultant’ dated 19 October 2017 is to be modified in accordance with Condition 1 and submitted to the Responsible Authority for approval. The associated BESS Report must be a ‘published’ version to the satisfaction of the Responsible Authority. Once approved the Sustainable Design Assessment, inclusive of the BESS Report, is to be implemented and appropriately managed during construction of the proposed building.

22. Before the development starts, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended Waste Management Plan must be in accordance with the City of Moonee Valley’s ‘Waste Management Plans – Guidelines for Applicants’ and must be:
   a) Modified in accordance with Condition 1 of this permit.

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

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

23. All wastes must be disposed of to the satisfaction of the Responsible Authority. Liquid waste or polluted waters must not be discharged into a sewer or storm water drainage system.

24. Before the development starts, an arborist report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The arborist report must be prepared by an arborist with suitable qualifications to the satisfaction of the Responsible Authority and must outline any specific:
   a) Threats to the on-going health of the large existing tree located on the adjoining property at 36 Ardoch Street arising as a consequence of the approved development; and
   b) Recommendations to be implemented to ensure the on-going health of the large existing tree located on the adjoining property at 36 Ardoch Street, including modifications to the proposed development and/or use of tree protection measures during construction.

   When approved, the arborist report will be endorsed and will form part of this permit.
The provisions, recommendations and requirements of the endorsed arborist report must be implemented and complied with to the satisfaction of the Responsible Authority.

25. This permit will expire if one of the following circumstances applies:
   a) The development is not commenced within two (2) years from the date of issue of this permit, or
   b) The development is not completed within four (4) years from the date of issue of this permit.

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

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

**Permit Notes**

- This is not a building permit under the *Building Act*. A separate building permit is required to be obtained for any demolition or building works.
- Before the development starts, the permit holder must contact Moonee Valley City Council regarding legal point of discharge, vehicular crossings, building over easements, asset protection, road consent/occupancy, etc.
- This permit does not authorise any advertising signs. No advertising signs may be erected on the land (other than those which, under the Moonee Valley Planning Scheme, are exempt from the need for a planning permit).
- No on street parking permits will be provided to the occupiers of the land.
- The required on-site detention system must be designed to limit the rate of stormwater discharge from the land to pre-development levels in accordance with the following calculation: C=0.4, tc=5mins, ARI 1 in 5. An ARI of 1 in 10 should be used for storage and the greater of post development C or C=0.80.
- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.
- All works undertaken within any existing road reserves must accord with the requirements of Moonee Valley City Council and be to the satisfaction of the Responsible Authority.
- Existing levels along the property line, easements and Right of Way must be maintained. All proposed levels must match to existing surface levels along the property boundary, easement and/or Right of Way. Council will not accept any modifications to existing levels within any road reserve, easement or Right of Way.
- The development authorised by this permit will require the submission of a Construction and Site Management Plan (CSMP) prior to the commencement of any works. All CSMP’s are required to be made via Council’s new online system at [http://www.mvcc.vic.gov.au/planning-and-building/planning/construction-site-management-plans.aspx](http://www.mvcc.vic.gov.au/planning-and-building/planning/construction-site-management-plans.aspx) or in person at 9 Kellaway Ave, Moonee Ponds.
1. Introduction

1.1 Subject Site and Surrounds

The subject site is located on the eastern side of Ardoch Street, Essendon. The site is regular in shape with a frontage to Ardoch Street of 7.62 metres and a maximum depth of 49.99 metres, resulting in a total area of 381m².

The land has a fall of approximately 1.10 metres from south-west to north-east across the site.

There are no easements or restrictions noted on the Certificate of Title provided.

The site comprises a single storey brick commercial building with a hipped metal roof and car parking area (double garage) to the rear. The existing building has no front setback to Ardoch Street. Vehicle access is obtained from the Right of Way abutting the site directly to the east. There is no significant landscaping or vegetation on the subject site. There are no street trees located at the front of the site along Ardoch Street.

The surrounding area is predominantly commercial and residential zoned land used and developed for residential purposes. The subject site is located approximately 50 metres from Glenbervie Railway Station to the north-west; approximately 200 metres from the No.501 bus route to the north-west; approximately 370 metres from Essendon Junction Activity Centre, Windy Hill and the No.503 bus route to the south; and approximately 430 metres from Five Mile Creek Reserve to the east. The site is also located within proximity of numerous local businesses and schools. The built form within the vicinity is varied with a mixture of single dwellings, multi-unit developments and multi-storey buildings. External building materials within the immediate vicinity are predominantly brick, render and weatherboard finishes with examples of contemporary lightweight and metal cladding on more recent developments nearby.

Figure 2 – Subject site (No.38 and 38A Ardoch Street, Essendon)
1.2 Proposal

It is proposed to construct a three storey building comprising one shop, five dwellings and a reduction in car parking requirements. The proposal, as advertised, can be summarised as follows:

Table 1

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
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<tbody>
<tr>
<td>Shop area</td>
<td>75m²</td>
</tr>
<tr>
<td>No. of dwellings</td>
<td>5 (5 x 2 bedrooms)</td>
</tr>
<tr>
<td>No. of car spaces</td>
<td>5 (5 resident spaces)</td>
</tr>
<tr>
<td>No. of bicycle spaces</td>
<td>5</td>
</tr>
<tr>
<td>Max. building height</td>
<td>11.70 metres</td>
</tr>
<tr>
<td>Site coverage</td>
<td>92%</td>
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<tr>
<td>Permeability</td>
<td>0%</td>
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</tbody>
</table>

Refer Appendix C – Advertised Plans (separately circulated).

2. Background

2.1 Relevant Planning History

No relevant planning history has been identified for the land.

2.2 Planning Policies and Decision Guidelines

State Planning Policy Framework
- Clause 9: Plan Melbourne
- Clause 11: Settlement
- Clause 15: Built Environment and Heritage
- Clause 16: Housing
- Clause 17: Economic Development

Local Planning Policy Framework
- Clause 21.01: Municipal Profile
- Clause 21.02: Key Issues and Influences
- Clause 21.03: Vision
- Clause 21.04: Sustainable Environment
- Clause 21.05: Housing
- Clause 21.06: Built Environment
- Clause 21.08: Economic Development
- Clause 22.03: Stormwater Management (Water Sensitive Urban Design)
- Zoning
- Clause 34.01: Commercial 1 Zone
Particular and General Provisions

Clause 52.06 Car Parking
Clause 52.34 Bicycle Facilities
Clause 58 Apartment Developments
Clause 65 Decision Guidelines

2.3 Referrals

The following referrals were undertaken:

External
Not applicable.

Internal

<table>
<thead>
<tr>
<th>Department/Officer</th>
<th>Comments/Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Engineering (Drainage)</td>
<td>Standard engineering and drainage conditions.</td>
</tr>
<tr>
<td>Development Engineering (Traffic)</td>
<td>Standard car parking and traffic conditions. Provision of a notation on the plans</td>
</tr>
<tr>
<td></td>
<td>stating the rear access area is to be kept clear of landscaping, fencing and</td>
</tr>
<tr>
<td></td>
<td>structures. Bicycle parking racks must be designed in accordance with the relevant</td>
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<tr>
<td></td>
<td>Australian Standards. The bike hoop proposed within Council land on Ardoch Street</td>
</tr>
<tr>
<td></td>
<td>must be submitted to the relevant Council department for review and approval.</td>
</tr>
<tr>
<td>Waste Management</td>
<td>Private waste and recycling collection for residential component appropriate, subject</td>
</tr>
<tr>
<td></td>
<td>to the relocation of the internal bin storage area towards the front of the site to</td>
</tr>
<tr>
<td></td>
<td>ensure easy transfer/collection along Ardoch Street. Council waste and recycling</td>
</tr>
<tr>
<td></td>
<td>collection for commercial component appropriate.</td>
</tr>
<tr>
<td>Environmental Sustainable Design</td>
<td>STORM Rating Report and WSUD response to be endorsed and implemented. Sustainable</td>
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<tr>
<td>(ESD) Officer</td>
<td>Design Assessment (SDA), inclusive of BESS Report, to be endorsed and implemented.</td>
</tr>
<tr>
<td></td>
<td>Details and notations to be shown on the plans.</td>
</tr>
</tbody>
</table>

2.4 Public Notification of the Application

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

As a result, fifteen (15) objections were received from the properties contained within Appendix A of this report.
A response to the objections is provided in Section 3.7 of this report.

2.5 Consultation Meeting

A Consultation Meeting was held on 24 January 2018, attended by Councillors Lawrence and Gauci-Maurici, objectors, the applicant and Council’s Planning Officer. No resolution was achieved at this meeting.

3. Discussion

3.1 Does the proposal address the relevant State and Local Planning Policies?

The proposal is considered to comply with the relevant State and Local Planning Policies. Generally, these objectives seek to encourage urban consolidation in locations which take advantage of existing commercial and community services and public transport. The proposal contributes to the objective of housing diversity by providing a mix of dwelling sizes and configurations, which will cater for the increasingly diverse needs of future residents. The subject site is located in reasonable proximity to commercial amenities and public transport options.

With regard to Clause 15.03-1 (Heritage Conservation), the site is not subject to a Heritage Overlay. However, there are a number of properties subject to a Heritage Overlay nearby, particularly to the south along Ardoch Street and to the east along Peterleigh Grove. The proposed development is contemporary in design and would not detract from the heritage character of these properties. Importantly, the proposed development does not mimic any existing heritage characteristics found within the immediate vicinity, which is in accordance with the provisions of the Burra Charter 1999.

With regard to Clause 16.01-2 (Location of Residential Development), the proposed development provides new housing close to an activity centre on a site that offers good access to jobs, services and public transport. Specifically, higher density housing developments are encouraged in such locations to help consolidate established urban areas and reduce the pressure for fringe development. Accordingly, the subject site offers an opportunity for more high density housing near employment and transport within Metropolitan Melbourne under Clause 16.01-3 (Housing Opportunity Areas). The proposal also contributes to the objective of Clause 16.01-4 (Housing Diversity) by contributing to a mix of dwelling sizes, which will cater for the increasingly diverse needs of future residents.

With regard to Clause 17.01-1 (Business) the proposal will help meet the communities’ needs for retail space and commercial services within an existing commercial area surrounding Glenbervie Railway Station. Importantly, the proposal provides a net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.

The proposal complies with Clause 21.04 (Sustainable Environment) through the use of ecologically sustainable design principles, as highlighted within the submitted Sustainable Design Assessment (SDA) and BESS Report which are to be endorsed and implemented as conditions on any permit granted. As referenced in Section 2.3 of this report, Council’s ESD Officer has no objection.
to the proposed development subject to the inclusion of conditions on any permit granted.

The proposed development accords with the objectives of Clause 21.04-7 (Waste) as it integrates waste management and recycling facilities in order to achieve best practice in waste minimisation and recycling. A waste management plan was submitted with the application, indicating private waste collection for the residential component and Council waste collection for the commercial component. This waste management plan adequately addresses the provisions of this clause and is to be endorsed, implemented and managed through a condition on any permit granted accordingly.

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

The proposed development responds to the strategies of Clause 21.06 (Built Environment). A number of the objectives and strategies within this clause appear to overlap with those contained within Clause 58 (Apartment Developments) and, therefore, the key concepts of Clause 21.06 are discussed within Section 3.6 of this report.

With regard to Clause 21.08 (Economic Development), the proposed development would satisfy the community’s retail and commercial service needs by providing a mix of uses and activities in the commercial precinct surrounding Glenbervie Railway Station. It is noted that the proposed shop is an ‘as-of-right’ use within the Commercial 1 Zone, as discussed within Section 3.2 of this report. Accordingly, the proposed development and mix of uses are considered acceptable.

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

3.2 Does the proposal accord with the Commercial 1 Zone?

The proposed shop and dwellings are ‘as-of-right’ uses within the Commercial 1 Zone and therefore accord with the objectives of State and Local Planning Policies within the Moonee Valley Planning Scheme, as discussed within Section 3.1 of this report.

However, the proposal requires a permit to construct a building or construct or carry out works under Clause 34.01-4 (Buildings and Works). As discussed within Sections 3.1 and 3.6 of this report, the proposal is considered to be a good design outcome for the site and surrounding area.

3.3 Is adequate car parking and vehicle access provided?

The proposal provides car parking as set out in the table below:
As referenced within Section 2.3 of this report, Council’s traffic engineers have no objection to the proposed development subject to the inclusion of conditions on any permit granted.

With regard to the reduction of three shop car spaces and one visitor car space, the subject site is located approximately 50 metres from Glenbervie Railway Station, 200 metres from the No.501 bus route, 370 metres from the No.503 bus route and 700 metres from the No.59 tram route. These public transport services can be utilised as alternative and sustainable forms of transport by employees, shoppers and visitors to the site. The proposal also provides five bicycle parking spaces on-site and one double-sided bicycle hoop at the front of the site, which can be utilised by employees, shoppers and visitors to the site. It is noted that there is also capacity with regard to on-street car parking being available nearby, with particular regard to short-term restricted parking for shoppers and visitors to utilise. Such measures would all assist to offset the shop and visitor car parking spaces not being provided on site.

With regard to traffic generation, the proposed development is expected to generate approximately three peak hour vehicle movements as identified in the ‘Traffic Assessment Report’ prepared by TTM Consulting (Vic) Pty Ltd. This volume of vehicle movements is considered low and can be easily accommodated within the surrounding street network. This is supported by Council’s traffic engineers.

Therefore, subject to the inclusion of conditions on any permit granted, it is not anticipated that the proposed development will generate a cumulative impact or have an adverse effect on the local road network.

### 3.4 Are adequate bicycle spaces provided?

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

<table>
<thead>
<tr>
<th>Unit</th>
<th>Requires</th>
<th>Provides</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shop employees</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Shop visitors</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Dwelling residents</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Dwelling visitors</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>0</strong></td>
<td><strong>5</strong></td>
</tr>
</tbody>
</table>

---

**Table 2**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Requires</th>
<th>Provides</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shop (75m²)</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Five Dwellings (5 x 2 bedrooms)</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Residential visitors</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9</strong></td>
<td><strong>5</strong></td>
</tr>
</tbody>
</table>
As demonstrated in the table above, the proposed development complies with and exceeds the requirements of Clause 52.34 (Bicycle Facilities).

### 3.5 Are adequate loading facilities provided?

Clause 65 (Decision Guidelines) requires the consideration of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts. Given the proposed shop is relatively small in size, it is generally accepted that deliveries to shops of this scale are delivered by a van or car. Such vehicles would utilise on-street car parking for short periods of time to drop off goods, without requiring a dedicated loading/unloading bay on site. Council’s traffic engineers have no objection to this arrangement.

### 3.6 Clause 58 (Apartment Developments) Assessment

The proposal is considered to generally comply with the provisions of Clause 58 as set out in the assessment table (refer to Appendix B).

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

**Table 4**

<table>
<thead>
<tr>
<th>Design Standard</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clause 58.04-1 (Standard D14) Building Setback</td>
<td>The built form of the development responds to the features of the site and respects the existing and preferred urban context, encouraging higher densities on commercial sites within proximity of the Principal Public Transport Network (PPTN) and activity centres. Importantly, the building exceeds the minimum rear setback requirements of Standard B17 within ResCode, which provides appropriate guidance on suitable setbacks from residential property boundaries. While adjoining properties to the north and south are located within a commercial zone, where higher densities are encouraged and extensive boundary walls not uncommon, the building provides an adequate recess in built form adjoining all existing private open space and courtyard areas. These setbacks along the northern and southern property boundaries help provide articulation to the built form and minimise adverse amenity impacts on adjoining properties, noting the narrow width and orientation of the site hampering the provision of increased setbacks. The building has been set back from side and rear boundaries to ensure adequate daylight is provided to all new habitable room windows. While direct views into habitable room windows and private open space areas of new and existing dwellings have largely been avoided, additional screening is required along the eastern elevation at first and second floor levels to prevent overlooking of existing private open space areas. Furthermore, all obscure glazing and privacy...</td>
</tr>
<tr>
<td>Design Standard</td>
<td>Response</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------</td>
</tr>
<tr>
<td>screening is to be annotated as being ‘fixed’ to a height of 1.7m above finished floor level with a ‘maximum of 25% transparency’, as per the requirements of Standard B22 within ResCode. All dwellings are provided with a reasonable outlook that creates a visual connection to the external environment, particularly along Ardoch Street, noting site constraints, overlooking and privacy screening requirements restricting outlook to the north, east and west of the site.</td>
<td></td>
</tr>
</tbody>
</table>
| **Clause 58.04-2**  
(Standard D15)  
Internal Views | Windows and balconies have generally been designed to prevent overlooking of more than 50% of the private open space of lower level dwellings directly below and within the same development. However, the second floor east and west facing balconies have potential to overlook a substantial area of lower-level balconies and are to be treated with angular screening measures accordingly. |
| **Clause 58.04-3**  
(Standard D16)  
Noise Impacts | The subject site is located less than 80 metres from the centre of the nearest metropolitan railway track, which is a ‘noise influence area’ as specified within Table D3 of this standard. Furthermore, a number of habitable room windows have been located adjacent to communal areas and mechanical noise sources (i.e. lift and car stackers) within the building. Therefore, a professional acoustic report will be required to determine appropriate acoustic attenuation measures to reduce internal and external noise impacts on residents, in accordance with the requirements of this standard. |
| **Clause 58.05-1**  
(Standard D17)  
Accessibility | All dwellings have a clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. None of the dwellings have a clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. This is to be rectified through conditions on any permit granted. None of the main bedrooms have access to an adaptable bathroom. This is to be rectified through conditions on any permit granted. None of the bathrooms are ‘adaptable bathrooms’ that meet all of the requirements of either Design A or Design B as specified in Table D4. This is to be rectified through conditions on any permit granted. |
**Design Standard** | **Response**
---|---
Clause 58.05-3 (Standard D19) Private Open Space | The ground floor dwelling does not contain a private open space area of 25m². However, given the relatively small size and narrow width of the property, a 10m² courtyard with a minimum dimension of 3.01m is considered adequate in size for the reasonable recreation and service needs of residents to this two bedroom dwelling (which accords with the minimum balcony size nominated for two bedroom dwellings within Table D5).

Each first and second floor two bedroom dwelling contains a balcony with an area of 10-15m² in size and minimum dimension of 2.0-2.15m, which accords with the area and dimensions specified in Table D5 and allows adequate space for a cooling/heating unit.

Clause 58.05-4 (Standard D20) Storage | While each dwelling has convenient access to usable and secure storage space, including a 6m³ external storage cage, it is unclear whether each dwelling meets the minimum storage volume of 9m³ within the dwelling (and total minimum storage volume of 14m³). This is to be rectified through conditions on any permit granted.

Clause 58.06-3 (Standard D23) Waste and Recycling | A Waste Management Plan formed part of the application and demonstrates adequate waste management, as discussed within Sections 2.3 and 3.1 of this report, subject to the relocation of the internal bin storage area towards the front of the site to ensure the convenient transfer/collection of waste along Ardoch Street.

Clause 58.07-2 (Standard D25) Room Depth | All ground floor and second floor habitable rooms meet the room depth requirements of this standard. While the open plan living areas for Apartments 2 and 3 on the first floor level marginally exceed the room depth requirements by 0.6m and 1.6m respectively, the narrow length and long nature of the site make it difficult for all dwellings to achieve full compliance with this standard. However, it is noted that best practice requirements regarding indoor environment quality (IEQ) and daylight access have been met within the Sustainable Design Assessment (SDA) and BESS Report submitted as part of this application, which is supported by Council’s ESD Officer and considered acceptable in this instance.

### 3.7 Objections

A response to the objections is provided as follows:
Table 5

<table>
<thead>
<tr>
<th>Issue</th>
<th>Officer Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhood character</td>
<td>The contemporary three storey building design responds to the commercial zoning of the site, proximity to Glenervie Railway Station and adjoining three storey built form directly to the north without detracting from the existing residential and heritage character also found nearby to the south and east, as discussed within Section 3.1 of the report. Importantly, <em>Plan Melbourne 2017-2050</em> provides an impetus for higher densities on sites in proximity of the Principal Public Transport Network (PPTN) and activity centres, noting Essendon Junction Activity Centre is also located within easy walking distance to the south. A number of double and triple storey buildings are found within the immediate context surrounding Glenervie Railway Station and therefore the proposed building design adequately responds to the preferred future development and features of the site and surrounding area.</td>
</tr>
<tr>
<td>Site layout and building massing</td>
<td>This is considered acceptable as discussed within Sections 3.1 and 3.6 of this report.</td>
</tr>
<tr>
<td>Overdevelopment</td>
<td>This is considered acceptable as discussed within Sections 3.1 and 3.6 of this report.</td>
</tr>
<tr>
<td>On-site amenity</td>
<td>This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Section 3.6 of this report.</td>
</tr>
<tr>
<td>Off-site amenity impacts</td>
<td>This is considered acceptable, subject to the inclusion of additional privacy screening measures and provision of an acoustic report as conditions on any permit granted, as discussed within Section 3.6 of this report. It is also noted that there are specific Local Laws and EPA noise guidelines that control nuisance and excessive noise, which are applicable to all properties.</td>
</tr>
<tr>
<td>Car parking / traffic impacts</td>
<td>This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Sections 2.3 and 3.3 of this report.</td>
</tr>
<tr>
<td>Provision of a shop</td>
<td>This is considered acceptable as discussed within Section 3.1 of this report. It is noted that the provision of toilets, and other amenity facilities for the shop, is not a requirement within the planning scheme but will be considered under the provisions of the Building Regulations.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Issue</th>
<th>Officer Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impacts on existing vegetation</td>
<td>Given the significant size of the existing tree to the south at 36 Ardoch Street, an arborist report with tree protection zone requirements is to form a condition on any permit granted to ensure the health of this tree is maintained during construction of the proposed development.</td>
</tr>
<tr>
<td>Provision of a bicycle hoop</td>
<td>The provision of a bicycle hoop on the verge along the site frontage, for the shop use, was a recommendation within the ‘Traffic Assessment Report’ prepared by TTM Consulting (Vic) Pty Ltd to support the car parking reduction being sought. This will encourage shop patrons and visitors to ride a bike instead of driving to the site. As discussed within Section 2.3 of this report, the bicycle hoop proposed within Council land along Ardoch Street will need to be submitted to the relevant Council department for review and approval as a condition on any permit granted.</td>
</tr>
<tr>
<td>Waste management</td>
<td>This is considered acceptable, subject to the relocation of the internal bin storage area towards the front of the site to ensure the convenient transfer/collection of waste along Ardoch Street. The implementation and management of the submitted Waste Management Plan is to also be included as a condition on any permit granted, as discussed within Sections 2.3, 3.1 and 3.6 of this report.</td>
</tr>
<tr>
<td>Construction impacts</td>
<td>A Construction and Site Management Plan will be required as a condition on any permit granted to help mitigate any construction impacts on surrounding properties.</td>
</tr>
<tr>
<td>Errors within documentation</td>
<td>These are noted and do not detrimentally affect the assessment of this application.</td>
</tr>
</tbody>
</table>

4. **Human Rights**

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

5. **Conclusion**

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

**Appendices**

Appendix A: Objectors
Appendix B: Clause 58 (Apartment Developments) Assessment Table
Appendix C: Advertised Plans (separately circulated).
## Location of Objector’s Properties

<table>
<thead>
<tr>
<th>Address</th>
<th>Postcode</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>19 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>20 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>23 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>24 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>25 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>27 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>29 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>32 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>34 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>35A Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>36 Ardoch Street, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>37 Peterleigh Grove, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>39 Peterleigh Grove, ESSENDON VIC 3040</td>
<td></td>
</tr>
<tr>
<td>41 Peterleigh Grove, ESSENDON VIC 3040</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX B
MV/628/2017 – 38 & 38A Ardoch Street, Essendon
Clause 58 (Apartment Developments) of the Moonee Valley Planning Scheme

Apartment Developments (Clause 58 and Schedule to the General Residential Zone).

Where there is non-compliance, see main report.

<table>
<thead>
<tr>
<th>Title and Objective</th>
<th>Complies with Standard</th>
<th>Complies with Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>D1 - Urban Context Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D2 - Residential Policy Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D3 - Dwelling Diversity Objective</strong></td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>D4 - Infrastructure Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D5 - Integration with the Street Objective</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D6 - Energy Efficiency Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D7 - Communal Open Space Objective</strong></td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>D8 - Solar Access to Communal Outdoor Open Space Objective</strong></td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>D9 - Safety Objective</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D10 - Landscaping Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D11 - Access Objective</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D12 - Parking Location Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D13 - Integrated Water and Stormwater Management Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D14 - Building Setback Objectives</strong></td>
<td>✓ subject to condition</td>
<td>✓ subject to condition</td>
</tr>
<tr>
<td><strong>D15 - Internal Views Objective</strong></td>
<td>✓ subject to condition</td>
<td>✓ subject to condition</td>
</tr>
<tr>
<td><strong>D16 - Noise Impacts Objectives</strong></td>
<td>✓ subject to condition</td>
<td>✓ subject to condition</td>
</tr>
<tr>
<td><strong>D17 - Accessibility Objective</strong></td>
<td>✓ subject to condition</td>
<td>✓ subject to condition</td>
</tr>
<tr>
<td><strong>D18 - Building Entry and Circulation Objectives</strong></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D19 - Private Open Space Objective</strong></td>
<td>X</td>
<td>✓</td>
</tr>
<tr>
<td><strong>D20 - Storage Objective</strong></td>
<td>✓ subject to condition</td>
<td>✓ subject to condition</td>
</tr>
<tr>
<td>D21 - Common Property Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>D22 - Site Services Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>D23 - Waste and Recycling Objectives</td>
<td>✓ subject to condition</td>
<td>✓ subject to condition</td>
</tr>
<tr>
<td>D24 - Functional Layout Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>D25 - Room Depth Objective</td>
<td>X</td>
<td>✓</td>
</tr>
<tr>
<td>D26 - Windows Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>D27 - Natural Ventilation Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

✓ - Complies, X - Non-compliance, N/A - Not Applicable
9.2 Response to NoM 2017/16 - Developments in Moonee Ponds

File No: FOL/18/32
Author: Natalie Reiter
Director Planning & Development
Directorate: Planning & Development

Purpose
To respond to the Notice of Motion No 2017/16 regarding infrastructure to support development in Moonee Ponds.

Executive Summary
- At its Ordinary Meeting of Council on 13 June 2017, Council endorsed the following Notice of Motion (NoM)

  In light of the significant development occurring in Moonee Ponds, the CEO prepare a report for Council clearly identifying:

  1. The infrastructure needs of the Moonee Ponds community given the expected population increase, including without limitation, parking, traffic and transport (including public transport, pedestrian and cyclist access), open space, streetscape works, kindergartens, schools, childcare services, youth services, aged care services, waste management, sporting facilities, community centres and library services; and

  2. What Council’s plan is to address these infrastructure needs, including, without limitation, the priority of works, timeframes for any works, estimate of costs of any works, indication of how those works will be funded and, for infrastructure matters in relation to which Council is not the decision maker, Council’s plan for advocacy in relation to those needs. (Minute No. 2017/172)

- Moving forward, an integrated approach to planning will be delivered through the Moonee Valley 2040 Strategy (MV2040) which is due to be presented to Council for adoption in mid-2018. A key component of MV2040 is to move towards a neighbourhood-based approach to planning and service delivery. This approach will assist Council create a city of more inclusive, vibrant and healthy neighbourhoods. Moonee Ponds is one of the 13 neighbourhoods identified as part of MV2040.

- Proximity to Melbourne’s CBD and a network of community facilities, parkland and transport infrastructure have stimulated population growth in Moonee Valley over the past decade. As the municipality undergoes a process of development intensification, some areas are being redeveloped into mixed use precincts which provide a range of employment housing options, including medium and high density housing. The growing and changing population and employment base of the municipality will demand and make use of many services and infrastructure items. Moonee Ponds is taking much of this development.
• Service planning and asset planning will continue to consolidate how Council best meets the opportunities and challenges presented by this change. A summary of key community service demands and trends for the municipality (including Moonee Ponds) is outlined in Appendix B (separately circulated) of this report. To address this growth and change, Council’s in-depth service and asset planning will be used to inform its long term plan, the MV2040 Strategy as well as the preparation of the DCP.

Recommendation
That Council notes this report.

Background
At its Ordinary Meeting of Council on 13 June 2017, Council endorsed a Notice of Motion (NoM) for officers to provide information in response to significant development occurring in Moonee Ponds including associated infrastructure and service needs.

Discussion
Integrated planning framework- incorporating a neighbourhood approach
A key component of MV2040 includes moving towards a neighbourhood-based approach to planning and service delivery. This approach will assist Council to create a city of more inclusive, vibrant and healthy neighbourhoods. The neighbourhood-based planning approach is centred on the principle of the 20-minute neighbourhood. This involves providing people with real opportunity to access their everyday needs within a 20-minute walking, cycling or local public transport trip of their home. Everyday needs include schools, shops, community facilities, open spaces, meeting places, health services and early years’ services. The 20-minute neighbourhood approach is also consistent with the Victorian Government’s Plan Melbourne. To this end, MV2040 identifies 13 neighbourhoods which use a recommended 800 metre – 1 kilometre definition of a ‘walkable’ distance. MV2040 neighbourhoods have also been defined using locations of commercial areas, services including public transport, parks, schools and community facilities.

Each of the 13 neighbourhoods has a distinctive character and identity, as well as individual challenges and opportunities for improving liveability. The benefit of the neighbourhood approach to planning is that it assists Council to identify local priorities and tailor responses to improve the liveability of all parts of our city.

Service and asset planning
The growing and changing population and employment base of the municipality will demand and make use of many services and infrastructure (or asset) items. This will include transport, drainage, open space, public realm and community facility projects. The cost of providing the infrastructure will be significant. To address these challenges, Council has undertaken significant service and asset planning over the past few years. The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are summarised in Appendix B (separately circulated). These include key service demands and trends for Moonee Ponds as well as other areas of the municipality.
Much of this work has been presented to Council via a series of Councillor briefing sessions in 2016 and early 2017. Appendix B (separately circulated) relates mostly to community services and does not include waste management or civil infrastructure (roads, bridges, drains), which will form the subject of a separate Council report.

Typically service planning considers both existing and future:

- Demand for a service
- Council’s role in service provision
- External service trends impacting on who and how a service is delivered
- Key actions required to address these findings.

Drivers affecting demand for services can include population change, changes in demographics, changes in legislation, seasonal factors, vehicle ownership rates, consumer preferences and expectations, technological changes, economic factors, changes to practices in service delivery, environmental awareness, etc.

The existing service and asset planning has been used to inform the preparation of the draft MV2040 Visioning Paper (and ultimately the draft MV2040 Strategy), and will be used to inform future amendments to the service planning and delivery on an on-going basis. As outlined in Appendix B (separately circulated), the scale and complexity of the municipality’s future service and asset demand means that it is critical that Council adopts a long term integrated planning approach which provides a clear roadmap for all Council planning and delivery.

Population change

Proximity to Melbourne’s CBD and a network of community facilities and parkland have stimulated population growth in Moonee Valley over the past decade. The municipality is undergoing a process of development intensification, as some areas are redeveloped into mixed use precincts which provide a range of employment housing options, including medium and high density housing.

The total municipal population is estimated to grow by 40% to around 177,000 people by 2041. Table 1 below provide a breakdown of population projections by neighbourhood, including key elements of the expected changes to population profile in each area. The neighbourhood of Moonee Ponds is forecast to increase by some 12,300 people out to 2041 (an average annual increase of 2.58%).
Table 1: Population by neighbourhood; 2016 compared to 2041

<table>
<thead>
<tr>
<th>City of Moonee Valley</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
<th>Total change</th>
<th>Avg. annual % change</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Moonee Valley</td>
<td>122,970</td>
<td>136,998</td>
<td>148,816</td>
<td>160,134</td>
<td>169,652</td>
<td>177,029</td>
<td>+54,059</td>
<td>+1.47</td>
</tr>
<tr>
<td>Aberfeldie Neighbourhood</td>
<td>5,100</td>
<td>5,322</td>
<td>5,479</td>
<td>5,569</td>
<td>5,661</td>
<td>5,844</td>
<td>+744</td>
<td>+0.55</td>
</tr>
<tr>
<td>Airport West Neighbourhood</td>
<td>7,989</td>
<td>8,073</td>
<td>8,368</td>
<td>8,551</td>
<td>8,973</td>
<td>9,197</td>
<td>+1,208</td>
<td>+0.56</td>
</tr>
<tr>
<td>Ascot Vale Neighbourhood</td>
<td>11,489</td>
<td>12,751</td>
<td>16,354</td>
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</table>

Source: Population and household forecasts, 2016 to 2041, prepared by .id., the population experts, December 2017

Moonee Ponds will need to accommodate in the order of an additional 6,000 dwellings by 2040 to cater for this increased and changing population, representing a 100 per cent increase in dwelling numbers. The changing population will mean almost twice as many single person households (from 1,521 to 3,129).

Dominant groups currently residing in Moonee Ponds include young adults, families with children and group households. By 2040, Moonee Ponds will accommodate an increased number of young families and older families. An increase and change in population will bring many benefits to the vibrancy of the neighbourhood, but will also bring challenges. We must ensure we maintain the things the community values
about your neighbourhood, while ensuring appropriate housing is available for those who need it.

Given the expected population increase, the infrastructure needs of the Moonee Ponds' community, including without limitation: parking, traffic and transport (including public transport, pedestrian and cyclist access), open space, streetscape works, kindergartens, schools, childcare services, youth services, aged care services, waste management, sporting facilities, community centres and library services, will now be considered in turn.

Parking, Traffic and Transport (including public transport, pedestrian and cycling access)

Planning for Autonomous Vehicles

Based on what we know and can imagine, the parking challenges for Moonee Ponds and Moonee Valley fall into two categories – parking demand up until autonomous vehicles become common place, and parking demand after autonomous vehicles become common place. Naturally at the moment, it is difficult for people to envisage the change. A relatively recent report presented at the 2015 Transportation Research Board Annual Meeting explored the impacts that autonomous (also called self-driving, driverless or robotic) vehicles are likely to have on travel demands and transportation planning. The report: discussed autonomous vehicle benefits and costs; predicted their likely development and implementation based on experience with previous vehicle technologies; and explored how they will affect planning decisions such as optimal road, parking and public transit supply. The analysis indicated that some benefits, such as independent mobility for affluent non-drivers, may begin in the 2020s or 2030s, but most impacts, including reduced traffic and parking congestion (and therefore road and parking facility supply requirements), independent mobility for low-income people (and therefore reduced need to subsidise transit), increased safety, energy conservation and pollution reductions, will only be significant when autonomous vehicles become common and affordable, probably in the 2040s to 2060s, and some benefits may require prohibiting human-driven vehicles on certain roadways, which could take longer. (Presented at the 2015 Transportation Research Board Annual Meeting (www.trb.org), 15-3326; Summarised in “Ready or Waiting,” Traffic Technology International, January 2014, pp. 36-42 (www.vtpi.org/AVIP_TTI_Jan2014.pdf).)

If the timing of the reduced demand for parking is as the Transport Research Board based in Washington foresee, we will need to provide parking and address traffic issues over the next two decades and incorporate into these plans a reduction in demand for road and parking demand following this period. The next 20 years is going to be challenge to balance parking provision since the return on the fixed parking asset, even 5%, means the expected payback would be 20 years and as such, any future investment in multi-level carparking will be required to include the ability to retrofit the facility to cater for new needs in the future.

Parking, Traffic & Transport until Autonomous Vehicles reduce demand

Council are currently undertaking a number of initiatives to address the carparking deficit in Moonee Ponds. These are outlined below.
• A trial of a shuttle service to encourage workers to park at the Moonee Valley Race Course is in operation. The goal is to free the Moonee Ponds street network of long day parking users to provide these otherwise accommodated spaces for shoppers and diners.

• A Car [Park] project has been initiated which aims to create a new local park for the Moonee Ponds Activity Centre. This will be achieved by consolidating car parking in a new multi deck car park to be constructed by Council. The project aims for a net gain in carparking spaces. Formal consultation will commence in the coming months, and it will be important to ensure traders are on board with this opportunity.

• While the preferred location for the park is the Council owned site at 11-25 Shuter Street due to its size, relatively low scale surrounding built form and established canopy trees, and the preferred location for the multi deck car park is the Council owned site at 61-71 Hall Street due to its proximity to the train station, each site could take the alternate form (Shuter Street a car park and Hall Street a park) subject to community consultation. The project recognises and responds to the lack of public open space within the Activity Centre by creating a local park in accordance with the Open Space Strategy recommendations. The creation of the open space will further support the economic vitality of the Activity Centre and Puckle Street with the creation of a focal point for community activities and passive recreation enabling visitors and residents to linger longer, supporting the retail area. The multi decked car park can accommodate a range of sustainable transport initiatives in addition to car parking including bicycle storage and end of trip facilities, solar generation and electric car charging stations, in a location proximate to the Moonee Ponds train station. The multi-deck would enhance the parking on offer within the centre, and it’s expected the top level of the carpark would offer a commercial opportunity to assist with building activation to optimising the commercial value of the project.

At the Ordinary Meeting of 24 October 2017 Council Resolved:

That Council:

1. Endorse the project for consultation to test the preferred location of the Park (Shuter Street site) and Car Park (Hall Street site) or vice-versa.

2. In particular, consult with Moonee Ponds Traders (Moonee Ponds Rate Levy Association and Moonee Ponds Chamber of Commerce) regarding the proposed locations of the carpark and open space within the Moonee Ponds Activity Centre and as outlined in the report.

3. In particular, consult with Moonee Ponds Traders (Moonee Ponds Rate Levy Association and Moonee Ponds Chamber of Commerce) regarding historical and future car parking requirements and the existing Car Parking Provision Deed for the centre.

4. Approve budget of $30,000 for preparation of a preliminary traffic study to investigate the capacity of the road network to accommodate the traffic movements associated with a multi deck car park of between 6-9 levels.
5. Approve budget of $30,000 for a feasibility study for Council’s consideration, which investigates the primary and secondary uses and future adaptability of the structure, social and environment and economic factors and associated costs and potential revenue.

6. Note budget of approximately $200,000 to $300,000 will be required to progress detailed design of the carpark to tender phase, depending on complexity of design. This will include fees for the following: architect, structural and civil engineer, building services, ESD, traffic engineer, building surveyor, quantity surveyor, fire engineering, acoustic engineer, access consultant signage and way finding, parking control, land surveying, geotech and contamination investigations. Costs for detailed design to tender phase will be confirmed once the feasibility study, primary and secondary uses and car parking built form have been presented to Council to consider design requirements.

7. Report to Council on how this project fits with Council’s obligations for parking provision in Moonee Ponds.

8. Explore options for paid parking to offset the cost of the project and creation of a funding stream.

- New Parking pods have been ordered for Moonee Ponds which, once installed, will facilitate the provision of a smart phone application to improve on-street parking management. The project aims to allow commuters to use their smartphones to see the location of available parking in advance of travelling to the Activity Centre. While individual car spaces may be filled, if the commuter can see where there are areas with multiple spaces available, they will be able to travel straight there, rather than circling around the streets.

- Council is also working to review the parking restrictions in place in the precinct so as to encourage desired short-term versus long term parking behaviours. If the car parking spaces most proximate to the activity centre can be for very short-term parking, and the more remote spaces for long-term parking, ideally this will encourage turnover and availability of parking. A review is also being undertaken of the paid parking in Alexandra Avenue to increase utilisation.

- Council are about to procure the services of traffic and transport experts to undertake a precinct analysis. This work is expected to be completed within the current financial year and result will be integrated into the Moonee Ponds Pilot project Council is current preparing for the Department of Planning. As part of the study, it is proposed to undertake an assessment of the existing conditions, and determine the level of development potential within the activity centre, in order to assess the anticipated demands under the ultimate development scenario. Once this information is available, it will be possible to undertake a holistic review of the area, and develop recommendations for specific actions within the centre in relation to streetscape design, open public spaces, traffic and transport movements, parking arrangements, and activation opportunities. The holistic approach is proposed to ensure relevant aspects of urban, social and economic planning are considered when developing specific recommendations for the centre, in line with Council’s vision and MV2040.
Open Space

The Car[Park] project outlined above will meet some of the need for open space in the neighbourhood. In addition, the development of the Moonee Valley Racecourse will deliver improved access to open space in this eastern part of the neighbourhood. Moonee Valley 2040 Visioning also indicates the need to revitalise and naturalise Moonee Ponds Creek.

Moving forward, Council will continue to look for opportunities to augment the open space in Moonee Ponds. The density which has already occurred, together with that forecast, means increasing the amount of open space should be opportunistically pursued (see Streetscape Works section below). As well as land acquisition, areas of under-utilised open space at Queens Park and Ormond Park may be reclaimed over time. Links to open space at Maribyrnong Park should also be strengthened via improvements along Holmes Road.

Streetscape Works

Council is currently preparing a Streetscapes and Public Spaces Plan for the Moonee Ponds Activity Centre which aims to assist with the implementation of the MPAC Structure Plan by providing a detailed guide to inform the delivery of transport, public realm and open space outcomes within the Moonee Ponds Activity Centre. This includes:

- The establishment of key themes to guide the design and delivery of transport, public realm and open space outcomes within the Centre
- The identification of key influences within each streetscape, including current issues and future opportunities
- An area network analysis which identifies opportunities to create new public open space
- An analysis of potential sites for consolidated off-street public car parking facilities to ‘free up’ land within the core of the centre for other community uses, such as public space and wider footpaths
- Design guidance for an accessible, well-designed and fit for purpose public transport modal interchange for residents and visitors to the Centre
- Implementation plan to guide capital works project program.

Currently the Centre has tired looking streetscapes with a lack of public space. The footpaths and street furniture is old, the street layout is linear so access can be restrictive and the laneways under-utilised. There is an increasing awareness of the importance of public space as cities grow in population and become denser as more people chose to live in apartments.

Great public spaces are those places where celebrations are held, social and economic exchanges occur, friends run into each other, and cultures mix. When spaces work well, they serve as the stage for our public lives.

By definition, a public space is a social space that is open and accessible to people. These spaces are a social utility or public good because they:
- Promote democracy, inclusion and social cohesion allowing people from various socio-economic backgrounds to share common ground to celebrate, recreate, to remember, to reflect or protest.

- Are reflections of the values, culture and history of a place (such as Federation Square, Bourke Street Mall, Ackland Street in St Kilda). This is the same with the simple neighbourhood park.

- Promote active living; when people live close to a park or trail, they walk more.

Public spaces in a shopping precinct offering reasons linger promotes economic outcomes. Beautiful, well designed streets create the setting for successful outdoor dining and cafes and delivery of the Moonee Ponds Streetscapes plan has already been identified in the draft long-term Capital Works Plan and Developer Contributions Plan.

Kindergartens, Schools, Childcare services, Youth services, Aged care services, Sporting facilities, Community centres, Library services

Community Research Connections (CRC) describes a multi-functional space as a true integration of different functions in time and space (Brandt & Vejre, 2004). This is different from mixed-use development that compartmentalises the various uses within a community or a landscape. Implementing multi-functionality within communities creates spaces with multiple purposes. CRC argue access to diverse uses in one place can contribute to a community’s vitality, with multi-functional amenities often appealing to diverse community members, including activists, artists, academics and social entrepreneurs, allowing them to act as incubators for new ideas, knowledge exchange, shared experience and experimentation. This connection of diverse communities can inspire innovative thinking and provide opportunities for collaboration and partnerships across traditional boundaries.

As such, Moonee Valley is embracing the move toward multi-purpose facilities within a network of neighborhoods that serve many masters. Where possible, centers will be used by as many segments of the population as possible, for as many types of uses as possible.

The adequacy of the provision of kindergartens, schools, childcare services, aged care services, sporting facilities, community centers and library services in Moonee Valley will continue to be monitored over time. MV2040 identifies the opportunity for the redevelopment of the Civic Precinct which may be incorporate child, family, aged and community needs.

Waste management

The City of Moonee Valley is experiencing more medium to high density development, including very large developments at 40 Hall Street and the Moonee Valley Racecourse (MVRC), that have more than 1500 individual residences. Waste collection is a core Council service to residents, so it’s important that Council plans waste collection services to meet the needs of the increasing number of residents who will live in medium/ high density developments. Council typically does not provide a collection service to new multi-unit developments exceeding six residences. These developments need to engage a private waste contractor, and as such, Council does not charge these residents an annual ‘waste charge’. Council could service these developments in future and apply the waste charge to cover some the cost of providing a waste collection service.
Providing a collection service also enables Council to maintain control over collection times, collection days, types of service vehicles and the amount of vehicle movements. Maribyrnong City Council is currently providing a kerbside service to almost all of its new multi-unit developments (MUDs). They require that a development’s proposed design includes a loading bay that is easily accessible for Council collection vehicles. Waste collections are discussed at all their MUD pre-application meetings. Their next collection contract will include options for hook-lift compaction collection and mini rear loaders to service MUDs.

Moonee Valley City Council’s Waste Project Officer is working with Statutory Planners to find a way to service new MUDs, and they have identified the Moonee Valley Racecourse Development’s stage one proposal as a good future development (in its preliminary stages) to ‘trail’ a Council kerbside collection (this proposal is currently awaiting the operations team approval). The development consists of 50 new town houses, with a underground parking basement. The intention is to engage a mini-rear loader, not currently used in our kerbside services, to collect the waste and recycling from the basement car park. This trial will be used to ‘iron out the creases’ for future MUD collections.

With Council’s waste collection contracts up for renewal in 2019, now is the time to develop servicing options. In future, it is planned that Council will move in the same direction as Maribyrnong and service all new multi-developments where possible.

The plan below outlines the extent of the works.
The resolution also called for the report to outline Council's plan to address these infrastructure needs, including, without limitation: the priority of works; timeframes for any works; estimate of costs of any works; indication of how those works will be funded; and, for infrastructure matters in relation to which Council is not the decision maker, Council's plan for advocacy in relation to those needs.

Detail regarding priority of works, timeframes, estimate of costs and funding will be addressed through the following work underway:

- MV2040 'Big Ideas' Matrix
- 22-year capital plan
- DCP.

These documents will come before Council over the next 4 months for adoption.

Funding sources

There are a range of funding sources available to local government for capital works projects including:

- Grants (from State of Federal Government Agencies);
- Infrastructure contributions;
- Council cash e.g. Income generated through rates;
- Borrowings; and
- Other models such as PPP/joint ventures in which others are providing capital and Council provides land and/or services in lieu.

Council's draft DCP is being developed to raise funds towards infrastructure for the following asset classes:

- Open space – Projects include upgrades to sports fields and sports grounds, shared pathways, wetland drainage and play spaces. For the MPAC pilot project this could include upgrades to existing regional and municipal parks used by MPAC and surrounding residents. It is worth noting that DCP opens space projects are separate to those included in the OSC, (i.e. there is no double dipping in terms of Development Contributions across the two schemes).
- Public Realm – Projects funded via this DCP include embellishment of the public realm such as streetscape upgrades to benefit local residents and workers. For the MPAC pilot project, this could include collection of funds for a broad range of works to improve streetscapes in the MPAC. The detailed changes to the MPAC streetscapes is described in the draft MPAC Streetscape and Public Space Plan. (Scheduled for presentation at the Councillor Briefing on the 5 September 2017).
- Transport – Projects under this category include roadworks such as reconstruction and resurfacing of local roads, renewal and replacement of pedestrian infrastructure such as footpaths. These works are required to accommodate anticipated growth in population and jobs and the associated higher levels of transport demand. For the MPAC pilot project, this could include road resurfacing at various stages and new disabled car parks installed.
The draft MV2040 Visioning Paper and Council Plan 2017-21 provides more detail of works and advocacy.

- Community Facilities – Projects include provision of a wide range of community facilities from libraries and pavilions through to public toilets, to provide for population growth and services where none presently exist or are deemed to be inadequate. For the MPAC pilot project, this could include the upgrading of municipal-wide facilities for the benefit of new and existing residents of MPAC. These are yet to be determined but could include sports facilities, such as Moonee Valley Athletics Centre, Maribyrnong Park and a new high ball stadium; or could relate to a more local facility such as the Sam Merrifield Library.

- Drainage – considerable investigation work is required before the drainage asset class is ready for inclusion in a DCP program. It is anticipated that drainage may be included in subsequent revisions to an (already adopted and functioning) DCP, or be the subject of a special charge scheme. This approach has been developed so that the introduction of a DCP is not held back unnecessarily.

**Advocacy**

For infrastructure matters in relation to which Council is not the decision maker (such as public transport and schools), Council's plan for advocacy in relation to those needs is articulated through strategic documents such as the Council Plan 2017-21 includes:

- 3.1.1.1 Advocate for improved public transport services, safety, access and connectivity throughout the municipality
- 3.1.1.7 Advocate to achieve the best outcome for the community from the Buckley Street, Essendon level crossing removal project
- 5.4.1.4 Lobby on the community’s behalf on emerging issues
- 3.1.1.7 Advocacy of public transport interchange at Airport West and bus interchange at Moonee Ponds.

Officers are currently preparing an Advocacy Plan for Councillor consideration.

**Consultation**

Consultation on the draft MV2040 Visioning Paper was undertaken between October and December 2018. The draft DCP will be exhibited as part of the amendment process in 2018.

**Implications**

1. **Legislative**

   Council’s Municipal Strategic Statement (Clause 21.10-7) suggests further strategic work be undertaken to: “Prepare Development Contributions Plans (or any other mechanism that may become available), with the Moonee Ponds Activity Centre the first priority.”
2. Council Plan / Policy

Issues discussed in this report relate to a number of Council Plan 2017-21 themes and strategies as outlined in Table 2 below.

Table 2: Related initiatives- Council Plan 2017-21

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<tr>
<th>Issue</th>
<th>Description</th>
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<tr>
<td>1.1.1.12</td>
<td>Invest in social infrastructure including East Keilor Leisure Centre and Neighbourhood Catalyst projects</td>
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<tr>
<td>1.2.1.2</td>
<td>Prepare neighbourhood plans and priority actions through MV2040</td>
</tr>
<tr>
<td>1.2.1.6</td>
<td>Continue our commitment to new civil infrastructure that is accessible</td>
</tr>
<tr>
<td>2.3.2</td>
<td>Dollar value of financial or in-kind contributions levied on new development towards local infrastructure provision, to be measured after commencement of the Developer Contribution Plan overlay (Source: Finance data with comments/interpretation from Statutory Planning)</td>
</tr>
<tr>
<td>3.2.1.1</td>
<td>Prepare and see the adoption of MV2040 as the long term strategy guiding the future of the City</td>
</tr>
<tr>
<td>3.2.1.5</td>
<td>Undertake Moonee Ponds Activity Centre pilot project with Department of Environment, Land Water and Planning and apply more generally as appropriate</td>
</tr>
<tr>
<td>3.2.1.9</td>
<td>Create liveable 20-minute neighbourhoods</td>
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<tr>
<td>2.3.1.2</td>
<td>Conduct evidence based infrastructure planning and investment that meets the needs of our community</td>
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<tr>
<td>2.3.1.6</td>
<td>Encourage developer contributions from new development that contribute to the infrastructure needed by our growing population</td>
</tr>
<tr>
<td>2.3.1.7</td>
<td>Upgrade infrastructure to support multi benefits/value outcomes</td>
</tr>
<tr>
<td>3.1.1.8</td>
<td>Achieve a more pedestrian friendly municipality and make walking the first choice of transport for journeys under 2km through provision of a safe walking environment, appropriate infrastructure, enjoyable urban environment and promotional initiatives</td>
</tr>
<tr>
<td>4.1.1.6</td>
<td>Undertake planning and feasibility for key catalyst projects identified through Council’s long term community plans (such as MV2040) which increase connectedness at the neighbourhood level</td>
</tr>
<tr>
<td>4.2.1.4</td>
<td>Continue to maintain existing community infrastructure such as sports field lighting, sport field surfaces, universal design of car parks within open space, accessibility to toilets, and provision of circuit paths within open space and continue to make further improvements to such infrastructure enabling increased use and flexibility of these assets</td>
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<tr>
<td>4.2.1.5</td>
<td>Continue to work with sporting clubs and community organisations to improve non-Council infrastructure through external grants and co-financial contributions</td>
</tr>
<tr>
<td>5.3.1.2</td>
<td>Seek financial support from all levels of government (local, state and federal), community organisations and private investment for the development of community infrastructure</td>
</tr>
<tr>
<td>5.3.1.5</td>
<td>Actively seek financial support from a range of potential funding sources for the development of community infrastructure</td>
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</table>

3. Financial

The cost of providing future anticipated service and infrastructure demand will be significant and will be subject to separate briefings to Council as part of its’ long term financial planning and annual budget processes.
DCP’s of other metro Melbourne council raise about 10% of the total infrastructure cost. Council expects to raise a similar proportion for Moonee Valley.

4. Environmental

Service and infrastructure planning is guided by environmentally sustainable policy and practice.

Conclusion

Proximity to Melbourne’s CBD and a network of community facilities, parkland and transport infrastructure have stimulated population growth in Moonee Valley over the past decade. As the municipality undergoes a process of development intensification, some areas are being redeveloped into mixed use precincts which provide a range of employment housing options, including medium and high density housing. The growing and changing population and employment base of the municipality will demand and make use of many service and infrastructure items. To address this growth and change, Council’s in-depth service and asset planning will be used to inform its long term plan - the MV2040 Strategy.

The cost of providing future services and infrastructure will be significant. To achieve the MV2040 vision to create a city of more inclusive, vibrant and healthy neighbourhoods, Council will need to maximise all available funding sources as part of its long term financial planning and commit (at both a strategic and operational level) to a unified and integrated planning and delivery framework.


Appendices

Appendix A: Population characteristics summary by neighbourhood

Appendix B: Community Services and Asset Planning: Demand Drivers, Projections and Impact (separately circulated).
**Appendix A: Population characteristics summary by neighbourhood**

The following table provides a summary of the key features of the current and future populations of each neighbourhood in Moonee Valley.

<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Current population characteristics</th>
<th>Anticipated future population characteristics</th>
</tr>
</thead>
</table>
| Aberfeldie    | o Lower cultural diversity compared to the Melbourne average  
               | o 58% people overweight and obese  
               | o Lowest reported levels of housing stress  
               | o Highest proportion of households with broadband internet access  
               | o Highest proportion of residents with high blood cholesterol | o Proportion and number of residents aged over 65 years will increase  
               |                                                              | o 28% increase in one adult households  
               |                                                              | o 28% increase in two adult households |
| Airport West  | o 27% residents born overseas (slightly less than Melbourne average)  
               | o Same proportion as Melbourne of residents born in non-English speaking countries  
               | o 62% people overweight and obese  
               | o Lowest proportion of residents with high blood pressure  
               | o 6% of residents needing assistance due to disability (compared to Melbourne average of 5%)  
               | o Higher than municipal average proportion of young people who are not studying and can’t find work | o Slight decline in the number and proportion of residents aged over 65 years  
               |                                                              | o 29% increase in one adult households  
               |                                                              | o 12% increase in two adult households  
               |                                                              | o 20% increase in single parent family households  
<pre><code>           |                                                              | o 22% increase in two parent family households |
</code></pre>
<p>| Ascot Vale    | o 29% residents born overseas (slightly less than Melbourne average) | o Decline in the proportion of residents aged 25 to 64 years and increase in the proportion of over 65 year olds |</p>
<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Current population characteristics</th>
<th>Anticipated future population characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>○ Same proportion as Melbourne of residents born in non-English speaking countries</td>
<td>○ 26% increase in one adult households</td>
</tr>
<tr>
<td></td>
<td>○ 4% of residents needing assistance due to disability (compared to Melbourne average of 5%)</td>
<td>○ 20% increase in two adult households</td>
</tr>
<tr>
<td></td>
<td>○ 60% people overweight and obese</td>
<td>○ 18% increase in single parent family households</td>
</tr>
<tr>
<td></td>
<td>○ Two thirds of the population in the workforce – greater than the Melbourne average</td>
<td>○ 19% increase in two parent family households</td>
</tr>
<tr>
<td>Avondale Heights</td>
<td>○ 41% residents born overseas (greater than the Melbourne average of 32%) – most culturally diverse in Moonee Valley</td>
<td>○ 49% increase in one adult households</td>
</tr>
<tr>
<td></td>
<td>○ 39% of residents born in non-English speaking countries (compared to Melbourne average of 23%)</td>
<td>○ 22% increase in single parent family households</td>
</tr>
<tr>
<td></td>
<td>○ 10% residents are not fluent in English</td>
<td>○ 26% increase in two parent family households</td>
</tr>
<tr>
<td></td>
<td>○ 8% of residents needing assistance due to disability (compared to Melbourne average of 5%)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○ 62% people overweight and obese</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○ 23% of households are low income</td>
<td></td>
</tr>
<tr>
<td></td>
<td>○ Smallest proportion of households with broadband internet access</td>
<td></td>
</tr>
<tr>
<td>Essendon</td>
<td>○ Lower cultural diversity compared to the Melbourne average</td>
<td>○ 40% increase in one adult households</td>
</tr>
<tr>
<td></td>
<td>○ 58% people overweight and obese</td>
<td>○ 24% increase in single parent family households</td>
</tr>
<tr>
<td></td>
<td>○ 37% residents have high blood cholesterol, the highest occurrence in Moonee Valley</td>
<td>○ 28% increase in two parent family households</td>
</tr>
<tr>
<td>Neighbourhood</td>
<td>Current population characteristics</td>
<td>Anticipated future population characteristics</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
|               | o 69% of population in the workforce – greater than the Melbourne average and the highest occurrence in Moonee Valley  
 o Smallest proportion of households with broadband internet access |                                                                                                              |
| Flemington    | o 36% residents born overseas (slightly more than Melbourne average of 32%)                          | o 30% increase in one adult households  
 o 24% increase in single parent family households  
 o 20% increase in two parent family households |
|               | o 30% of residents born in non-English speaking countries – greater than the Melbourne average of 23%  
 o 4% of residents needing assistance due to disability (compared to Melbourne average of 5%)  
 o 50% people overweight and obese  
 o 62% of the population in the workforce  
 o 13% of households experience housing stress – the highest occurrence in Moonee Valley  
 o Most university qualified in all of Moonee Valley  
 o Comparatively high proportions of children developmentally vulnerable across number of Australian Early Development Census domains. |                                                                                                              |
| Keilor East   | o 25% residents born overseas (less than Melbourne average)  
 o Similar proportion as Melbourne of residents born in non-English speaking countries  
 o 5% of residents needing assistance due to disability (same as Melbourne average) | o 35% increase in one adult households  
 o 10% decrease in two adult households  
 o 17% increase in single parent family households  
 o 22% increase in two parent family households |
### Neighbourhood | Current population characteristics | Anticipated future population characteristics
--- | --- | ---
Keilor Rd / Essendon North | - 62% people overweight and obese  
- 19% of residents have high blood pressure – the smallest proportion in Moonee Valley  
- Smaller proportion of the population in the workforce (58%)  
- Lowest occurrence of private rental  
- 24% residents born overseas (less than Melbourne average)  
- Smaller proportion than Melbourne of residents born in non-English speaking countries  
- 6% of residents needing assistance due to disability (greater than Melbourne average of 5%)  
- 58% people overweight and obese  
- Similar proportion to Melbourne of residents in the workforce  
- Lowest unemployment rate in Moonee Valley | - 40% increase in one adult households  
- 24% increase in single parent family households  
- 28% increase in two parent family households  
- Proportion of 25-64 year olds will decrease slightly which will transfer to slight growth in the proportion of over 65 year olds  
Milleara | - 39% residents born overseas (slightly more than Melbourne average of 32%)  
- Second most culturally diverse community in Moonee Valley  
- 36% of residents born in non-English speaking countries – greater than the Melbourne average of 23%  
- 8% of residents needing assistance due to disability (greater than Melbourne average of 5%) – the highest occurrence in Moonee Valley | - 42% increase in one adult households  
- 2% decrease in two adult households  
- 20% increase in single parent family households  
- 24% increase in two parent family households  
- Younger in age profile with increase in proportion and number of 0-25 year olds and comparative decrease in proportion of over 65 year olds (while the number will increase by 9%)
<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Current population characteristics</th>
<th>Anticipated future population characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>o 62% people overweight and obese</td>
<td>o Subject to significant population growth</td>
</tr>
<tr>
<td></td>
<td>o Smallest proportion of residents in the workforce (54%)</td>
<td>o 86% increase in one adult households</td>
</tr>
<tr>
<td></td>
<td>o Largest incidence of car travel to work in the municipality (73%)</td>
<td>o 54% increase in two adult households</td>
</tr>
<tr>
<td></td>
<td>o Highest proportion of home ownership</td>
<td>o 65% increase in single parent family households</td>
</tr>
<tr>
<td>Moonee Ponds</td>
<td>o Smaller proportion of residents born overseas (compared to Melbourne average)</td>
<td>o 66% increase in two parent family households</td>
</tr>
<tr>
<td></td>
<td>o 5% of residents needing assistance due to disability (same as Melbourne average)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o 58% people overweight and obese</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o 37% residents have high blood cholesterol, the highest occurrence in Moonee Valley</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Two thirds of the population in the workforce – greater than the Melbourne average</td>
<td></td>
</tr>
<tr>
<td>Niddrie / Essendon West</td>
<td>o Comparatively little cultural diversity</td>
<td>o 32% increase in one adult households</td>
</tr>
<tr>
<td></td>
<td>o 61% people overweight and obese</td>
<td>o 20% increase in two adult households</td>
</tr>
<tr>
<td></td>
<td>o 10% of residents aged 25-64 years suffer diabetes – the highest occurrence in Moonee Valley and more than double the Victorian average</td>
<td>o 20% increase in single parent family households</td>
</tr>
<tr>
<td></td>
<td>o Two thirds of the population in the workforce – greater than the Melbourne average</td>
<td>o 18% increase in two parent family households</td>
</tr>
<tr>
<td></td>
<td>o Comparatively high proportions of children developmentally vulnerable across of number of Australian Early Development Census domains.</td>
<td></td>
</tr>
<tr>
<td>Neighbourhood</td>
<td>Current population characteristics</td>
<td>Anticipated future population characteristics</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Strathmore</td>
<td>o Comparatively little cultural diversity&lt;br&gt;o 4% of residents needing assistance due to disability (compared to Melbourne average of 5%)&lt;br&gt;o 62% people overweight and obese - the largest proportion in Moonee Valley&lt;br&gt;o Two thirds of the population in the workforce – greater than the Melbourne average&lt;br&gt;o Largest average household size in Moonee Valley (2.8 persons)</td>
<td>o 29% increase in one adult households&lt;br&gt;o 10% increase in two adult households&lt;br&gt;o Predicted to have slowest population growth in Moonee Valley&lt;br&gt;o There is an ageing trend in the population, with the proportions of 0-25 and 25-64 year olds decreasing, and a growth in the proportion of over 65 year olds</td>
</tr>
</tbody>
</table>

| Strathmore Heights   | o Comparatively little cultural diversity<br>o 62% people overweight and obese - the largest proportion in Moonee Valley<br>o Two thirds of the population in the workforce – greater than the Melbourne average<br>o Largest average household size in Moonee Valley (2.8 persons)<br>o 13% of households are classed as low income – the lowest rate in Moonee Valley | o 29% increase in one adult households<br>o 10% increase in two adult households<br>o Predicted to have slowest population growth in Moonee Valley<br>o There is an ageing trend in the population, with the proportions of 0-25 and 25-64 year olds decreasing, and a growth in the proportion of over 65 year olds |

Source: MV2040 Neighbourhood brochures
9.3 Waste Management Plan Guidelines for Planning Applicants

File No: FOL/18/32
Author: Michelle Martin
Waste and Resource Recovery Officer
Directorate: City Services

Purpose
To seek Council's endorsement of the updated *Waste Management Plans – Guidelines for Planning Applicants* (the guidelines) Appendix A.

Executive Summary
- *Waste Management Plans – Guidelines for Planning Applicants* has been updated to provide suitable advice for larger multi-unit developments.
- The main changes include:
  - adding requirements for the use of twin chutes (for landfill waste and recycling) and compaction technology in large multi-unit developments
  - limiting the number of waste collections per week to manage adverse impacts from truck vehicle movements
  - avoiding the use of Council laneways for waste collection, wherever possible
  - requirements for on-site storage space for hard waste, organic (garden and food) waste, charity goods and e-waste
  - ability for Council to service larger multi-unit developments, at its discretion

Recommendation

Background
Planning applicants for multi-unit developments of six or more units are required to submit a Waste Management Plan. Their plan needs to set out how the waste management and recycling needs of the proposed development will be met. To assist applicants, Waste Management Plan Guidelines are available on Council’s website.

These guidelines, first published in 2010, were originally written for small to medium-sized multi-unit developments. Moonee Valley is receiving more applications for larger, high-density developments, so there is a need to update the guidelines to provide suitable advice for these types of developments.
Discussion
The guidelines have been updated to reflect the variety of developments occurring in the municipality and to provide best practice waste management advice. The updated guidelines include the following requirements for applicants to address in their Waste Management Plans:

- Large multi-unit developments of more than 400 dwellings or with volumes of waste of more than 40,000 litres per week need to use waste compaction technology, to reduce the volume of waste and frequency of collection. The Waste Management Plan needs to demonstrate the development is designed with adequate space to accommodate compaction technology.

- To avoid excessive traffic from waste trucks, the number of landfill and recycling collections per week from multi-unit developments is limited, depending on the number of apartments proposed, amount of waste likely to be generated and the size and the use of compactors on-site.

- Development applications should also not propose to use laneways for private collections, unless there are exceptional circumstances.

- Multi-unit (high-rise) developments must provide on-site hard waste storage at a rate of 3m² for the first 100 dwellings, increasing by 3m² per additional 100 dwellings to a maximum of 10m². It is also recommended that developments provide 1m² space for storage of both charity goods and e-waste. Those developments receiving a kerbside collection service may opt-in to Council’s organic (garden and food) waste collection service.

Council’s standard kerbside collection service is designed to service single dwellings and smaller multi-unit developments, rather than larger multi-unit developments. The updated guidelines provide for Council, at its own discretion, to be able to collect waste and recycling from larger multi-unit developments, based on the development’s suitability and the capacity of Council’s services.

Consultation
To ensure the updated guidelines reflect best practice, the following external parties were consulted: Metropolitan Waste and Resource Recovery Group, City of Melbourne, City of Maribyrnong, City of Stonnington, City of Darebin, City of Whitehorse and City of Parramatta (NSW). Guidelines were also reviewed by the external waste management consultants: IrwinConsult, Wastech and EC Sustainable.

Input was provided by the following Council departments: Statutory Planning, Waste and Cleansing and Technical Services.

Implications
1. Legislative
Clause 21.04 of the Planning Scheme requires developers of new multi-unit developments to submit a Waste Management Plan with planning permit applications.
2. **Council Plan / Policy**

The update to the guidelines delivers on a strategy under Objective 3.2 in the Council Plan 2017-2021 to ‘Plan energy, water and waste systems to match projected future growth’.

3. **Financial**

There are no budgetary or funding considerations as a result of this report.

4. **Environmental**

The updated guidelines provide new developments with best practice advice on waste management. As the municipality’s population grows, waste generation will also increase. Putting mechanisms in place now to adequately manage waste and recycling collections for multi-unit developments will help increase resource recovery and mitigate the amenity impacts of waste.

**Conclusion**

Council’s publication *Waste Management Plans – Guidelines for Planning Applicants* has been updated to provide advice to applicants of high density multi-unit developments on meeting the waste management and recycling needs of their proposed development.

This is to ensure the development has appropriate waste management infrastructure and services in place to enable resource recovery and mitigate any amenity impacts of waste management.

**Appendices**

Appendix A: Waste Management Guidelines for applicants.
Waste Management Plans
Guidelines for planning applicants

Waste Management Plans must be submitted to and approved by Council as part of the planning process.
These guidelines are for developers and planning permit applicants in Moonee Valley.
Commercial and mixed-use developments, and residential applications with more than six individual properties must complete a Waste Management Plan.
Residential planning applications with six or less rateable properties can use the Waste Management Plans - Residential Application template rather than create a Waste Management Plan.
These guidelines will help you prepare a plan to manage the waste and recycling needs of your development. This is an important part of the planning process.

Your Waste Management Plan must include details of:
- land use
- waste generation
- waste systems
- bin types, quantity, size and colour
- bin storage rooms and access
- collection frequency
- collection location
- scaled waste management drawings
- collection vehicle type
- access for waste collection vehicles
- waste contractors
- additional waste requirements
- signage

Moonee Valley waste collection services
The following table provides an indication of services offered:

<table>
<thead>
<tr>
<th>Service</th>
<th>Waste</th>
<th>Recycle</th>
<th>Garden</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual dwelling</td>
<td>1 x 120 litre bin</td>
<td>Weekly</td>
<td>1 x 120/240/360 litre bin</td>
</tr>
<tr>
<td>Commercial</td>
<td>1 x 240 litre bin</td>
<td>Weekly</td>
<td>1 x 240 litre bin</td>
</tr>
</tbody>
</table>

What to include in your Waste Management Plan

1. Land use details
The following information is required:
- number of floors
- number of residential dwellings by size (studio, one, two or three bedrooms)
- number of non-residential outlets, floor area and type of outlet
- number of commercial outlets and type of commercial outlet (e.g. food premises, retail premises)

2. Waste generation
Provide details of the amount of waste that will be generated. Waste collection services must align with Council collections and include waste, recycling and garden food waste (where applicable).

Additional waste requirements including hard waste and reusable materials collections must also be addressed. The following generation rates can be used to calculate the waste infrastructure capacity required.

<table>
<thead>
<tr>
<th></th>
<th>Dwelling/1-2 bed apartment</th>
<th>2 bed apartment</th>
<th>1 bed/studio apartment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste</td>
<td>120L weekly</td>
<td>100L weekly</td>
<td>80L weekly</td>
</tr>
<tr>
<td>Recycling</td>
<td>120L weekly</td>
<td>120L weekly</td>
<td>80L weekly</td>
</tr>
</tbody>
</table>

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3.2 Commercial waste (mixed use developments)

Where premises include a mix of residential and commercial tenancies, separate storage and collection of waste is required.

Commercial premises which generate more waste than the amount collected by Council's waste collection service must engage a private contractor. Commercial waste generation rates should be calculated according to the following table:

<table>
<thead>
<tr>
<th>Dataset type</th>
<th>Waste</th>
<th>Recycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail (non-food)</td>
<td>80L</td>
<td>80L</td>
</tr>
<tr>
<td>Restaurant</td>
<td>660L</td>
<td>200L</td>
</tr>
<tr>
<td>Supermarket</td>
<td>660L</td>
<td>240L</td>
</tr>
<tr>
<td>Cafe</td>
<td>300L</td>
<td>260L</td>
</tr>
<tr>
<td>Take-away/cafe (pre-packaged food only)</td>
<td>150L</td>
<td>150L</td>
</tr>
<tr>
<td>Licensed club</td>
<td>90L</td>
<td>90L</td>
</tr>
<tr>
<td>Others:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>10L</td>
<td>10L</td>
</tr>
<tr>
<td>Religious/social</td>
<td>90L</td>
<td>10L</td>
</tr>
<tr>
<td>Education facility</td>
<td>1.8L/student/day</td>
<td>1.8L/student/day</td>
</tr>
<tr>
<td>Serviced apartments</td>
<td>0.6 Apartment/day</td>
<td>0.6 Apartment/day</td>
</tr>
</tbody>
</table>

The Waste Management Plan needs to describe any commercial collection arrangements.

4 Bin quantity, size and colour

Plans must provide details on the number of bins and their size. Council may, at its discretion, provide a multi-unit development with a larger bin or bins. Size and quantities of bins would depend on the size of the development and the estimated waste and recycling volumes.

Single dwelling residential and standard issue commercial bins provided by Council are:

<table>
<thead>
<tr>
<th>Bin</th>
<th>Colour</th>
<th>Size (litre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential landfill</td>
<td>Red lid, dark green body</td>
<td>120/240</td>
</tr>
<tr>
<td>Residential recycling</td>
<td>Yellow lid, dark green body</td>
<td>123/240/360</td>
</tr>
<tr>
<td>Garden organics (food and garden)</td>
<td>Green lid, black body</td>
<td>240</td>
</tr>
<tr>
<td>Commercial waste</td>
<td>Red lid, blue body</td>
<td>240</td>
</tr>
<tr>
<td>Commercial recycle</td>
<td>Yellow lid, blue body</td>
<td>240</td>
</tr>
</tbody>
</table>
Standard bin dimensions are:

<table>
<thead>
<tr>
<th>Size (litre)</th>
<th>Width (m)</th>
<th>Depth (m)</th>
<th>Height (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>0.5</td>
<td>0.6</td>
<td>1.0</td>
</tr>
<tr>
<td>240</td>
<td>0.5</td>
<td>0.8</td>
<td>1.1</td>
</tr>
<tr>
<td>360</td>
<td>0.7</td>
<td>0.85</td>
<td>1.1</td>
</tr>
<tr>
<td>600</td>
<td>1.4</td>
<td>0.7</td>
<td>1.2</td>
</tr>
<tr>
<td>1100</td>
<td>1.4</td>
<td>1.3</td>
<td>1.5</td>
</tr>
</tbody>
</table>

*Please check with suppliers as these dimensions may vary.*

Please note: Council requires 3000mm between each bin placed on the kerb, to ensure appropriate space for collection. For example, one ‘set’ of a 120 litre waste bin and a 240 litre recycling bin would require 1.4 metres of property frontage. Additional ‘sets’ of bins would also require an additional 3000mm between ‘sets’.

Bin collection times must comply with EPA noise control guidelines for domestic refuse collections. This states that the hours of bin collection must be between:
- 8am and 6pm Monday to Saturday, for collections occurring once a week.
- 7am and 6pm Monday to Saturday, for collections occurring more than once a week.

Compaction of refuse and breaking up of bottles must not occur while the collection vehicle is standing stationary at or near the site.

Bins should not be placed:
- near an intersection or roundabout
- in a laneway
- in a location restricting pedestrian access
- in a location obstructing a footpath
- in a location obstructing street furniture
- within a metre either side of an obstruction.

Residences in multi-unit developments are exempt from Council’s ‘garbage charge’ if they are receiving a waste service from a private waste contractor and are not receiving the kerbside collection from Council.

### Council collections for multi-unit developments

Council’s standard kerbside collection service is typically for single dwellings and smaller multi-unit developments, rather than larger multi-unit developments.

Council, at its discretion, may provide a residential collection to a multi-unit development depending on the development’s suitability and Council’s capacity to adequately service the development.

Seek advice from Council before including a collection from a multi-unit development in the Waste Management Plan.

#### 6.1 Entering private property

Where neither a loading bay nor suitable kerbside collection area exists, Council or its nominated contractor may enter into an agreement with a body corporate or property manager to enter private property or private roads to collect waste and recycling under the following conditions:

- A Waste Management Plan must be completed and approved showing the proposed storage and collection location for waste/ recycling receptacles.
- Roads and driveways must be the appropriate width and height to accommodate the collection vehicle.
- Safe entry and exit, including any turning area as needed, must be shown in a swept path diagram attached to the Waste Management Plan.
- A risk management plan must accompany the Waste Management Plan.
- Current public liability insurance certificates must be supplied to Council by the body corporate or property manager.
- Access to and from residential carparks cannot be blocked by waste trucks to complete collections for any amount of time.
7 Council's kerbside collection system

Council provides a bin based system collected from the kerb, at the front of a property. To be included in the Council collection, developments must meet the following presentation criteria:

- Weekly collection of 120L waste
- Fortnightly collection of 240/360L recyclables
- Alignment with Council’s collection day – the location of the development will determine the required waste collection day (Monday – Friday)
- Presentation of bins should take up no more than one third of the property frontage, without obstructing either driveway or pedestrian access,

8 Waste contractors

The Waste Management Plan must nominate whether Council or a private waste contractor (or both) will be collecting landfill waste and recycling.

9 Bin storage room or area

Developers must provide a bin storage area. Multiple rooms may be needed in high density and mixed use developments.

Note:
- Each waste stream must be separated and clearly labelled
- Residential waste must be kept separate from commercial waste

The following details must be provided:
- Bin room size (m²) and access for collection
- Bin layout
- Wash-down area
- Ventilation
- Vermin prevention and control
- Noise
- Stormwater pollution prevention
- Area for additional material collections (if applicable)

10 Sealed waste management drawings

Developers must provide a set of sealed drawings showing the method of the disposal of waste from each of the premises to the final collection point by a waste contractor.

The drawings must include:
- Residential and commercial floor plans showing garbage and recycling drop-off points
- Bin rooms including any chutes, carousels, compactors and bins
- Collection location (street or on-site) with bin alignment shown
- Collection vehicle access including any associated turning circles
- Swept path diagram if applicable to section 6.1

11 Storage and waste collection

Waste and recycling bins must always be stored on-site. It is illegal for bins to be stored in streets, laneways or parks.

During collection times bins presented to the kerb must not obstruct footpaths, laneways or street furniture.

Waste collection vehicles must be able to have clear access for all collections. This may require the installation of no stopping areas during collection times. As appropriate to the development, reversing of vehicles should be avoided, and where this is necessary, measures must be taken to reduce the risks.

The use of Council laneways for waste collection services is to be avoided, regardless of whether the service is private or a Council waste collection. In exceptional circumstances where the applicant is seeking to use a laneway for collection, the laneway must be of an appropriate size and constructed of appropriate material.
Signage
You must provide signs within your bin area to encourage correct recycling and reduce contamination. Council can provide assistance with recycling signage if required. Details of signage must be provided in the Waste Management Plan.

Additional waste requirements
Developers must consider the storage and disposal of hard waste, garden waste/food waste (if applicable) and reusable goods.

Hard waste: Council only offers annual kerbside hard waste collection to residents who pay a ‘garbage charge’ with their rates. Furniture items from multi-unit developments are not permitted on the kerb for collection, unless specified by Council. Appropriate on-site storage and collection of hard waste items must be arranged.

Multi-unit (high rise) developments must provide on-site hard waste storage at a rate of 3m³ for the first 100 dwellings, increasing by 3m³ per additional 100 dwellings (up to a maximum requirement of 10m³). A hard waste allocation in excess of 10m³ is allowed at the development’s discretion.

Access and collection methodology are to be specified in the planning proposal. Collection is usually coordinated by the building manager.

Organic waste: Council operates an opt-in (fee for service) fortnightly kerbside collection of organic waste (i.e. mixed garden and food waste).

If kerbside organic waste collections are planned, an adequate space will be required to store the material for collection and access must be provided for waste contractors.

Charity goods: Council recommends all residential multi-unit developments with more than 50 apartments provide space for one charity bin. Charity bins are available in various sizes, however 1m³ is adequate for most developments.

Most charities offer a free service, including bin supply and collection, and will generally collect clothing, used furniture and home wares in good condition.

E-waste: Council recommends that multi-unit developments with more than 60 apartments provide appropriate infrastructure to collect electronic (or e-waste) for recycling collection. Around 1m³ storage capacity is adequate for most developments.

These guidelines have been written as an accompaniment to Sustainability Victoria’s Guide to Best Practice for Waste Management in Multi-Unit Developments.

Updated March 2018
9.4 Community Facilities Policy & Implementation Plan (MV2040 reference document)

File No: FOL/18/32
Author: Frances Hoban
Social Infrastructure Planner
Directorate: Planning & Development

Purpose
To present the Draft Community Facilities Policy and Implementation Plan (the plan) Appendix A (separately circulated) and to seek Council’s endorsement of the policy for community consultation purposes as part of MV2040 phase three (draft strategy) engagement in March to April 2018.

Executive Summary
- The plan defines Council’s policy position and key projects for the planning, provision and management of community facilities in the municipality.
- As a reference document to MV2040, the plan is a critical component for achieving the MV2040 vision and objectives in relation to community facilities.
- The plan is informed by extensive research, internal consultation and planning.
- A neighbourhood-based approach to community facility planning is proposed, with a range of neighbourhood specific projects contained in the plan.
- A community hubs model is the preferred way to deliver community facilities, providing advantages of increased accessibility, service coordination and utilisation.
- A community hub development is proposed in each Moonee Valley neighbourhood.
- Community consultation on key projects and principles within the plan has been undertaken as part of the MV2040 strategy engagement program. Many key projects within the plan are identified as ‘anchor’ or ‘catalyst’ projects within the MV2040 Visioning Paper which was part of community consultation from 6 October to 22 December 2017.
- MV2040 consultation phase three on the draft MV2040 Strategy will include consultation on reference documents, including this plan. Consultation is planned for 5 weeks from 26 March to 27 April 2018.

Recommendation
That Council endorses the draft Community Facilities Policy and Implementation Plan 2017 as outlined in Appendix A (separately circulated) for community consultation as part of the MV2040 consultation phase three scheduled for March to April 2018.
Background
The plan builds on the Moonee Valley Community Facilities Plan 2011, and, as outlined in Figure 1, is a summary of significant research undertaken by Council over the past years including:

- Service infrastructure profiling: across eight service departments and considered existing and future supply and demand analysis; service trends; service facility requirements
- Neighbourhood population and demographic profiling and analysis
- Community infrastructure demand assessments for major projects and policy development
- Development contributions and capital works planning
- Integrated facility asset management planning.

Figure 1: Key research elements of the community facility policy and implementation plan

Service infrastructure profiling
Core service delivery arms of Council that require access to buildings prepared service infrastructure profiles (SIPs) between 2014 and 2016. The profiles detailed current service levels, community demand and undertook an assessment of facility needs and gaps. The service infrastructure profiles have been reviewed and updated to inform the 2018 Community Facility Policy and Implementation Plan. SIPs were prepared for:

- Family and Children Service
- Aged and Disability Service (Community Strengthening)
- Youth
- Arts and Culture
• Libraries
• Sport and Recreation
• Aquatic and Leisure Facilities
• Civic and Corporate Services
• Public toilets

The outputs of this work were presented to a number of Council strategic briefings in late 2016. An additional SIP was prepared for multi-purposes spaces as many teams require access to these types of spaces to run their programs and events. This work revealed the following:

• less than 25 per cent of Council managed community buildings are rated ‘good’ in both condition and fitness-for-purpose
• 56 per cent of community buildings have ‘fair/adequate’ or poorer functionality
• 70 per cent of community buildings were rated ‘fair/adequate’ or poorer in building condition
• 80 per cent of community buildings are single purpose
• opportunities for new ‘community hubs’, involving the relocation of services and potential disposal of existing assets once services are relocated
• significant deficit of multi-purpose spaces across the municipality to meet service delivery needs, especially for families, young people and people from culturally and linguistically diverse backgrounds
• the Essendon neighbourhood is particularly under-supplied with community infrastructure, of all types
• no indoor court facilities in the municipality that meet sport compliancy requirements
• need to relocate the Niddrie Library from the current building
• Council’s current civic spaces (office accommodation and operations depot and transfer station) are unlikely to meet the future administrative needs of the organisation.

Discussion

A long term and integrated approach to facility planning and delivery

The plan defines Council’s policy position and key projects for the planning, provision and management of community facilities in the municipality over the next few decades; and will be a reference document to the MV2040 Strategy. The planning and delivery timeframes are:

• Immediate: 2018-2020
• Short: 2021-2024
• Medium: 2025-2029
• Long: 2030-2040+
• Ongoing.
The timeframes support an integrated planning approach and align with MV2040 and other key planning processes of Council such as the long term financial plan. Moving forward, the plan will inform Council’s:

- community service and infrastructure planning
- land use planning and development decisions
- partnerships and advocacy activities
- capital works program.

**Useful definitions**

**A community facility** is the combination of a service or activity and the building or space in which it’s delivered. This characterisation recognises the benefits when both elements come together, and community buildings are activated.

Council currently oversees a network of approximately 200 buildings across 120 Council owned facilities.

A building may accommodate single or multiple community facilities that may provide one or a number of functions. For example, a library building may accommodate library services exclusively, serving a core function of education and learning. It may also have various sized meeting rooms and an exhibition space supporting services linked to education and learning, artistic and cultural expression and social interaction.

**Community hubs** focus on broad-access, multi-purpose facilities. Community hubs are the preferred model of delivery of facilities for the future. Hubs can be large in size and contain facilities (Council and non-Council) which serve a municipal/sub-municipal catchment or smaller in size and cater for smaller catchments. In essence, hubs:

- Meet the functional needs of communities and support positive health and wellbeing outcomes
- Offer spaces for people to meet and participate in community life and in doing so provide a vibrant focal point and platform for interaction and cohesion
- Provide for the co-location of services and community organisations to share resources, increase the level of service integration, utilisation and participation
- Provide for the co-location and integration of facilities that optimise the use of land and support infrastructure.

**A neighbourhood approach**

Consistent with MV2040, the plan is structured around Moonee Valley’s 13 neighbourhoods and adopts of 20-year time frame. This time frame provides short-term planning certainty and longer term opportunism.

Central to our planning approach, the plan articulates Council’s objectives for integrated and accessible community facilities, adopting a community hubs provision model. A community hub is a location within a neighbourhood providing a diverse range of infrastructure and services in proximity to each other. The advantages provided by community hubs include increased accessibility, service co-ordination and utilisation. The plan proposes a community hub within each of the Moonee Valley neighbourhoods.
Larger integrated community hubs are proposed at:
- Aberfeldie (Maribyrnong River precinct)
- Ascot Vale (Union Road)
- Avondale Heights (Avondale Heights community precinct)
- Essendon (Windy Hill)
- Flemington (Debneys Park)
- Keilor Road/Essendon North (Niddrie shopping precinct)
- Moonee Ponds (civic triangle).

Smaller integrated community hubs are proposed at:
- Airport West (McNamara Avenue)
- Keilor East (Quinn Grove Reserve)
- Milleara (JH Allan Reserve)
- Niddrie-Essendon West (Buckley Park)
- Strathmore (Loeman Street precinct)
- Strathmore Heights (Boeing Reserve).

The plan’s implementation is structured according to municipal-wide and neighbourhood specific projects. The projects are based on an analysis of the current use and performance of existing community facilities, compared with anticipated demand from a growing community with changing expectations and needs.

**Community facility policy and planning principles and implementation plan**

The policy section of the plan is summarised in Table 1 below. As there is a clear alignment between the policy and implementation plan and MV2040, this section will be updated to ensure consistency. This will include community feedback.

**Table 1: Community facility policy summary**

<table>
<thead>
<tr>
<th>Strategic direction (Draft MV2040)</th>
<th>Objectives (Draft MV2040)</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A city with a dynamic network of services and facilities</td>
<td>Provide services that meet forecast needs</td>
<td>Regularly review programs and services to ensure responsiveness to changing community profiles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop processes for community to have input into the design and delivery of community services and encourage community-led initiatives</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide and encourage access to services in areas of highest community need, considering local population profiles and projections</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Focus delivering services across the life cycle and create a variety of opportunities for interaction and connection within our broader community</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Coordinate a better local service network and attract non-Council community services to Moonee Valley to address service gaps</td>
</tr>
</tbody>
</table>
Community facility planning principles outlined in Table 1 will guide Council’s decisions and delivery of this plan. In addition, the principles were used to develop a multi-factorial assessment criteria and have informed the development of the implementation plan within the document (section 5).

The implementation plan outlines projects for the provision, management and improvement of community facilities. They are municipal wide and neighbourhood based. A variety of projects are proposed in each neighbourhood, including the development and consolidation of a community hub (major or minor).

**Consultation**

Service infrastructure profiles and community facility planning has been the subject of numerous Councillors briefings over the past two years.

Community consultation on key projects and principles within the plan has been undertaken as part of the MV2040 strategy engagement program. Many key projects within the plan are identified as ‘anchor’ or catalyst projects within the MV2040 Visioning Paper which was been on community consultation from 6 October 20 to 22 December 2017.

MV2040 consultation phase three on the draft MV2040 Strategy will also include consultation on reference documents, including this plan. This is consultation is planned for 5 weeks from 26 March to 27 April 2018.
In addition, it is important to note that considerable more targeted community engagement and consultation will be undertaken for specific projects as they are implemented over the life of the plan. Any assets flagged for potential disposal will be the subject of Council’s asset disposal procedures.

**Implications**

1. **Legislative**

   An objective of the Local Government Act 1989 is to: ‘Ensure Council services and facilities are accessible and equitable’. The plan seeks to improve community access to community facilities in line with demonstrable need.

   The Human Rights Charter has been considered in decision making associated with the plan, specifically the protected rights of:
   - Freedom of thought, conscience, religion and belief.
   - Peaceful assembly and freedom of association.
   - Entitlement to participate in public life.

2. **Council Plan / Policy**

   In presenting this report, Council is working to achieve its’ strategic objective to continue our commitment to new civil infrastructure that is accessible in accordance with Council Plan 2017-21 Theme 1: Friendly and safe - An equitable, inclusive and healthy community - People have access to the services they need.

   Once adopted, this plan supersedes existing community facility related policy and will be the central driver (in conjunction with MV2040, Moonee Valley Facility Asset Management Plan and subsequent Council Plans) for planning and delivery of community facilities. The list below provides a summary of adopted policy whose community facility components will be superseded by this Plan:
   - Moonee Valley Community Facilities Plan 2011
   - Arts and Culture Plan, 2014-2018
   - City Sustainability Policy, 2013
   - Diversity Access and Equity Policy
   - Early Years Plan, 2014-2022
   - Healthy Aging Strategy, 2012-2017
   - Leisure Strategy, 2013-2023
   - Library and Learning Strategy, 2012-2016
   - Municipal Strategic Statement, 2017
   - Open Space Strategy, 2009
   - Sports Development Plan, 2014-2023
   - Thrive: strategy for young people
   - Various open space and precinct master plans and structure plans.
3. Financial

The indicative cost of facility development projects listed in the Community Facilities Policy and Action Plan has an estimated capital construction cost of $275.8m. To support financially sustainable community facility development, Council will explore a range of funding options including:

- Development levies through a Development Contributions Plan
- Grants (from State of Federal Government Agencies)
- Infrastructure contributions
- Council cash, for example, income generated through rates
- Community co-contributions, whereby financial input is offered for improvements that are above Council’s preferred provision standards
- Borrowings
- Other models such as public private partnerships, joint ventures and other value capture options in which others are providing capital and Council provides land and/or services in lieu.

Projects in the Community Facilities Policy and Action Plan where sufficient planning and justification exists have been included in the draft Development Contributions Plan (DCP). Whilst the DCP is currently being developed, initial feedback is that Council is likely to receive contributions from developers in the order of $24.8m for these infrastructures. These projects will be further discussed through the budget and DCP deliberations scheduled to come to Council in March 2018.

4. Environmental

The plan responds to the ‘living locally – designing our city better’ policy directive in the City sustainability policy, 2014. In supporting the provision of community facilities to address the community’s everyday needs within a 20-minute neighbourhood, the principals of living locally are advanced.

Community facility planning principle six also commits to providing of quality facilities that support participation and sustainability.

Conclusion

The plan defines Council’s policy position and key projects for the planning, provision and management of community facilities in the municipality over the next two decades.

It presents the future for planning and delivery of community facilities in Moonee Valley, based on an integrated, neighbourhood-based approach. The plan will become a reference document to MV2040 and is integral to achieving the MV2040 vision and objectives.

Appendices

Appendix A: FINAL DRAFT Community Facilities Policy and Implementation Plan (separately circulated).
9.5 Land Acquisition Committee

File No: FOL/18/32
Author: Melanie Odendaal
Coordinator Commercial Property
Directorate: Asset Planning & Strategic Projects

Purpose

To seek Council endorsement for the variation of the membership of the Land Acquisition Committee under section 86(2) of the Local Government Act 1989 and to seek Council endorsement for minor amendments of an administrative nature to the Instrument of Delegation and Charter of the Land Acquisition Committee.

Executive Summary

- At the Ordinary Council Meeting of 12 December 2017, Council endorsed the formation of the Land Acquisition Committee (Committee) under section 86 of the Local Government Act 1989 (Act).
- Due to organisational changes, a variation of the membership of the Committee is required. In addition, minor amendments of an administrative nature are required to the Instrument of Delegation and the Charter of the Committee.
- In accordance with section 86(2) of the Act Council endorsement is required to appoint or remove members from the Committee.
- In accordance with section 86(3) of the Act Council endorsement is required to amend the Instrument of Delegation and Charter.

Recommendation

That Council:

1. Endorses the revocation of the previous Instrument of Delegation to the Land Acquisition Committee dated 9 January 2018.
2. Endorses the amended Instrument of Delegation, set out in Appendix A.
3. Authorises the Chief Executive Officer to execute the Instrument of Delegation, as set out in Appendix A, including the affixing of the common seal.
4. Endorses the amended Land Acquisition Committee Charter, set out in Appendix B.
5. Endorses Cr Marshall, Cr Sharpe and Cr Sipek as members of the Land Acquisition Committee for 12 months from the date of the Instrument of Delegation.
6. Endorses the Director Asset Planning and Strategic Projects, Director Planning and Development, Coordinator Commercial Property and Coordinator City Design as members of the Land Acquisition Committee for the remainder of the Council term.
7. Reviews the delegation to the Land Acquisition Committee within 12 months after the next general election, or earlier if required.
Background
At the Ordinary Council Meeting of 12 December 2017, Council endorsed the formation of the Land Acquisition Committee (Committee) to allow for quicker and more efficient acquisition of property.

Due to organisational changes, a variation of the membership of the Committee is required. In addition, minor amendments of an administrative nature are required to the Instrument of Delegation and Charter of the Committee.

Discussion
As a result of recent organisational changes the positions of Chief Financial Officer and Manager Strategic Finance, both of whom are members of the Committee, have been disestablished. The Property Services function will now report to the newly created position of Director Asset Planning and Strategic Projects. This position will therefore take over responsibility for the acquisition of property and will be required to be a member of the Committee.

In addition to the change in membership, minor amendments of an administrative nature are required to the Instrument of Delegation and the Charter of the Committee to provide consistency with the Governance Local Law 2009 and Meetings Procedure Protocol. The powers and functions and the exceptions, conditions and limitations of the Instrument of Delegation remain unchanged.

Consultation
The nature of this report does not require any consultation.

Implications
1. Legislative
   In accordance with section 86(2) of the Act Council endorsement is required to appoint members to, or remove members from, a Special Committee.

   In accordance with section 86(3) of the Act, Council endorsement is required to amend the Instrument of Delegation and Charter of the Committee.

2. Council Plan / Policy
   In presenting this report, Council is working to achieve its strategic objective to promote responsible and equitable decision-making across Council in accordance with Council Plan 2017-21 Theme 5: Resilient organisation - A resilient organisation that is sustainable, innovative, engaging and accountable - Good governance is everyone’s responsibility.

3. Financial
   Acquisition of land (and improvements thereon) is subject to sufficient funds being endorsed within the Capital Works Budget. The Committee will be limited to entering into a single contract, or incurring expenditure relating to a single property, for an amount which does not exceed a value of $2.5 million including GST.
4. **Environmental**

The amendments to the Committee will contribute to the guiding principles of Council’s City Sustainability Policy by providing opportunities to increase the amount of quality open space in Moonee Valley. Increasing community satisfaction with the quality and diversity of open space assets.

**Conclusion**

The Committee provides Council with the ability to be quicker and more efficient in the acquisition of property. The amendments set out in this report, the Instrument of Delegation and the Charter of the Committee will facilitate the ongoing work of the Committee.

**Appendices**

Appendix A: Delegation Land Acquisition Special Committee (Amended)
Appendix B: Charter Land Acquisition Special Committee (Amended).
INSTRUMENT OF DELEGATION

Appointment of the Land Acquisition Committee

Pursuant to section 86 of the Local Government Act 1989, Moonee Valley City Council delegates to the Land Acquisition Committee, established by resolution passed on ##Date## and known as the “Land Acquisition Committee” (“the Committee”), the powers, duties and functions set out in the Schedule and declares that:

1. this Instrument of Delegation is authorised by a resolution of Council passed on ##Date##;

2. the delegation:
   2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
   2.2 remains in force until Council resolves to vary or revoke it; and
   2.3 is to be exercised in accordance with the guidelines or policies which Council from time to time adopts;

The COMMON SEAL of the MOONEE VALLEY CITY COUNCIL was hereto affixed in the presence of -

_____________________________
Councillor

_____________________________
Chief Executive Officer

Date: ___________________
SCHEDULE

Powers and functions

To exercise Council's functions and powers to perform Council's duties in relation to Section 187 of the Local Government Act 1989 to purchase any land which is or may be required by the Council for Public Open Space and/or increases the value of already owned Council property and/or is of strategic relevance, and for those purposes:

1. to enter into contracts, and to incur expenditure for such requirements that have been endorsed and identified by Council policy;
2. to do all things necessary or convenient to be done for or in connection with the performance of those functions, duties and powers.

Membership

The Land Acquisition Committee will consist of seven (7) members, three are Councillors (one representative for each Ward) and four are members of Council staff as follows:

1. Buckley Ward Councillor (voting)
2. Rose Hill Ward Councillor (voting)
3. Myrnong Ward Councillor (voting)
4. Director Asset Planning and Strategic Projects
5. Director Planning and Development
6. Coordinator Commercial Property
7. Coordinator City Design

Chairperson and Quorum

The quorum for a meeting will be five (5) inclusive of three (3) Councillors subject to point c) wherein the chairperson can take the voting rights of a single Councillor if they fail to attend. If two (2) or more Councillors fail to attend, there is no quorum.

A chairperson will be appointed by the Committee on an annual basis.

Chairperson Duties and Discretions

a) must not accept any motion, question or statement which is derogatory, or defamatory of any Councillor, Committee Member, member of Council staff, or member of the community;
b) must call to order any person who is disruptive or unruly during any meeting; and
c) if one Councillor fails to attend, a quorum will be considered to be present if at least five (5) other member are in attendance, and the chairperson will have voting rights for the absent Councillor.
Exceptions, conditions and limitations

The Committee is not authorised by this Instrument to:

1. enter into a single contract, or incur expenditure relating to a single property, for an amount which exceeds a value of $2,500,000 (Inc GST);

2. the limit of $2,500,000 (Inc GST) will be indexed by 10 percent per annum commencing from the first anniversary from the date of endorsing the establishment of the Committee;

3. to compulsorily acquire any land which is or may be required by the Council;

4. exercise the powers which, by force section 86 of the Act, cannot be delegated.
Land Acquisition Committee

Charter

1. PURPOSE
The Land Acquisition Committee (Committee or “LAC”) is a special committee of Council established in accordance with Section 86 of the Local Government Act 1989.

In accordance with good governance practice, Council has constituted a Committee to facilitate:

- Acquisition of land that fulfils the requirements set out in the Open Space Strategy
- Strategic acquisitions where the acquisition will enhance the value and/or useability of already owned Council properties and/or will support other endorsed strategic endeavours

2. AUTHORITY
The Committee has the authority to purchase any land which is or may be required by the Council for open space and/or strategic purposes in accordance with its Instrument of Delegation.

3. DEFINITIONS
- **Acting Chairperson** means an alternative Senior Council Officer/delegate, in the absence of the Chairperson.
- **Chairperson** means the Senior Officer of Council Staff appointed to support the Committee.
- **Committee** means any the Land Acquisition Committee.
- **Council** means Moonee Valley City Council.
- **Councillor** means a Councillor of Moonee Valley City Council.
4. MEMBERSHIP

4.1 The Committee will consist of seven (7) members, three are Councillors (one representative for each Ward) and four are members of Council staff as follows:

- Buckley Ward Councillor (voting)
- Rose Hill Ward Councillor (voting)
- Myrnong Ward Councillor (voting)
- Director Asset Planning and Strategic Projects
- Director Planning and Development
- Coordinator Commercial Property
- Coordinator City Design

4.2 Members are appointed by Council on an annual basis or for a Council term.

5. CHAIRPERSON AND QUORUM

5.1 The quorum for a meeting will be five (5) inclusive of three (3) Councillors subject to clause 5.3iii wherein the Chairperson can take the voting rights of a single Councillor if they fail to attend. If two (2) or more Councillors fail to attend, there is no quorum.

5.2 A chairperson will be appointed by the Committee on an annual basis.

5.3 Chairperson Duties and Discretions

i. must not accept any motion, question or statement which is derogatory, or defamatory of any Councillor, Committee Member, member of Council staff, or member of the community;

ii. must call to order any person who is disruptive or unruly during any meeting; and

iii. if one Councillor fails to attend, a quorum will be considered to be present if at least five (5) other member are in attendance, and the Chairperson will have voting rights for the absent Councillor.

6. MEETINGS

6.1 The Committee will meet at least four (4) times a year, with the ability to convene additional meetings, as circumstances require.

6.2 Meetings of the Committee will be closed to members of the public pursuant to Section 89(2)(h) of the Local Government Act 1989.

6.3 All Land Acquisition Committee members are expected to attend each meeting in person.

6.4 All Councillors may attend any meeting of the Committee however only endorsed members may cast a vote.

6.5 The Committee may invite members of Council staff or external members to attend meetings and provide pertinent and specialist information, as necessary.
6.6 Meeting agendas and related papers will be prepared and provided to members two (2) days in advance of meetings.

7. CONFIDENTIALITY OF INFORMATION
7.1 The information presented to the Committee members is to remain confidential unless specified otherwise by Council.
7.2 Committee members must not directly or indirectly release or make available to any person any information relating to the work or discussions of the Committee except in such terms stipulated by Council.

8. CONFLICT OF INTEREST
8.1 Members of the Committee must be fully aware that Section 79 of the Local Government Act 1989 makes it mandatory for members of the Committee to disclose all conflicts of interest prior to the discussion of the matter for which the conflict of interest has arisen.

9. RESPONSIBILITIES
9.1 To identify and acquire land that fulfils the needs of the Open Space Strategy
9.2 To identify and acquire land that increases the value of already owned Council property and/or is of strategic relevance.

10. GOVERNANCE FRAMEWORK
10.1 The provisions of the Moonee Valley City Council Governance Local Law 2009 and Meetings Procedure Protocol shall apply to all meetings of the Committee.

11. REPORTING
11.1 Minutes of meetings will be kept and action items recorded and monitored.
11.2 Provide regular confidential reports to Council about the activities of the Committee, through the circulation of minutes and reporting as required. Additional updates may be appropriate should issues of concern arise.

12. PUBLICLY AVAILABLE INFORMATION
12.1 The following information should be made publicly available on the Moonee Valley City Council website in a clearly marked corporate governance section:
   - The Committee Charter
   - The Instrument of Delegation to the Committee
   - Description of the responsibilities of the Committee
NOTICES OF MOTION

10.1 Notice Of Motion No. 2018/04 - Changes to parking restrictions around Flemington Police Station

File No: FOL/18/32
From: Councillor Nicole Marshall

Take notice that at the Ordinary Meeting of Council to be held on 13 March 2018 it is my intention to move that:

1. In relation to the proposed parking restriction changes around Flemington Police Station as set out in the letter to residents dated 14 February 2018, Council conduct consultation, in accordance with policy and standard council practice, with affected residents, the police and any other relevant stakeholders to determine appropriate and fair parking arrangements in the vicinity of the police station; and

2. Council confirm the position that the Parking Permit Management Committee does not have the power to change parking restrictions but rather manage parking permits in accordance with applicable policy.

Officer Comments

The Notice of Motion is not supported.

Significant consultation has been undertaken in this precinct over the past years regarding parking and efforts to balance parking availability. The most recent communication was a letter to inform, which rates as the lowest level of participation on the International Association for Public Participation (IAP2)'s participation spectrum. When the views of a community have been understood through previous consultation processes, and a hard decision needs to be made, it is generally considered appropriate to move to the inform end of the spectrum, since other levels of participation may falsely indicate the public have a greater impact on the decision. A total of 127 letters were sent out to residents in the nearby area on 14 February; two of the four sent to St Brendan’s Primary School/Parish were returned. Three letters of complaint were received, one of which did not relate directly to this issue.

The narrow-fronted dwellings and road network were simply not designed to accommodate the number of cars wishing to park in the streets and it is considered further consultation will not assist in reducing the discontent arising from this deficit.

The decision to provide permits to the Flemington Police Station came at the behest of the local Police who have found parking significantly more challenging since the lockdown of most of the street for residents only.

The parking was approved as normal, via delegation to the Manager Technical Services. The agreement to provide parking permits is similar to the arrangement we have in place for the support of the police based at Moonee Ponds, albeit in Moonee Ponds it is without the impact on the local residents.

The area requested for the new parking permit zone is only for the area of the street directly abutting the Police Station, the remaining permit zones remain unaffected.
CONFIDENTIAL REPORTS

Closure of meeting to public

Recommendation

That Council resolve to close the meeting to the public pursuant to Section 89(2) of the Local Government Act 1989 to discuss the following matters:

12.1 Community Service Subsidy Funding 2018/19

Item 12.1 is Confidential under the terms section 89(2) of the Local Government Act 1989 as it contains information relating to: (h) other matter.

12.2 Possible Property Acquisition

Item 12.2 is Confidential under the terms section 89(2) of the Local Government Act 1989 as it contains information relating to: (d) contractual matters.