ORDINARY COUNCIL MEETING Wednesday 26 April, 2017

6.30pm

Council Chamber Level 1

Maribyrnong Council Offices Corner Hyde and Napier Streets, Footscray

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26 APRIL 2017

AGENDA ITEM 6

CONFIRMATION OF THE MINUTES OF THE PREVIOUS ORDINARY COUNCIL MEETING 21 MARCH 2017

Director: Celia Haddock

Director Corporate Services

Manager: Celia Robinson

Manager Governance and Customer Service

PURPOSE

To present for confirmation the minutes of the Ordinary Council Meeting held on 21 March 2017.

ISSUES SUMMARY

Section 93 of the Local Government Act 1989 requires Council to keep minutes
of each meeting of the Council, and for minutes to be submitted to the next
appropriate meeting of the Council for confirmation.

ATTACHMENT

1. Unconfirmed Minutes of Ordinary Council Meeting held on 21 March 2017.

OFFICER RECOMMENDATION

That Council confirms the minutes of the previous Ordinary Council Meeting held on 21 March 2017.

BACKGROUND

The minutes of meetings remain unconfirmed until the next appropriate meeting of Council.

DISCUSSION/KEY ISSUES

1. Key Issues

The *Local Government Act 1989* requires Council to confirm its minutes at the next appropriate meeting.

2. Legislation/Council Policy

Local Government Act 1989.

Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

Not applicable.

4. Resources

Not applicable.

5. Environment

Not applicable.

CONCLUSION

The unconfirmed minutes of the previous Ordinary Council Meeting held on 21 March 2017.



Maribyrnong City Council

ORDINARY COUNCIL MEETING MINUTES

Tuesday 21 March, 2017 6.30pm

Council Chamber Maribyrnong Council Offices Corner Hyde and Napier Streets, Footscray

MEMBERSHIP

Mayor, Councillor Catherine Cumming (Chair)
Councillor Sarah Carter
Councillor Simon Crawford
Councillor Gina Huynh
Councillor Cuc Lam
Councillor Mia McGregor
Councillor Martin Zakharov

1. COMMENCEMENT OF MEETING AND WELCOME

The meeting commenced at 6.30pm.

The Acting Chair, Cr Sarah Carter made the following acknowledgement statement:

"We acknowledge that we are on traditional lands of the Kulin Nation. We offer our respect to the Elders of these traditional lands, and through them to all Aboriginal and Torres Strait Islander peoples past and present".

The Acting Chair announced that as the Chair, Mayor Cr Catherine Cumming was an apology, in accordance with Council's Meeting Procedure clause 8.1, she as Deputy Mayor is to act as Chair of this Meeting of Council.

PRESENT

Councillor Sarah Carter (Acting Chair)
Councillor Simon Crawford
Councillor Gina Huynh
Councillor Cuc Lam
Councillor Mia McGregor
Councillor Martin Zakharoy

IN ATTENDANCE

Acting Chief Executive Officer, Celia Haddock
Director Community Services, Clem Gillings
Director Planning Services, Nigel Higgins
Manager Communications and Engagement, Deidre Anderson
Manager Governance and Customer Service, Celia Robinson
Coordinator Governance, Danny Bilaver

2. APOLOGY

An apology was received from Mayor Cr Catherine Cumming.

3. LEAVE OF ABSENCE

Nil.

4. DISCLOSURES OF CONFLICTS OF INTEREST

Nil.

5. PUBLIC QUESTION TIME

Matt and Lindy Benwell, residents of Footscray, raised a parking infringement issue with Councillors.

Mr Nigel Higgins, Director Planning Services, advised that he would take the question on notice and ensure that a response is provided to Matt and Lindy Benwell.

The following two questions were asked by Ken Betts, resident of Footscray.

Question 1

What is Council's long term vision for Nicholson Street Mall?

Question 2

Is it time that Council address the lack of public toilets in the area?

Answer

Mr Nigel Higgins, Director Planning Services, advised that there are a number of projects and initiatives under way in the Footscray central business district including Footscray redevelopment works, increasing State Government office take up, numerous festivals, waterfront activation, and business activation grants among other projects and initiatives. These projects and initiatives will bring increased activation to Footscray including the Nicholson Street Mall.

Additional public toilets will be available in the new development at Little Saigon. A number of new public toilets will be considered as part of the current budget process for 2017/18.

6. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

The purpose of this report was to present for confirmation the minutes of the Special Council Meetings held on 1 February 2017 and 14 February 2017 and Ordinary Council Meeting held on 21 February 2017.

Council Resolution

That Council confirms the minutes of the previous Special Council Meetings held on 1 February 2017 and 14 February 2017 and Ordinary Council Meeting held on 21 February 2017.

Moved: Cr Mia McGregor Seconded: Cr Simon Crawford

CARRIED

7. REPORT FROM COMMITTEE

The purpose of this report was to present for noting the confirmed minutes of Council's Special Committees established under section 86 of the Local Government Act 1989.

Council Resolution

Notes the Approved Minutes of the:

- Inner Melbourne Action Plan Implementation Committee 9 December 2016.
- 2. City Development Special Committee held 22 November 2016.

Moved: Cr Martin Zakharov Seconded: Cr Gina Huynh

8. PETITION

8.1 Proposal for Installation of Parking Restrictions and Kindergarten Drop Off Zones in Warrs Road, Maribyrnong

The purpose of this report was to table a petition received in relation to a request for Council to install parking restrictions and kindergarten drop off zones in Warrs Road, Maribyrnong.

Council Resolution

That Council:

- 1. Receives and notes the petition requesting the installation of parking restrictions and kindergarten drop off zones in Warrs Road, Maribyrnong.
- 2. Requests the Chief Executive Officer to consider the petition and determine the appropriate response.

Moved: Cr Simon Crawford Seconded: Cr Martin Zakharov

CARRIED

8.2 Proposal for Installation of Traffic Calming Measures in Hampton Parade, West Footscray

The purpose of this report was to table a petition received in relation to a request for Council to install parking calming measures in Hampton Parade, West Footscray.

Council Resolution

That Council:

- 1. Receives and notes the petition proposing the installation of traffic calming measures in Hampton Parade, West Footscray.
- 2. Requests the Chief Executive Officer to consider the petition and determine the appropriate response.

Moved: Cr Mia McGregor Seconded: Cr Martin Zakharov

CARRIED

8.3 Proposal for Installation of Traffic Calming Measures in Stanley Street, West Footscray

The purpose of this report was to table a petition received in relation to a request for Council to install traffic calming measures in Stanley Street, West Footscray.

Council Resolution

That Council:

- 1. Receives and notes the petition proposing the installation of traffic calming measures in Stanley Street, West Footscray.
- 2. Requests the Chief Executive Officer to consider the petition and determine the appropriate response.

Moved: Cr Cuc Lam Seconded: Cr Gina Huynh

CARRIED

9. OFFICER REPORTS

9.1. 219 Essex Street, West Footscray

To present for consideration a planning application for 219 Essex Street, West Footscray (TP329/2016) which has received 12 objections

Council Resolution

That Council issue a Notice of Decision to Grant a Permit for the construction of six dwellings and a reduction in carparking requirements at 219 Essex Street, Footscray in accordance with the conditions contained within Attachment 1.

Moved: Cr Cuc Lam Seconded: Cr Mia McGregor

CARRIED

9.2. Human Rights and Social Justice Framework

The purpose of this report was to brief Council on the Draft Human Rights and Social Justice Framework 2017-2020.

Council Resolution

That Council:

- Endorses the release of the draft Maribyrnong City Council Human Rights and Social Justice Framework 2017-2021 for community consultation from 22 March 2017 to 28 April 2017, the outcomes of which will inform the final Maribyrnong City Council Human Rights and Social Justice Framework 2017-2021.
- 2. Notes that a further report will be presented to Council at its meeting to be held on 20 June 2017, seeking adoption of the Maribyrnong City Council Human Rights and Social Justice Framework 2017-2021.

Moved: Cr Martin Zakharov Seconded: Cr Simon Crawford

CARRIED

9.3. CCTV Policy 2017-2021

The purpose of this report was to gain Council endorsement to place the Maribyrnong City Council CCTV Policy 2017-2021 on public exhibition for a six week period.

Council Resolution

That Council:

- Endorses the release of the draft Closed Circuit Television (CCTV) Policy 2017-2021 for community consultation, the outcomes of which will inform the final Policy.
- 2. Notes that a further report will be presented to Council following community consultation, seeking adoption of the Closed Circuit Television (CCTV) Policy 2017-2021.

Moved: Cr Martin Zakharov Seconded: Cr Simon Crawford

CARRIED

9.4. Consultation Outcome of Draft Maribyrnong Carshare Policy 2015-2020

The purpose of this report was to provide a summary of the feedback received from the public consultation of the draft Maribyrnong Carshare Policy and to seek endorsement of the Maribyrnong Carshare Policy.

Council Resolution

That Council:

- 1. Notes the feedback received from Carshare Operators and the community regarding the draft Maribymong Carshare Policy 2016-2021.
- 2. Endorses the revised Maribyrnong Carshare Policy 2016-2021, based on the feedback received.

Moved: Cr Martin Zakharov Seconded: Cr Simon Crawford

CARRIED

9.5. Proposed renaming of part of Moreland and part of Maribyrnong Streets, Footscray (Joseph Road Precinct)

The purpose of this report was to recommend that following community consultation, part of Moreland Street, Footscray be renamed to Hallenstein Street and part of Maribyrnong Street, Footscray be renamed to Joseph Road.

Council Resolution

That Council:

- 1. Notes that community consultation resulted in the majority of community support for the names Hallenstein Street and Joseph Road.
- 2. Formally endorses Hallenstein Street as the name for part of Moreland Street, Footscray and Joseph Road for part of Maribyrnong Street, Footscray (as shown in Attachment 1).
- 3. Advises all objectors of Council's decision on the names.
- 4. Write to the Office of Geographic Names advising of Council's decision.

Moved: Cr Mia McGregor Seconded: Cr Gina Huynh

CARRIED

9.6. General Revaluation 2018

Every two years Council is required to formally cause' a general valuation of all rateable and non rateable land within its municipal district.

Council Resolution

That Council:

- 1. Resolves to cause a revaluation of rateable and non rateable land within its municipal district to be made and returned after 1 January 2018, and before 30 June 2018, pursuant to Section 13DC of the Valuation of Land Act 1960.
- 2. Notifies the Valuer General Victoria and all other rating authorities interested in the General Revaluation 2018, of its resolution, pursuant to Section 6(1) of the Valuation of Land Act 1960.

Moved: Cr Martin Zakharov Seconded: Cr Simon Crawford

CARRIED

9.7. LeadWest Ltd Membership

The purpose of this report was for Council to consider its future membership of LeadWest and details the outcomes of the review, conducted in 2016, of the governance structure of LeadWest. Council will resolve whether to remain a member of LeadWest.

Council Resolution

That Council defer the report on LeadWest Ltd Membership to a future meeting of Council.

Moved: Cr Mia McGregor Seconded: Cr Gina Huynh

CARRIED

9.8. Review of Mayoral and Councillor Allowances

The purpose of this report was to set the Mayoral and Councillors Allowances, in accordance with section 74 of the *Local Government Act 1989*.

Council Resolution

That Council:

1. Give public notice, in accordance with sections 74 and 223 of the Local Government Act 1989, of Council's intention to:

- a. Set the Mayoral allowance at \$76,521 and Councillor Allowances at \$24,730, plus an amount equivalent to the Superannuation Guarantee Contribution (currently 9.5 per cent) for the 2016-2020 Council Term.
- b. In accordance with Section 223 of the Local Government Act 1989, hear any person who has requested to be heard in relation to the proposed Mayoral and Councillor allowances, at the Budget and Council Plan Section 223 Special Committee Meeting, to be held at 6.30pm on Tuesday 30 May, 2017, at the Maribyrnong Council Offices, corner Hyde and Napier Streets, Footscray.
- 2. If no objections are received as a result of the submission process outlined in 1 above, sets the Mayoral allowance at \$76,521 and Councillor Allowance at \$24,730, plus an amount equivalent to the Superannuation Guarantee Contribution (currently 9.5 per cent) for the 2016-2020 Council Term, noting:
 - a. That the Mayoral and Councillor Allowances set by Council will be subject to any variations or adjustments made by the Minister for Local Government during the four-year period.
 - b. That the Superannuation Guarantee Contribution is to increase annually in accordance with the Superannuation Guarantee (Administration) Amendment Act 2012 (Cth).

Moved: Cr Martin Zakharov Seconded: Cr Mia McGregor

CARRIED

9.9. Victorian Electoral Commission's Local Government Elections 2016 – Maribyrnong City Council Election Report

The purpose of this report was to present the Victorian Electoral Commission's Local Government Election 2016 – Maribyrnong City Council Election Report.

Council Resolution

That Council notes the Victorian Electoral Commission's Local Government Elections 2016 – Maribyrnong City Council Election Report as at Attachment 1 to this report.

Moved: Cr Mia McGregor Seconded: Cr Martin Zakharov

CARRIED

9.10. Councillor Support and Expenses – November 2016 to January 2017

The purpose of this report was to present the Councillor Support and expenses for November 2016 to January 2017.

Council Resolution

That Council notes the:

Councillor Support and Expenses Report for November 2016 to January 2017.

2. Councillor Support and Expenses reports will be made available via Council's website, for the term of the current Council.

Moved: Cr Gina Huynh Seconded: Cr Cuc Lam

CARRIED

9.11. Assembly of Councillors – February 2017

The purpose of this report was to receive and note the record of assemblies of Councillors for February 2017.

Council Resolution

That Council notes the record of Assemblies of Councillors for February 2017.

Moved: Cr Gina Huynh Seconded: Cr Cuc Lam

CARRIED

9.12. Delegates Reports 7 February 2017 to 6 March 2017

The purpose of this report was to present the Councillor delegates reports for the period 7 February 2017 to 6 March 2017.

Council Resolution

That Council notes:

- 1. The Councillor delegates' reports 7 February 2017 to 6 March 2017.
- 2. The Councillor delegates' reports 7 February 2017 to 6 March 2017 will be made available on Council's website for the term of the current Council.

Moved: Cr Martin Zakharov Seconded: Cr Mia McGregor

CARRIED

10. NOTICE OF MOTION

Nil.

11. URGENT BUSINESS

Council Resolution

That Council hear an urgent business item in relation to proposed ALGA General Assembly and MAVT State Council motions as submission of these motions are required prior to the next meeting of Council.

Moved: Cr Martin Zakharov

Seconded: Cr Cuc Lam

11.1. ALGA National General Assembly of Local Government Motions and (MAV) State Council Meetings Motions

Council Resolution

That Council approves motions for submission to:

1. The Australian Local Government Association National General Assembly of Local Government, to be held from 18 to 21 June 2017, in Canberra as follows:

That the ALGA:

- a. Advocate to the Federal Government for a national sustainable cities fund directed at cities with high population growth.
- b. Advocate to the Federal Government to develop a new National Affordable Housing Agreement (NAHA).
- c. Call on the Federal Government to immediately review State Government control over Local Government's capacity to set its own rates and control its own revenue.
- d. Advocate to the Federal Government for national funds for Local Government to implement Smart Cities initiatives such as Tesla batteries and other technological solutions.
- 2. Approves motions for submission to the Municipal Association of Victoria's State Council Meeting and, to be held on 12 May 2017 as follows:

That the Municipal Association of Victoria:

- a. Call on the State Government to immediately implement Infrastructure Victoria recommendations to proceed with the East West Link, commencing in the western region.
- b. Call on the State Government to establish a growth fund for infrastructure to ensure equitable and consistent investment for rapid growth cities and to deliver the Plan Melbourne actions.
- c. Call on the State Government to develop a comprehensive Transport Strategy linking Greater Melbourne to regional centres.
- d. Develop a Strategic Plan to demonstrate how it will support Councils in an environment of reduced revenue, changing demographics and legislative change.
- e. Call on the State Government to expand and modernise Footscray Hospital for more equitable access to healthcare in Melbourne's rapidly growing inner west.
- f. Call on the State Government create an incentive fund to assist local government to refurbish or rationalise community infrastructure assets in high growth inner suburbs like Maribyrnong.

Moved: Cr Martin Zakharov

Seconded: Cr Cuc Lam

12. CONFIDENTIAL BUSINESS

CLOSURE OF PUBLIC MEETING

Council Resolution

That Council, in accordance with section 89(2)(d) of the Local Government Act 1989, closes the meeting to members of the public, to consider confidential agenda item 12.1, Proposed Discontinuance and Sale of Peter Street, Footscray, as it contains information relating to contractual matters.

Moved: Cr Mia McGregor Seconded: Cr Simon Crawford

CARRIED

The Acting Chair, Cr Sarah Carter declared the meeting closed to members of the public at 7.26pm for consideration of Confidential Agenda Item 12.1.

REOPENING OF PUBLIC MEETING

The meeting was reopened to the public 7.30pm.

RELEASE OF CONFIDENTIAL RESOLUTION

The Acting Chair, Cr Sarah Carter advised that the following resolutions were released from the confidential session of the Ordinary Council Meeting.

That Council:

- a. Approves public notice being given of its intention to discontinue and sell Peter Street, Footscray being the road contained in Volume 1321 Folio 135, to the abutting owner, Victoria University, in accordance with sections 189 and 223 of the Local Government Act 1989, and invites submissions in relation to the proposed discontinuance and sale.
- b. In accordance with sections 223 of the Local Government Act 1989, hears any person who requests to be heard in support of a written submission on the proposed discontinuance and sale of Peter Street, Footscray at a date to be decided.
- c. In the event that no submissions are received, authorises the Chief Executive Officer to undertake all statutory procedures to discontinue the road and sell the discontinued road by private treaty to the abutting owner, Victoria University, at a value as determined by the valuation obtained by Council.

13. MEETING CLOSURE

The Acting Chair, Cr Sarah Carter declared the meeting closed at 7.31pm.

To be confirmed at the Ordinary Council Meeting to be held on Tuesday 26 April, 2017.

Acting Chair, Cr Sarah Carter

ORDINARY COUNCIL MEETING REPORT

26 APRIL 2017

AGENDA ITEM 7.1

NOTING OF THE APPROVED MINUTES OF SPECIAL COMMITTEE MEETINGS

Director: Celia Haddock

Director Corporate Services

Manager: Celia Robinson

Manager Governance and Customer Service

PURPOSE

To present for noting the confirmed minutes of Council's Special Committees established under section 86 of the *Local Government Act 1989*.

ISSUES SUMMARY

- Council has established Special Committees in accordance with section 86 of the Local Government Act 1989.
- The Terms of Reference for the Special Committees require the minutes to be presented to Council for noting.
- Minutes of Special Committees are confirmed/approved at the next scheduled meeting of that Special Committee.

ATTACHMENTS

- Approved Minutes of the Enterprise Maribyrnong Special Committee held on 21 December 2017
- 2. Approved Minutes of the City Development Special Committee held on 28 February 2017.

OFFICER RECOMMENDATION

That Council:

- 1. Notes the Approved Minutes of the Enterprise Maribyrnong Special Committee held on 21 December 2016.
- 2. Notes the Approved Minutes of the City Development Special Committee held on 28 February 2017.

BACKGROUND

In accordance with section 86 of the *Local Government Act 1989*, Council has established Special Committees. As part of the Terms of Reference for the Special Committees, the confirmed minutes are presented to Council for noting.

DISCUSSION/KEY ISSUES

1. Key Issues

The Special Committees confirm the minutes of its meetings at the next scheduled meeting. These minutes once confirmed by the Committee are then reported to the next Ordinary Council Meeting for noting.

The Special Committees have been delegated powers from Council as stated in the Terms of Reference.

2. Legislation/Council Policy

Local Government Act 1989.

Human Rights Consideration

The report and its contents do not impede the human rights listed in the Charter of *Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

Not applicable.

4. Resources

Not applicable.

5. Environment

Not applicable.

CONCLUSION

The confirmed minutes of Council's Special Committees established under section 86 of the *Local Government Act 1989*, are presented to Council for noting.



Maribyrnong City Council

ENTERPRISE MARIBYRNONG SPECIAL COMMITTEE MEETING MINUTES

Tuesday 21 December, 2016 4.30pm

Functions Room Maribyrnong Council Offices Corner Hyde and Napier Streets, Footscray

MEMBERSHIP

Kate Roffey (Chair)
Councillor Catherine Cumming
Councillor Cuc Lam
Councillor Mia McGregor
Rob Brown, Business Community Member (Education and University Town Representative)
Gary Cooper, Business Community Member (Retail Regional Representative)
Wing La, Business Community Member (Local Retail Representative)
Sharon Orbell, Business Community Member (Creative Industries Representative)
Aaron Parsons, Business Community Member (Transport and Logistics Representative)
Julius Rath, Business Community Member (Manufacturing Representative)
Chris Xanthis, Business Community Member (Local Retail Representative)

1. COMMENCEMENT OF MEETING AND WELCOME

The meeting commenced at 4.50pm.

The Chair, Kate Roffey, made the following acknowledgement statement:

"We acknowledge that we are on traditional lands of the Kulin Nation. We offer our respect to the Elders of these traditional lands, and through them to all Aboriginal and Torres Strait Islander peoples past and present".

In accordance with section 89(4A)(b) of the *Local Government Act 1989 (the Act)*, the Chair noted that Council was unable to provide public notice of the Special Committee Meeting in accordance with Section 89(4) of *the Act*.

Pursuant to Section 89(4A)(b) of *the Act* the urgent or extraordinary circumstances which prevented Council from providing at least seven days public notice of the Meeting was because of the urgent nature of the issue under consideration, in particular the awarding of Business Improvement District Grants.

It is to be noted that insufficient time was available between the initially scheduled meeting of 14 December 2016, which lapsed due to a lack of quorum, and the confirmation of the availability of Special Committee Members, for a public notice to be published.

PRESENT

Kate Roffey (Chair)
Councillor Catherine Cumming
Councillor Cuc Lam
Councillor Mia McGregor
Rob Brown, Business Community Member (Education and University Town Representative)
Aaron Parsons, Business Community Member (Transport and Logistics Representative)

IN ATTENDANCE

Chief Executive Officer, Stephen Wall Director Planning Services, Nigel Higgins Director Corporate Services, Celia Haddock Manager City Business, Katy McMahon

2. APOLOGIES

Apologies were submitted from Gary Cooper, Wing La, Sharon Orbell, Julius Rath and Chris Xanthis.

3. DISCLOSURES OF CONFLICTS OF INTEREST

Nil.

4. PUBLIC QUESTION TIME

Nil.

5. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

Committee Resolution

That the Enterprise Maribyrnong Special Committee confirms the minutes of its previous meeting held on 30 August 2016.

Moved: Aaron Parsons Seconded: Rob Brown

CARRIED

6. OFFICER REPORTS

REPORTS CONSIDERED EN BLOC

Cr Catherine Cumming moved that the officer recommendations contained in the Committee reports with respect to agenda items:

- 6.1 Verbal Report Economic Development Strategy
- 6.2 Melbourne's West Future Workforce Report
- 6.3 Enterprise Maribyrnong Special Committee Member Tenure be adopted by the Special Committee.

Aaron Parsons seconded Cr Catherine Cumming's motion.

CARRIED

6.1 Verbal Report Economic Development Strategy Update

The purpose of this report was to provide an update on the Economic Development Strategy.

Committee Resolution

That the Enterprise Maribyrnong Special Committee thank Katy McMahon, Manager City Business, for her presentation and note the report.

Moved: Cr Catherine Cumming

Seconded: Aaron Parsons

CARRIED

6.2 Melbourne's West - Future Workforce Report

The purpose of this report was to provide an update on the release of Melbourne's West – Future Workforce report.

Committee Resolution

That the Enterprise Maribyrnong Special Committee note the release of the report.

Moved: Cr Catherine Cumming

Seconded: Aaron Parsons

6.3 Enterprise Maribyrnong Special Committee Member Tenure

The purpose of this report was to provide an update on the extension of special committee member tenure.

Committee Resolution

That the Enterprise Maribyrnong Special Committee note the update.

Moved: Cr Catherine Cumming

Seconded: Aaron Parsons

CARRIED

6.4 Enterprise Maribyrnong Special Committee 2017 Meeting Dates

The purpose of this report was to determine the Enterprise Maribyrnong Special Committee meeting dates for 2017.

Committee Resolution

That the Enterprise Maribyrnong Special Committee:

- Approve the next meeting of the Special Committee be held on 14 March 2017 commencing at 6.30pm at Maribyrnong Council Offices, corner Hyde and Napier Streets, Footscray.
- 2. Notes that meeting dates for the Special Committee for the remainder of 2017 will be considered at the meeting to be held on 14 March 2017.

Moved: Aaron Parsons Seconded: Mia McGregor

CARRIED

7. URGENT BUSINESS

Nil.

8. CONFIDENTIAL BUSINESS

CLOSURE OF PUBLIC MEETING

Committee Resolution

That the Enterprise Maribyrnong Special Committee, in accordance with section 89(2)(h) of the Local Government Act 1989, close the meeting to members of the public at 5.10pm, to consider confidential agenda item 7.1, Business Improvement District Grant Program, as it contains information which the special committee considers would prejudice the Council or any person.

Moved: Cr Catherine Cumming

Seconded: Cr Mia McGregor

The Chair, Kate Roffey, declared the meeting closed to members of the public at 5.10pm for consideration of confidential agenda item 7.1.

REOPENING OF PUBLIC MEETING

The meeting was reopened to the public 5.15pm.

The Chair, Kate Roffey, advised that the resolution below was released during the confidential session and is no longer considered confidential.

8.1 Business Improvement District Grant Program

That Enterprise Maribyrnong Special Committee:

- 1. Endorse the issuing of Business Improvement District grants to the following organisations:
- 2. Footscray Traders Association \$13,721
 - a. Footscray Asian Business Association 50,000
 - b. Yarraville Traders Association \$35,000
 - c. Poppy Lane, Seddon \$20,844
 - d. She Will Shine \$19,388
- 3. Note that two of the applications received are ineligible.
- 4. Note that all applicants will be advised in writing of the outcomes of the Business Improvement District grant program.
- 5. Endorse the use of the remaining 2016/17 Business Improvement District grant funding of up to \$61,047 to activate and promote Footscray in particular activation/promotion of businesses affected by the Little Saigon Market fire.

9. MEETING CLOSURE

The Chair, Kate Roffey, declared the meeting closed at 5.18pm.

To be confirmed at the Enterprise Maribyrnong Special Committee Meeting to be held on 14 March 2017

Chair, Kate Roffey



Maribyrnong City Council

CITY DEVELOPMENT SPECIAL COMMITTEE MEETING MINUTES

Tuesday 28 February, 2016 6.30pm

Council Chamber Maribyrnong Council Offices Corner Hyde and Napier Streets, Footscray

MEMBERSHIP

Councillor Martin Zakharov (Chair)
Councillor Sarah Carter
Councillor Catherine Cumming
Councillor Simon Crawford
Councillor Gina Huynh
Councillor Cuc Lam
Councillor Mia McGregor

To be confirmed at the next City Development Special Committee Meeting 28 March 2017

1. COMMENCEMENT OF MEETING AND WELCOME

The meeting commenced at 6.35pm.

The Chair, Cr Martin Zakharov, made the following acknowledgement statement:

"We acknowledge that we are on traditional lands of the Kulin Nation. We offer our respect to the Elders of these traditional lands, and through them to all Aboriginal and Torres Strait Islander peoples past and present".

PRESENT

Councillor Martin Zakharov (Chair)
Councillor Sarah Carter
Councillor Simon Crawford
Councillor Catherine Cumming
Councillor Gina Huynh
Councillor Cuc Lam

IN ATTENDANCE

Chief Executive Officer, Stephen Wall
Director Infrastructure Services, Sunil Bhalla
Director Corporate Services, Celia Haddock
Director Planning Services, Nigel Higgins
Manager Communications and Engagement, Deidre Anderson
Manager Urban Planning, Steven Lionakis
Manager Governance and Customer Service, Celia Robinson
Coordinator Governance, Danny Bilaver

2. APOLOGIES

An apology was submitted by Councillor Mia McGregor.

3. DISCLOSURES OF CONFLICTS OF INTEREST

Nil.

4. PUBLIC QUESTION TIME

The following three questions were asked by Edith Pringle of Maidstone:

Question 1

Why was a fee of \$75 for a replacement Disability Parking Permit introduced?

Question 2

Is there a penalty aspect to it considering it is in excess of what it would cost?

Question 3

Under which Act was the fee introduced?

Answer

The Director Planning Services, Nigel Higgins, advised that as he was not fully aware of the detail involving that fee he would take the questions on notice.

5. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

The purpose of this report was to present for confirmation the minutes of the City Development Special Committee meeting held on 22 November 2016.

Committee Resolution

That the City Development Special Committee confirms the minutes of its previous meeting, held on 22 November 2016.

Moved:

Cr Catherine Cumming

Seconded:

Cr Sarah Carter

CARRIED

6. OFFICER REPORTS

6.1 Heritage Advisory Committee Nominations

The purpose of this report was to advise Council on the Terms of Reference review and the appointment of a new Heritage Advisory Committee

Committee Resolution

That the City Development Special Committee:

- 1. Endorse the updated Heritage Advisory Committee Terms of Reference and proposed nomination process.
- 2. Notes that a further report will be presented to the City Development Special Committee to appoint the community representatives to the Heritage Advisory Committee.

Moved:

Cr Sarah Carter

Seconded:

Cr Simon Crawford

6.2 124-188 Ballarat Road, Footscray

The purpose of this report was to present for consideration a planning application for Stage 1 of the Kinnears Precinct Development Plan at 124-188 Ballarat Road.

Tim Ryder of South Yarra addressed the Committee in regards to the application.

Committee Resolution

That the City Development Special Committee issue a Planning Permit for the construction of a multi-storey building containing retail premises and dwellings a reduction in carparking requirements, waiver of loading facilities and the creation of access to a road in a Road Zone, Category 1 in accordance with the conditions contained within Attachment 1.

Moved:

Cr Sarah Carter

Seconded:

Cr Gina Huynh

CARRIED

6.3 219 Essex Street, West Footscray

The purpose of this report was to present for consideration a planning application for 219 Essex Street, West Footscray which has received 12 objections.

Kim Belfield of Caulfield addressed the Committee in regards to the application. Jodie McQueen of West Foostcray addressed the Committee in regards to the application.

Michele Borrack of West Foostcray addressed the Committee in regards to the application.

Donna Lourensz of West Foostcray addressed the Committee in regards to the application.

Committee Resolution

That the City Development Special Committee defer this item until the next Ordinary Meeting of Council.

Moved:

Cr Catherine Cumming

Seconded:

Cr Cuc Lam

6.4 16 Henry Street, Seddon

The purpose of this report was to present for consideration a planning application for 16 Henry Street, Seddon which has received 17 objections.

Paul McMahon and Louise Davies of Seddon addressed the Committee in regards to the application.

Nick Clarke of Seddon addressed the Committee in regards to the application. Paul Pezzolesi of Seddon addressed the Committee in regards to the application. Mark Butler of Parkdale addressed the Committee in regards to the application.

Committee Resolution

That the City Development Special Committee issue a Notice of Decision to Grant a Permit for the construction of two dwellings on a lot and a reduction in carparking requirements at 16 Henry Street in accordance with the conditions contained within Attachment 1.

Moved:

Cr Simon Crawford

Seconded:

Cr Catherine Cumming

CARRIED

8.01pm Cr Simon Crawford left the meeting and returned to the meeting 8.04pm.

6.5 32 Oakland Street, Maribyrnong

The purpose of this report was to present for consideration a planning application for 32 Oakland Street, Maribyrnong which has received 17 objections.

Luke Mooney of Ascot Vale addressed the Committee in regards to the application. John O'Brien of Maribyrnong addressed the Committee in regards to the application.

Committee Resolution

That the City Development Special Committee issue a Notice of Decision to Grant a Permit for the construction of two dwellings to the rear of an existing dwelling and in a Land Subject to Inundation Overlay at 32 Oakland Street, Maribymong, subject to conditions contained within Attachment 1, with further condition c) screening to the living areas at ground floor eastern elevation to prevent overlooking.

Moved:

Cr Sarah Carter

Seconded:

Cr Gina Huynh

6.6 17 Dunedin Street, Maidstone

The purpose of this report was to present for consideration a planning application for 17 Dunedin Street Maidstone which has received 13 objections.

Edith Pringle addressed the Committee in regards to the application. Scott Oliver addressed the Committee in regards to the application. Hanh Le addressed the Committee in regards to the application.

Committee Resolution

That the City Development Special Committee issue a Notice of Decision to Grant a Permit for the Construction of three dwellings on the land at 17 Dunedin Street Maidstone subject to conditions contained in Attachment 1.

Moved:

Cr Gina Huynh

Seconded:

Cr Sarah Carter

CARRIED

7. URGENT BUSINESS

Nil.

8. CONFIDENTIAL BUSINESS

Nil.

9. MEETING CLOSURE

The Chair, Cr Martin Zakharov declared the meeting closed at 8.33pm.

To be confirmed at the next City Development Special Committee Meeting 28 March 2017

Chair, Cr Martin Zakharov

26 APRIL 2017

AGENDA ITEM 8.1

PETITION: REQUEST FOR COUNCIL TO ADDRESS SAFETY CONCERNS IN THE NICHOLSON STREET MALL INCLUDING LITTLE AFRICA/FOOTSCRAY HUB BUSINESS CENTRE

Director: Sunil Bhalla

Director Infrastructure Services

PURPOSE

To table a petition received requesting Council to address safety concerns in the Nicholson Street Mall including Little Africa/Footscray Hub Business Centre

ISSUES SUMMARY

- A petition has been submitted to Council containing 173 signatures.
- The petition submitted to Council included the following text:

"We the above traders and customers have signed this petition because of safety concerns such as drug and alcohol that are causing many people to avoid this area resulting in loss of business. We are local traders; rate payers & voters who expect immediate action and Aussie Fair go!

ATTACHMENT

1. Copy of Petition (Redacted).

OFFICER RECOMMENDATION

That Council:

- 1. Receives and notes the petition requesting Council to address safety concerns the Nicholson Street Mall including Little Africa/Footscray Hub Business Centre
- 2. Requests the Chief Executive Officer to consider the petition and determine the appropriate response.







9 February 2017

Petition for Safety of the Nicholson St Mall Including Little Africa/Footscray Hub Business Centre

Dear Maribyrnong city Councillors,

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Contact us on 03 90421604 E:harmony@aameys.com.au Suit #36 Level 1, 144 – 148, Nicholson St Footscray Vic 3082

www.aameys.com.au









Devoted to promoting African Australians businesses

ABN: 56779567056

9 February 2017

Petition for Safety of the Nicholson St Mall Including Little Africa/Footscray Hub Business Centre

Dear Maribyrnong city Councillors,

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9 February 2017

Petition for Safety of the Nicholson St Mall Including Little Africa/Footscray Hub Business Centre

Dear Maribyrnong city Councillors,

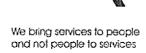
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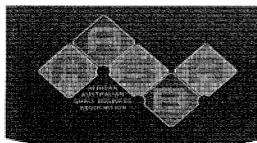
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www.aameys.com.au









Devoted to promoting African Australians businesses

ADN: 50779567059

9 February 2017

Petition for Safety of the Nicholson St Mall Including Little Africa/Footscray Hub Business Centre

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131-133 BALLARAT ROAD, FOOTSCRAY

Director Nigel Higgins

Director Planning Services

Manager Steven Lionakis

Manager Urban Planning

PURPOSE

To present for consideration a planning application for 131 – 133 Ballarat Road, Footscray (TP784/2016) which has received 30 objections and two letters of support.

APPLICATION RECEIVED	19/12/2016		
APPLICATION NUMBER:	TP784/2016(1)		
APPLICANT	Hansen Partnership P/L		
SITE ADDRESS	131 – 133 Ballarat Road Footscray		
PROPOSAL	Use and development of the land for the purpose		
	of seven dwellings and removal of vegetation on		
	land in the Public Acquisition Overlay and a		
	waiver in carparking		
ZONE	General Residential Zone – Schedule 1 (GRZ1)		
OVERLAYS	Development Contributions Plan Overlay –		
	Schedule 6 (DCPO6)		
	Public Acquisition Overlay 1 (PAO1)		
INTERNAL REFERRALS	Engineering Services		
	Traffic and Transport		
	Waste Services		
	Property Services		
EXTERNAL REFERRALS	Vic Roads		
COST OF DEVELOPMENT	\$575,000.00		
WARD	River		
ADVERTISED	Yes		
NUMBER OF SUBMISSIONS	30 objections		
	2 letters of support		
DATE OF PLANNING FORUM	16 March 2017		
REASON FOR CONSIDERATION	More than 10 objections		
BY COUNCIL			

ISSUES SUMMARY

- Approval is sought for the construction of seven single storey dwellings at 131-133
 Ballarat Road in Footscray.
- The land is owned by VicRoads.
- The dwellings are temporary and will be removed once VicRoads requires the site back for road widening purposes.
- Each dwelling contains one bedroom with a building height of 3.6 metres.
- No resident or visitor parking is provided on site and a waiver in eight spaces is being sought.
- The application was advertised and 30 objections were received.

- Two letters in support of the application has also been submitted.
- The objections relate to lack of car parking, inconsistency with neighbourhood character, variations to ResCode elements, waste collection and the 'types' of people residing in the dwellings.
- The seven dwellings would not result in any external amenity to surrounding properties given the single storey nature of the units, no walls on boundaries and side and rear setbacks compliant with Standard B17.
- The proposal has a high level of support at a State and local planning policy level and subject to conditions, is recommended for approval.

ATTACHMENTS

- 1. Proposed Permit Conditions
- 2. Advertised Plans for Committee's consideration.

OFFICER RECOMMENDATION

That Council issue a Notice of Decision to Grant a Permit for the use and development of the land for the purpose of seven dwellings and removal of vegetation on land in the Public Acquisition Overlay and a waiver in carparking at 131-133 Ballarat Road, Footscray subject to conditions contained within Attachment 1.

BACKGROUND

1. Proposal

The proposal is summarised as follows:

- Removal of all vegetation on site to facilitate the construction of seven single storey temporary dwellings with a maximum building height of 3.6 metres to the top of the roof.
- Units 1, 2 and 3 are oriented to face Farnsworth Avenue with Units 4 and 6 oriented to Ballarat Road. The remaining units are located at the rear of the site.
- Units 1-3 are setback 3.2 metres from Farnsworth Avenue and Units 4 and 6 are setback 7.2 metres from Ballarat Road (to the front façade of the building). The front deck and protruding roof/ porch element encroaches a further 1.7 metres into these setbacks.
- No walls are proposed on the boundaries.
- No parking is provided on site and a reduction of eight car spaces is being sought.

Refer to Attachment 2 for a copy of the advertised application plans.

2. Site and Surrounds

Subject Site

The subject site is located on the south eastern corner of Ballarat Road and Farnsworth Avenue. The site is rectangular in shape with approximate dimensions of 23 metres to Ballarat Road, depth along Farnsworth Avenue of 23 metres and an overall site area of 670 square metres.

The site is currently vacant with no buildings or structures with the exception of perimeter fencing. An existing single width crossover is located in the north-eastern corner of the site. Ballarat Road is a clearway between 6.30am and 9.30am, 7 days per week and whilst there are no signs it is obvious that no parking is allowed on Farnsworth Avenue.

There are no easements, covenants or restrictions registered on Title.

Surrounding Area

The surrounding area is characterised by a mixture of built forms. To the east of the site, built form ranges between single storey detached dwellings to a 13 storey apartment building (VU student accommodation).

On the opposite side of Ballarat Road are single storey weatherboard dwellings and the Kinnears site which is located within a Substantial Change Area. The former Kinnears rope work factory is heritage listed and currently has a three storey built form. Council has approved a Development Plan (DP) on 18 May 2016 for this site which shows approved heights between 4 and 18 storeys. A planning permit for Stage 1B has since been issued.

3. Policy Context and Permit Triggers

The site is located within a General Residential Zone (GRZ) and is affected by a Development Contributions Plan Overlay Schedule 6 (DCPO6) and a Public Acquisition Overlay 1 (PAO1)

The requirements of the DCPO6 ceased on 31 December 2016 as all relevant monies have been adequately collected during the operational lifespan of the overlay (2000-2016).

In addition, whilst the site is located within an area of Aboriginal Cultural Heritage Sensitivity recent changes to the Aboriginal Heritage Regulations 2007 exempts the construction of more than three dwellings on a lot less than 0.11 hectares (1100 square metres) from the requirement of a mandatory Cultural Heritage Management Plan (CHMP). The subject site has a total site area of 670 square metres and as such a mandatory CHMP is not required.

Permit Triggers

A Planning Permit is required for the following:

- Construction of two or more dwellings on a lot Clause 32.08-4 (GRZ).
- Use land for any section 1 or section 2 use in the zone (dwelling is a section 1 use under the GRZ) – Clause 45.01-1 (PAO)
- Construct a building or construct or carry out works including verandah, pergola and deck – Clause 45.01-1 (PAO)
- Damage, destroy, remove or lop any vegetation Clause 45.01-1 (PAO)
- Reduce (including reduce to zero) the number of carparking spaces required Clause 52.06-3 (carparking).

State Planning Policy Framework

The following State policies are applicable to the proposal:

- Clause 11 (Settlement), in particular Clause 11.02 (Urban Growth) and Clause 11.04 (Metropolitan Melbourne)
- Clause 15 (Built Environment and Heritage), in particular Clause 15.01 (Urban Environment)
- Clause 16 (Housing), in particular Clause 16.01 (Residential Development) and Clause 16.02 (Housing Form).

Local Planning Policy Framework

The following local policies are applicable to the proposal:

- Clause 21 (Municipal Strategic Statement), in particular Clause 21.02 (Municipal Profile), Clause 21.03 (Council Vision), Clause 21.04 (Settlement), Clause 21.06 (Built Environment and Heritage), Clause 21.07 (Housing), and Clause 21.09 (Transport)
- Clause 22 (Local Planning Policies), in particular Clause 22.05 (Preferred Neighbourhood Character Statements).

Particular Provisions

The following particular provisions are applicable to the proposal:

- Clause 52.06 (Carparking)
- Clause 55 (Two or more dwellings on a lot).

4. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertised pursuant to Section 52 of the *Planning and Environment Act 1987*.

30 objections were received and the grounds of objections relate to:

- Lack of carparking
- Variations to ResCode elements
- These homes are dangerous being located too close to families, schools and University
- Concerned about drug, alcohol and mental issues with proposed tenants
- What provision will be made if land is required for other purposes?
- Devaluation of property.

Two letters of support was also received for the application.

Planning Forum

A planning forum was held 16 March 2017. The Planning Forum allowed for discussion and clarification of issues between Launch Housing, objectors, supporters and Council officers. There has been no formal agreement at the Forum to amend plans prior to Council making a decision on the application.

The issues discussed at the forum included:

- Applications are assessed separately
- Processing of applications
- Intensity and cluster of the development
- Lack of carparking
- Temporary nature of development
- Variations to ResCode (including site services and safety)
- Management of tenants.

In regards to the processing of applications, all nine Launch Housing applications were required to be lodged separately given they are individual lots separated by roads and private dwellings. Notification of all planning applications was undertaken in accordance with Section 52 of the Planning and Environment Act 1987 (the Act) which included letters to adjoining and surrounding residences and the erection of public signs to each street frontage.

The other matters will be discussed in the discussion section of the report.

7. Referrals

External

The application was referred to VicRoads pursuant to Clause 45.01-3 (PAO). VicRoads advised it has no objections to the proposal and that no comments were required.

Internal

The application was referred to the following internal departments:

- Engineering services
- Traffic and Transport
- Waste Management
- Property Services

A summary of the comments is as follow:

Engineering Services:

- Development appears to extend beyond the boundary into the landscape verge. This
 will need to be confirmed ensuring the development is contained wholly within the
 fence line.
- No carparking is provided consistent with the nature of the development (ie, social housing).
- The redundant crossover in Ballarat Rd is to be removed, and the affected street assets reinstated to the requirements and satisfaction of the responsible authorities.
- The likely legal point of discharge will be to the kerb and channel along Ballarat Rd, subject to VicRoads approval and requirements.
- Waste collection could be problematic and unsuitable along both frontages additional comments should be sought from Waste Services.
- No objection to the construction of a temporary pedestrian path over the landscape verge in Farnsworth Avenue.

Traffic Department:

- The streets and surrounding network have capacity to handle the traffic volumes generated by the proposed development.
- As discussed in the Traffic Impact Assessment, it is expected a very low demand for car spaces will exist due to the profile of the residents – as low as 1:5.
- In this case there will be no parking for available residents in this area, so this needs to be a requirement / existing condition noted by residents.
- Visitor parking is limited however there is availability along Droop Street.
- Storage must be provided fir all dwellings.
- Bicycle parking is to be provided. It is important residents have the opportunity to securely park bicycles off street.
- Waste collection would be normal collection from Ballarat Road.
- The proximity and access to public transport services is good in this area, with tram and bus services available in Ballarat Road and Droop Street.

Waste Management:

- The use of skips are not required for this development and individual bins may be provided to each dwelling.
- Collection of rubbish bins along both street frontages is possible provided it is outside of clearway hours.
- The bin collection point for Units 1-3 should be located on Farnsworth Avenue in front of Units 2 and 3 and be at least 12 metres from the intersection of Ballarat Road.
- The bin collection point for Units 4-7 should be located on Ballarat Road in front of Units 4 and 6 and may be placed on the existing (unused) crossover.

Property Services:

 No objection to the construction of a temporary pedestrian path over Council's landscape verge in Farnsworth Avenue, subject to Engineering Services approval.

Standard engineering and drainage conditions will be included as part of any approval granted. With respect to the removal of the crossover it is considered not appropriate given the temporary nature of the dwellings. The land is owned by VicRoads and will eventually be used for road widening purposes as specified under the PAO1. Therefore it is considered acceptable that the crossover remain in the interim.

It is recommended that as a condition of any approval the waste management plan be amended to show bin collection points as per the Waste Management Department's comments and be generally in accordance with Council's Waste Management Planning Guidelines.

DISCUSSION

The key issues for consideration are as follows:

- Is the development consistent with State and Local policy directions?
- Is the reduction in carparking appropriate?
- Does the proposal create any internal amenity or adverse off-site amenity impacts?
- Social Impacts and Development Cluster
- Neighbourhood Character

Is the development consistent with State and Local policy directions?

The recent State Government refresh of the Metropolitan Strategy (Plan Melbourne 2017-2050) is a 35 year plan to ensure Melbourne grows more sustainable, productive and liveable as its population approaches 8 million. Of particular relevance to this application is Outcome 2 relating to housing choices. One of the key directions is to increase the supply of social and affordable housing. To do so it is policy to:

- Utilise government land to deliver additional social housing;
- Streamline decision making processes for social housing proposals;
- Strengthen the role of planning in facilitating and delivering in the supply of social and affordable housing.

State and local planning policies provide clear direction on urban consolidation, housing diversity and affordability. Urban consolidation policies contained at Clauses 11.02, 11.04 and 21.04 seek to ensure the efficient supply of land for residential uses to meet the forecasted demand and to facilitate a diversity of housing stock including the supply of social and affordable housing options.

Housing policies contained at Clause 16 and 21.07 requires planning and responsible authorities to plan for housing that meets community needs, have locational attributes including proximity to public transport and local facilities, improves housing choice and affordability by supporting opportunities for a wide range of income groups.

The proposal is a partnership between a government authority (VicRoads) and Launch Housing, a community organisation delivering services (including accommodation) to people at risk of homelessness. The partnership between the two organisations has allowed Launch Housing to temporarily accommodate dwellings on land owned by

VicRoads with the intention of removing these homes once VicRoads' requires the land back for the purposes under the PAO1.

Putting aside the significant State and local policy support for social and affordable housing, there is overwhelming policy support to increase the supply of land for dwellings to accommodate the projected population forecasts. Pursuant to Clause 21.04 and 21.07, the City of Maribyrnong must accommodate between 14,000 and 16,000 new households by 2031. Housing affordability policies of Clause 21.07 supports new residential developments to provide opportunities for public, social and community based affordable housing and for it to be adequately distributed across the municipality.

Whilst normally on an allotment of 650 square metres, seven traditionally sized dwellings may not be comfortably accommodated, in this instance given the single storey, self contained, bed-sit layout and given its temporary nature, the proposal is considered appropriate and consistent with the incremental change area.

Further there is substantial State and local planning policy support for social and affordable housing especially in areas well serviced by public transport and local facilities.

It is considered that the overwhelming benefits of this proposal far outweigh any potential perceived social stigma attached to affordable housing and subject to condition requiring the removal of these dwellings upon reclaim of the land from VicRoads, the proposal is considered appropriate.

Is the reduction in carparking appropriate?

The proposal seeks approval for a reduction in eight spaces associated with seven resident and one visitor car space.

The Traffic report submitted with the application provides research and empirical data into similar types of developments for single unit affordable housing. The data concluded that people who are at risk of homelessness are unlikely to own private vehicles given the high capital required to own, operate and maintain such vehicles. Further the research shows that based on the seven single units proposed, the development would generate a parking demand of 1.33 spaces (rounded down to 1 space).

As this will not be a speculative development, each future tenant will be organised through Launch Housing who have confirmed that the selection process to house tenants is rigorous and all applicants will be informed that there is no availability of parking on site or on Ballarat Road. It has also been advised that Launch Housing can prioritise the housing to residents who do not own private vehicle.

In any event, the site is located in proximity to the Footscray Metropolitan Activity Centre, Highpoint Principal Activity Centre, Victoria University Specialised Activity Centre and other local centres. It is also located along a Principal Public Transport Network (PPTN) route providing convenient access to a range of transport options including a tram service along both Droop and Gordon Streets and bus services travelling in both directions of Ballarat Road to and from the Central Business District. It is expected the future residents will take the opportunity to use these more effective modes of transportation.

Furthermore as acknowledged by Council's Traffic Department, some short parking is available proximate to the site including the Farnsworth Avenue carpark (north of the site) and along Droop Street both of which are within 50 metres of the site.

Does the proposal create any internal amenity or adverse off-site amenity impacts?

The development has been assessed against the objectives and standards of Clause 55 (ResCode) and the following is noted:

- The development supports medium density development in an area well serviced by public transport and community infrastructure meeting the requirements of Standard B2 (residential policy).
- Dwellings 4 and 6 are designed to front Ballarat Road and avoid significantly high fencing, with a low 1.2 metre visually meeting the requirements of Standard B5 (Integration with the street). It is noted that Dwellings 1, 2 and 3 which face Farnsworth Avenue feature 1.8 metre high fencing. This is considered inappropriate and should be reduced to 1.2 metres consistent with Units 4 and 6. This will be required as a condition of any permit granted. It is noted that the secluded open space of these dwellings also face Farnsworth Avenue and will require some form of privacy protection. Therefore the provision of a 1.8 metre high fence may be provided to contain the open space area for these dwellings however any fence should not protrude forward of the main building line.
- Dwellings 1-3 have front setbacks of 3.5 metres meeting the 0.5 metre front setback
 of the adjoining building (substation structure, defined as a building under the Act)
 and Dwellings 4 and 6 have front setbacks of 7.2 metres meeting the 1.7 metre
 setback requirement of Standard B6 (street setback).
- The dwellings have a maximum building height of 3.6 metres significantly less than the 9 metre building height allowed under Standard B7 (building height).
- The development will have a building footprint of 191 square metres producing a site coverage of only 28.5 per cent significantly less than the 60 per cent coverage allowed under Standard B8 (site coverage).
- Over 470 square metres of the site will remain permeable equating to over 70 per cent of site permeability significantly exceeding the 20 per cent requirement envisaged under Standard B9 (permeability).
- No walls are proposed on any boundaries (Standard B18).
- Daylight to existing habitable room windows including north facing habitable room windows will not be affected given the low scale development proposed meeting the requirements of Standard B19 (daylight to existing windows) and Standard B20 (north facing windows).
- The extent of shadows cast are well within the levels prescribed under Standard B21 (overshadowing open space).
- Given the single storey nature of the dwellings proposed and the 1.8 metre high boundary fences, there is no opportunity for overlooking into the secluded private open space of the adjoining properties meeting the requirements of Standard B22 (overlooking).
- Given the single storey nature of the development, the dwellings are easily accessible for people with limited mobility meeting the requirements of Standard B25 (accessibility).
- Each dwelling is provided with at least 40 square metres of total private open space with Dwellings 1, 2, 3, 5 and 7 having at least 25 square metres which will be secluded meeting the requirements of Standard B28 (private open space).

Given above, the development does not constitute an overdevelopment of the site.

As demonstrated above, the proposal has a high level of compliance with the objectives and standards of Clause 55 however there are some variations which require further discussion:

- Standard B12 Safety & Standard B26 (dwelling entry): With the inclusion of lower front fences as described above, the entrance of each dwelling will be readily identifiable from Farnsworth Avenue and allow views to and from the street promoting safety for future residents. In addition to ensure added compliance with the requirements of Standard B26 (dwelling entry) it is recommended that as a condition of any permit granted a pedestrian path with a minimum of 1 metres wide be constructed along the landscape verge providing access to the entrances of Dwellings 1, 2 and 3. Council's Property and Engineering Services Departments have no issues with the construction of a temporary pathway on Council land.
- Standard B28 (private open space): The secluded open space for Dwellings 4 and 6 are currently shown within the front setback. Whilst generous in size (7.2m x 5.2m) and exceeding the 25 square metre requirement, their location within the front with a 1.2 metre high front fence does not provide the security expected from secluded open space. Given the required front setback for this dwelling is 1.7 metres only (based on the front setback of the adjoining dwelling at 129 Ballarat Road) there is scope to shift the entire dwellings forward to create a more usable open space with adequate privacy for occupants. A reduced setback would also benefit the streetscape character as 7 metre front setbacks are uncommon in this part of Ballarat Road.
- Standard B29 (south facing open space): To ensure compliance with Standard B29, this south facing open space is required to have a setback of 5.2 metres from the dwelling. At present a setback of 2.1 metres is provided. As discussed above, given the generous 7.2 metre front setback provided for Dwellings 4 and 6, the entire dwellings could be shifted 3.1 metres towards Ballarat Road to achieve the 5.2 metre requirement of Standard B29. This would result in a new front setback of 4.1 metres (excluding front porch) which would still ensure compliance with Standard B6 and would fit better within the streetscape given the narrow front setbacks (between 1.7 and 4.5 metres) of the nearby properties.
- Standard B30 storage: whilst external storage has not been provided, a 3.6 square metre internal mezzanine storage is provided for each dwelling. Given the size of each dwelling being less than 27 square metres, a 3.6 square metre storage space is considered adequate to the needs of future occupants. Concerns were also raised regarding overlooking from the storage window. Given the height and non habitable nature of the storage area, there is no need for screening.
- Standard B34 Site Services: As discussed above, despite the Council's Waste Management Planning Guidelines, the Waste Management Department have confirmed individual bins may be provided to each dwelling provided collection points are as per described in their referral comments. Therefore it is recommended that an amended Waste Management Plan be submitted detailing the requirements as per Waste Management comments. In addition the mailbox location for Units 1, 5 and 7 are not clearly shown or located inappropriately. Therefore it is recommended that as a condition of any approval the mailbox for Unit 1 be located to front Farnsworth Avenue with the mailbox location for Units 5 and 5 clearly shown along the Ballarat Road frontage.

Social impacts and development cluster

Objectors have raised concerns regarding the social impacts (type of tenants) and the cluster of the developments along Ballarat Road. The permit applicant has advised that prospective tenants will be thoroughly screened by Launch Housing before any accommodation is provided. In any event, discrimination against the types of future tenants would go beyond what the Victoria Planning Provisions and *Planning and Environment Act 1987* would allow. Should there be any issues resulting in negative social behaviour these matters should be brought to the attention of the Police or contact can be made to Launch Housing.

Launch Housing have confirmed it will place external signage advising Home Ground Real Estate will be the managing agent and will provide a contact number for enquiries. Launch Housing are also committed to informing neighbours of the progress of construction including commencement dates.

In terms of clustering of the developments, there is overwhelming State and local policy support to increase the supply of social housing in locations close to jobs and services. Although, objectors believe the development will create undesirable cluster, policy dictates that social housing be located in proximity to activity centres, public transport networks and other community facilities, including:

- 500 metres to the edge of Footscray Metropolitan Activity centre
- 50 metres to Droop Street tram line
- 220 metres from Victorian University (Specialist Activity centre)
- 550 metres to Footscray park
- 700 metres to Western General Hospital.

The overwhelming benefits of this proposal far outweigh any potential perceived social stigma attached to affordable housing and subject to condition requiring the removal of these dwellings upon reclaim of the land from VicRoads, the proposal is considered appropriate.

Neighbourhood Character

The subject site is located within the Inner Urban 1 Neighbourhood Character Area of Clause 22.05 of the Maribyrnong Planning Scheme. The preferred character statement for this area is as follows:

The low-scale intimacy of the streetscapes and the sense of history will be maintained and strengthened throughout this precinct. Older dwellings, including those from the Victorian, Edwardian and Interwar eras will be retained and complemented by newer development that is distinguishable from original building stock, but respectful of the key elements of these styles. New low—scale buildings with pitched roofs will incorporate lightly-coloured timber and other non-masonry materials within well—articulated facades. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence. New buildings will be sited in accordance with the predominant pattern of setbacks in the street, which may include terraced housing or buildings abutting one side boundary. The visual interaction between dwellings and streetscapes will be maintained and strengthened by providing low, permeable front fences and small front setbacks with space for shrubs and flowering plants to soften the built form.

The proposal has a high level of compliance with the character statement and the following is noted:

- It is low in scale (3.6m) with pitched roofs strengthen the intimacy of the streetscape.
- It is significant lower than the adjoining properties to the east and north west (Kinnears).
- No walls are proposed on boundaries with appropriate front, side and rear setbacks.
- 1.2 metre high permeable front fence along Ballarat Road and Farnsworth Avenue.
- Low site coverage and high permeability.

Therefore the proposal is consistent with the emerging character of the area meeting Standard B1 of Clause 55 and the neighbourhood character statement.

Objections/concerns not previously addressed

A majority of the objections have been discussed in earlier sections of the report. Those that have not yet been addressed are considered below:

- What provision will be made if land is required for other purposes?
 In the event the site is required for the purposes under the PAO, the lease agreement allows VicRoads to remove the portable homes with appropriate notice. The dwellings are of a temporary nature with no intention of making it a permanent arrangement.
- Devaluation of property is not a valid planning consideration.
 In addition, consideration has been given to the objections received and it is determined that the proposal would not constitute a significant social effect on the community.

CONCLUSION

The proposal has a high level of policy support at the State and local planning framework level. Subject to minor modifications through conditions the proposal is supported.

ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP784/2016(1)
SITE ADDRESS:	131 – 133 Ballarat Road, Footscray
PROPOSAL:	Use and development of the land for the purpose of seven dwellings and removal of vegetation on land in the Public Acquisition Overlay and a waiver in car parking
DATE OF COUNCIL MEETING:	26 April 2017

- 1. Before the use and/or development start(s), amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and provided in a digital format (where possible). The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) Front fences of Dwellings 1, 2 and 3 with a maximum height of 1.2 metres
 - b) Any additional fence enclosing the SPOS area for dwellings must be located behind the main building façade
 - c) Rear open space for Dwellings 4 and 6 with a minimum depth of 5.2 metres. This will require a reduced front setback.
 - d) Dwellings 1's mailbox relocated to face Farnsworth Avenue.
 - e) Dwellings 5 and 6's mailbox clearly shown on plan and facing Ballarat Road.
 - f) A 1 metre wide pedestrian path providing access from Farnsworth Avenue to the entrances of Dwellings 1, 2 and 3 constructed to Council's standards and maintained to the satisfaction of the responsible authority.
 - g) A notation indicating the bin collection point for Dwellings 1, 2 and 3 on Farnsworth Avenue at least 12 metres from the intersection with Ballarat Road.
 - h) A notation indicating the bin collection point for Dwellings 4, 5, 6 and 7 on Ballarat Road infront of Dwellings 4 and 6. Bins may be located on the disused crossover.
 - i) Amended waste management plan (refer to condition below)
- 2. The use and/or development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 4. Concurrent with the endorsement of plans, the Waste Management Plan prepared for the development by Arup Pty Ltd dated 14 December 2016 must be amended to show:
 - The provision of individual bins for each dwelling.

- The bin collection point for Dwellings 1, 2 and 3 located on Farnsworth Avenue at least 12 metres from the intersection of Ballarat Road.
- The bin collection point for Dwellings 4, 5, 6 and 7 located on Ballarat Road in front of Units 4 and 6. Bins may be placed on the existing crossover.
- Work cover authority safety matters.

All to the satisfaction of the responsible authority.

- 5. Once submitted, the Waste Management Plan will be endorsed to form part of the permit and all waste management must be carried out in accordance with the Plan approved as part of condition 4.
- 6. Concurrent with the endorsement of plans an amended landscape plan must be submitted generally in accordance with the landscape concept plan submitted with the application prepared by Schored Projects dated December 2016, except that the plan must show:
 - a) Front fence height of 1.2 metres for each dwelling.
 - b) 1 metre wide pedestrian path providing access across the landscape verge to the entries of Dwellings 1, 2 and 3. The path must be constructed to Council's standards and maintained to the satisfaction of the responsible authority.
 - c) Location of street trees to be removed and retained.
- 7. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- 8. Before the development starts a fee must be paid to the Responsible Authority for the removal of the existing street tree(s).
- Before the development starts (including any demolition works), tree protection
 measures in accordance with AS4970-2009 (Protection of trees on Development Sites)
 must be erected around the existing street trees to be retained. The tree protection
 measures must remain in place until construction is completed.
- 10. The site must be drained to the satisfaction of the Responsible Authority and is subject to any requirements, conditions and subsequent approval from VicRoads. Stormwater runoff from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground stormwater system. Any cut, fill or structure must not adversely affect the natural stormwater runoff from and to adjoining properties.
- 11. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 12. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority drainage plans to the requirements outlined in the Stormwater Discharge Permit.
- 13. Unless with the prior written consent of the responsible authority, this permit will expire if one of the following circumstances applies: -
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.

 The use must cease 10 years from the date of this permit and all buildings including the pedestrian path, must be removed with landscape verge reinstated within 3 months after.

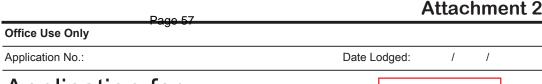
The Responsible Authority may extend the permit referred to if a request is made in writing before or within 6 months after the permit expiry date where the development has not commenced and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires. Any request must be accompanied by consent from the Roads Corporation and a valid lease/agreement for the ongoing use of the site.

Notes:

- This application <u>has been</u> assessed under Clause 55 (ResCode provisions) of the Maribyrnong Planning Scheme.
- A Stormwater Discharge Permit is required from MCC Operations and Maintenance and is subject to any requirements, conditions and subsequent approval from VicRoads.
- The owner shall be responsible for the loss of value or damage to Council's assets as a result of the development. Reinstatement or modification of the asset to Applicant.

A Council officer will contact the owner/builder to arrange a *Street Asset Protection Permit*, and advise of the associated Bond required to be lodged prior to commencement of work. Note: If using a private building surveyor, a *Section 80 Form* must be supplied to Council's Building Surveyor to initiate the above process.

- A *Road Opening Permit* from the Responsible Authority is required for any work or excavation within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.





Planning Enquiries Phone: 03 9688 0200

Web: www.maribyrnong.vic.gov.au

Clear Form

Application for **Planning Permit**

CITY OF MARIBYRNONG RECEIVED 19/12/16 **URBAN PLANNING**

If you need help to complete this form, read <u>How to complete the Application for Planning Permit form</u>.

Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987. If you have any concerns, please contact Council's planning department

Questions marked with an asterisk (*) are mandatory and must be completed.

A If the space provided on the form is insufficient, attach a separate sADVERTISED PLAN

he Land 1 Address of the land. Complete the Street Address and one of the Formal Land Descriptions.					
Street Address *	Unit No.: St. No.: 131-133 St. Name: Ballarat Road				
	Suburb/Locality: Footscray	Postcode:3011			
Formal Land Description * Complete either A or B.	A Lot No.: 1	No.: 124980G			
⚠ This information can be	OR				
found on the certificate of title.	B Crown Allotment No.: Section No.:				
	Parish/Township Name:				
		Remove Address			
Formal Land Description * Complete either A or B.	A Lot No.: 1	n No.: 693155M			
⚠ This information can be	OR				
found on the certificate of title.	B Crown Allotment No.: Section No.:				
	Parish/Township Name:				
		Remove Address			
If this application relates	o more than one address, please click this button and enter relevant details.	Add Address			

The Proposal

A You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

For what use, development or other matter do you require a permit?

> If you need help about the proposal, read: How to Complete the **Application for Planning Permit Form**

To develop the land for the purposes of six dwellings:

- construct two or more dwellings under the GRZ
- buildings and works and tree removal under PAO1
- car parking waiver under Clause 52.06

Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

VIC. Aus

_		Page 58				
3 Estimated cost of development for which the	Cost \$575,000 You may be required to verify this estimate. Insert `0' if no development is proposed.					
permit is required *	If the application is for land within metropolitan Melbourne (as defined in section 3 of the <i>Planning and Environment Act 1987</i>) and the estimated cost of the development exceeds \$1 million (adjusted annually by CPI) the Metropolitan Planning Levy must be paid to the State Revenue Office and a current levy certificate must be submitted with the application. Visit www.sro.vic.gov.au for information.					
Existing Conditions i						
Describe how the land is used and developed now *	The land is vacant					
eg. vacant, three dwellings, medical centre with two practitioners, licensed						
restaurant with 80 seats, grazing.	Provide a plan	of the existing conditions. P	hotos	s are also helpfu	CITY OF MARIBYRNONG	
					ADVERTISED PLAN	
Title Information 📋						
5 Encumbrances on title * If you need help about the title, read: How to complete the Application for Planning Permit form	Section 173 agree Yes. (If 'yes' co No	ment or other obligation	such n hov	as an easem	tle such as a restrictrive covenant, ent or building envelope? efore continuing with this application.)	
	(The title include		earch	statement', the	of land forming the subject site. title diagram and the associated title	
Applicant and Owner [Details 🚺					
6 Provide details of the applicant and		nd.				
Applicant *	Name:					
The person who wants	Title:	First Name:		Surna	me:	
the permit.	Organisation (if ap	plicable): Launch Housing	g			
	Postal Address:			If it is a P.O. Box	, enter the details here:	
	Unit No.:	St. No.: 68		St. Name: Ox	ford Street	

Suburb/Locality: Collingwood State: VIC Postcode: 3066 Where the preferred contact Contact person's details * person for the application is Same as applicant (if so, go to 'contact information') different from the applicant, Name: provide the details of that Title: Mr First Name: Damian Surname: Iles person. Organisation (if applicable): Hansen Partnership Pty Ltd Postal Address: If it is a P.O. Box, enter the details here: Unit No.: St. No.: Level 4, 136 St. Name: Exhibition Street Suburb/Locality: Melbourne State: VIC Postcode:3000 Please provide at least one **Contact information** contact phone number * Business Phone: 9664 9807 Email: bsammon@hansenpartnership.com.au Mobile Phone: Fax:

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	n	^	

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Name:					Same as applicant	
Title:	First Name:		Surname	e:		
Organisation (if ap	oplicable): Roads Corporation	n				
Postal Address:		If it is	a P.O. Box, e	nter the details I	here:	
Unit No.:	St. No.: 60 St. Name: Der			nmark Street		
Suburb/Locality: K	(ew	State	e: VIC		Postcode:3101	
Owner's Signature	e (Optional):			Date:		
					ay / month / year	

Declaration i

ADVERTISED PLAN

This form must be signed by the applicant *

A

Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature:

On behalf of applicant

Date: 16/12/2016

day / month / year

VIC. Aus

Need help with the Application? ii

If you need help to complete this form, read <u>How to complete the Application for Planning Permit form</u> General information about the planning process is available at <u>www.delwp.vic.gov.au/planning</u>

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist. Insufficient or unclear information may delay your application.

8 Has there been a pre-application meeting with a Council planning officer?

○ No	Yes	If 'yes', with whom?: Amy Mak & Tins Arabajieva			
		Date: 26 Oct 2016 day / month / year			

Checklist II

9 Have you:

	CITY OF MARIBYRNONG						
Filled in the form completely?	ADVERTISED PLAN						
Paid or included the application fee? Most applications determine the applications	require a fee to be paid. Contact Council to propriate fee.						
Provided all necessary supporting information and documents?							
A full, current copy of title information for each individual parcel of land forming the subject site							
✓ A plan of existing conditions.							
Plans showing the layout and details of the proposal							
Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.							
If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).							
If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void.							
✓ Completed the relevant Council planning permit checklist?							
✓ Signed the declaration (section 7)?							

Lodgement II

Lodge the completed and signed form, the fee payment and all documents with:

Maribyrnong City Council PO Box 58 Footscray VIC 3011 Cnr Napier & Hyde Streets Footscray VIC 3011

Contact information:

Telephone: 61 03 9688 0200

Email: email@maribyrnong.vic.gov.au

DX: 81112

Deliver application in person, by fax, or by post:

Print Form

Make sure you deliver any required supporting information and necessary payment when you deliver this form to the above mentioned address. This is usually your local council but can sometimes be the Minister for Planning or another body.

Save Form:

Save Form To Your Computer You can save this application form to your computer to complete or review later or email it to others to complete relevant sections.

Register Search Statement - Volume 9998 Folio 071

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09998 FOLIO 071

LAND DESCRIPTION

Lot 1 on Title Plan 124980G (formerly known as part of Crown Allotment 24 Section 15 Parish of Cut-paw-paw). PARENT TITLE Volume 03535 Folio 847 Created by instrument R072281H 31/10/1990

REGISTERED PROPRIETOR

Estate Fee Simple Sole Proprietor ROADS CORPORATION R239985Y 28/02/1991

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP124980G FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----- SEARCH STATEMENT------END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 131 BALLARAT ROAD FOOTSCRAY VIC 3011

ADMINISTRATIVE NOTICES

NIL

eCT Control 00026E ROADS CORPORATION

Effective from 09/10/2015

DOCUMENT END

Delivered from the Landata ® System by SAI Global Property Division Pty Ltd Delivered at 16/12/2016, for Order Number 41213593. Your reference: 2016517_JS_131.

> CITY OF MARIBYRNONG RECEIVED 19/12/16 **URBAN PLANNING**

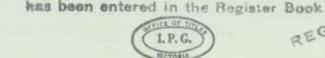
Delivered by LANDATA®. Land Victoria timestamp 16/12/2016 16:31 Page 1 of 2 State of Victoria. This publication is copyright. No part may be reproduced by Pager 62 ess except in accordance with the provisions of the Copyright Act and for the purposes of Section 32 of the Sale of Land Act 1962 or pursuant to a written agreement. The information is only valid at the time and in the form obtained from the LANDATA® System. The State of Victoria accepts no responsibility for any subsequent release, publication or reproduction of the information. Lodged at the Titles Office by R239985Y JOHNSON E.P. & DAVIES 1024D Code. VICTORIA TRANSFER OF LAND Subject to the encumbrances affecting the land including any created by dealings lodged for GITY: OF MARIBYRNONG the lodging of this instrument the transferor for the consideration expressed transfers to **ADVERTISED PLAN** estate and interest in the fee simple in the land described. Land (Note 5) Whole of the land described in certificate of title volume 9998 folio 071 Consideration (Note 6) TWENTY-NINE THOUSAND NINE HUNDRED AND FORTY DOLLARS (\$29,940.00) Transferor (Note 7) KIRIAKOS CHRISTOU Transferee (Note 8) ROADS CORPORATION Date d the 214 day of 1991 Execution & Attestation (Note 9) SIGNED by the transferor Comptroller of Stamps Kutie Kiriakos Christou in the

presence of:

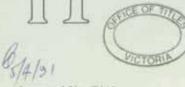
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19/12/16 **URBAN PLANNING**

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Approval No. T1/1

1 2 MAR 1991

Comptroller of Stamps VICTORIA-

Page 63

CITY OF MARIBYRNONG

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URBAN PLANNING

CITY OF MARIBYRNONG

ADVERTISED PLAN

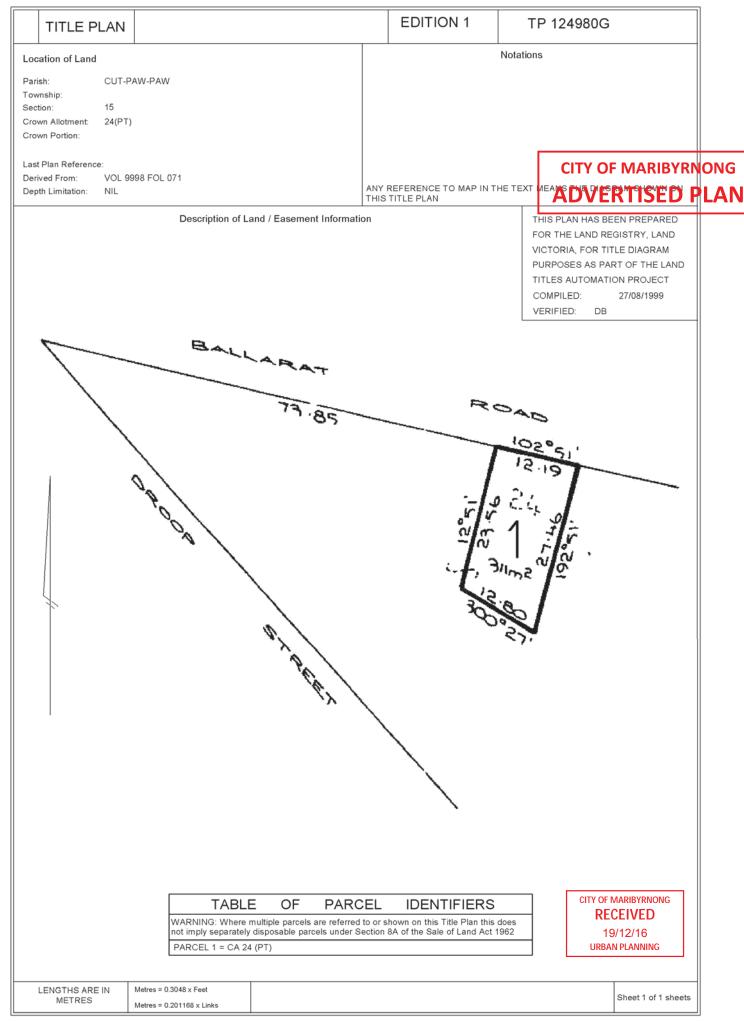
NOTES

- This form must be used for all transfers by the registered proprietor of an estate in fee simple other than

 (a) transfers by direction
 - (b) transfers creating or reserving easements
 - (c) transfers containing a restrictive covenant or a covenant created pursuant to statute
 - (d) transfers of mortgages charges or leases or leasehold estates
 - (e) transfers of other than the full interest of the transferor
 - for which the appropriate form must be used.
- 2. Transfers may be lodged as an original only and must be typed or completed in ink.
- All signatures must be in ink.
- 4. If there is insufficient space in any panel to accommodate the required information use the above space or an annexure sheet (Form A1). Insert only the words "See Annexure A" (or as the case may be) in the appropriate panel and enter the information above or on the annexure sheet under the appropriate heading.
 - Multiple annexures may appear on the same annexure sheet but each must be correctly headed.
 - All annexure sheets should be properly identified and signed by the parties and securely attached to the instrument.
- 5. Volume and folio references must be given. If the whole of the land in a title is to be transferred no other description should be used. If the transfer affects part only of the land in a title the lot and plan number or Crown description should also be given. Any necessary diagram should be endorsed above or on an annexure sheet (Form A1).
- 7. Insert full name. Address is not required.
- 8. Insert full name and address. If two or more transferees state whether as joint tenants or tenants in common. If tenants in common specify shares.
- 9. If an executing party is a natural person execution should read "Signed by the transferor (transferee) in the presence of ______.". The witness must be an independent person. If an executing party is a body corporate execution should conform to any prescribed formalities relating to the affixing of the common seal.

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Register Search Statement - Volume 3544 Folio 679

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 03544 FOLIO 679

Security no CITY OF MARBYRNONG Produced 64974 FTYSED AN

LAND DESCRIPTION

Lot 1 on Title Plan 693155M (formerly known as part of Crown Allotment 24 Section 15 AT FOOTSCRAY Parish of Cut-paw-paw). PARENT TITLE Volume 03462 Folio 307 Created by instrument 665099 18/10/1911

REGISTERED PROPRIETOR

Estate Fee Simple Sole Proprietor ROADS CORPORATION P376299U 16/08/1989

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP693155M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----- SEARCH STATEMENT------END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 133 BALLARAT ROAD FOOTSCRAY VIC 3011

ADMINISTRATIVE NOTICES

NIL

eCT Control 00026E ROADS CORPORATION

Effective from 09/10/2015

DOCUMENT END

Delivered from the Landata ® System by SAI Global Property Division Pty Ltd Delivered at 16/12/2016, for Order Number 41213660. Your reference: 2016517_JS_133.

> **CITY OF MARIBYRNONG** RFCFIVFD 19/12/16 **URBAN PLANNING**

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19/12/16 URBAN PLANNING

CITY OF MARIBYRNONG ADVERTISED PLAN

NOTES

- 1. This form must be used for all transfers by the registered proprietor of an estate in fee simple other than
 - (a) transfers by direction
 - (b) transfers creating or reserving easements
 - (c) transfers containing a restrictive covenant or a covenant created pursuant to statute
 - (d) transfers of mortgages charges or leases or leasehold estates
 - (e) transfers of other than the full interest of the transferor
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- 2. Transfers may be lodged as an original only and must be typed or completed in ink.
- 3. All signatures must be in ink.
- 4. If there is insufficient space in any panel to accommodate the required information use the above space or an annexure sheet (Form A1). Insert only the words "See Annexure A" (or as the case may be) in the appropriate panel and enter the information above or on the annexure sheet under the appropriate heading.
 - Multiple annexures may appear on the same annexure sheet but each must be correctly headed.
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- 5. Volume and folio references must be given. If the whole of the land in a title is to be transferred no other description should be used. If the transfer affects part only of the land in a title the lot and plan number or Crown-description should also be given. Any necessary diagram should be endorsed above or on an annexure sheet (Form A1).
- 6. Set out the amount (in figures) on the nature of the consideration.
- Insert full frame. Address, is not required.
- Insert full name and address. If two or more transferees state whether as joint tenants or tenants in common specify shares.





VICTORIA

ANNEXURE SHEET

Transfer of Land Act 1958 Notes 1-2

This is the annexure marked

"A"

referred to the proposition of Transfer of Land dated 28 de guar 1989 between Melbourne and Metropolitan PLAN

Board of Works and Road Construction Authority

Signatures of parties

THE COMMON SEAL of MELBOURNE AND)
METROPOLITAN BOARD OF WORKS on being)
affixed hereto was attested by)

Member Chairman

Secretary to the Board

THE COMMON SEAL of ROAD CONSTRUCTION)
AUTHORITY was hereunto affixed at)
Kew in the presence of

Authorised Officers

Note 4

Note 3

Heading

CERTIFICATES OF TITLE

VOLUME	FOLIO	VOLUME	F0LI0	VOLUME	FOLIO	VOLUME :	FOLTO
1273 1301 1811 2054 2140 2345 2742 3030 3069 3131 3544 3686 3772 3870 4005 4218 4248 4457 4486 4512 4546 5512	554 111 015 775 900 821 7957 795 196 679 159 483 483 586 346 187 313 183 261	4624 4624 4813 4881 4903 5114 5145 5194 5216 5245 5294 5340 5349 5362 5405 5406 5409 5411 5448 5471 5500 5533 5535 5573	742 743 456 137 730 435 730 196 818 755 855 743 743 835 743 835 743 835 743 835 743 835 743 835 743 835 835 835 835 835 835 835 83	5690	890	5753 5753 5753 5776 5780 5780 5797 5800 5816 5820 5835 5851 5881 5947 5960 5986 5988 5994 6000 6000 6033 6075 6078 6097 6147 6157 6163 6178	420 421 422 200 966 967 138 206 428 428 428 428 428 428 428 428

CONTINUED OVERLEAF



	Continuati	ion	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	e		~
	VOLUME	FOLIO	VOLUME	FOLIO	VOLUME	F0L10	VOLUME	FOLIO
	6199 6227 6245 6247	729 254 818 389	6607 6618 6624 6634	325 × 573 × 714 × 642 × 444 ×	7161 7170 7170 7180	009 813 815 969	7808 7854 7857 7857	064 197 102 103
	6256 6267 6322 6372	103 207 256 386 802	6653 6667 6669 6670	444 × 234 × 723 × 811 × 209 ×	7181 7199 7223 7225	122 * 745 * 550 * 924 *	CI7894OF M 7897 ADWERT	ARIBY RNONG 154 PLAN 104 PLAN
	6380 6407 6415 6423 6427	220 🗙	6737 6798 6826 6865 6920	575 × 139 × 824 × 956 ×	7276 7278 7333 7416 7427	510 × 510 ×	7949	9 052 Y 2047 Y 168 Y
	01-6432 64684 6477	488 × 230 × 212 × (tectorics) 561 × 246 × 2266 × 266 ×	7033	204 × 849 × 030 × 471 ×	7506 7590 7602 7640	075 × 510 × 059 × 266 × 003 × 034 × 076 × 125 ×	7975 7975 7975 7975	084 × 095 × 098 ×
" The same of	6508 \ =6427.	473 × 231 ×	7073 7077 7108 7155 7160	491 * 338 * 490 * 851 * 838 *	7667 7690 7690 7690 7704	125 × 086 × 114 × 116 × 134 ×	7975 7985 7994 8008 8031	110 × 601 ×
The state of	3	.	7160	840 Ұ	7792 7795 7798	069 × 175 × 101 ×	8035 8037 8045 8046	691 413 036 174 622
<i>\f</i> ;	8047	602 🛫	8096	679*	7276 8152	076 ≺ 285 ≯	8047	600 →
	8047 8047 8050 8058 8058	609 861 298 112	8100 8103 8106 8107 8109	497 191 645 178 043 482	8156 8159 8159 8165 8167	144 * 426 * 798 *	8214 8218 8220 8230 8235 8235	150 × 613 × 349 × 880 × 882 ×
	8061 8064 8064 8064 8081	618 × (190 × (19	8114 8115 8115 8119 8125	482 * 768 * 991 * 908 * 160 * 259 *	8167 8174 8178 8183 8187	635 × 752 × 177 × 672 × 449 × 978 ×	8240 8241 8246 8247 8247	731 × 334 × 927 × 182 × 833 ×
	8081 8089 8091 8091 8091 8091	424× 677× 678× 679× 680×	8126 8126 8128 8129 8129 8134	562 × 113 × 010 × 380 × (Balanc)	8188 8190 8190 8192 8193 8193	668 * 354 * 726 * 421 * 076 * 887 * 7	8248 8252 8252 8252 8253 8253	358 492 587 588 219 823
	8091 8096	728 × 678 ×	8139 8149 8149 8151 8152	344 * 078 * 079 * 998 * 280 *	8194 8203 8206 8207 8207	515 7 537 7 617 7 072 811	8256 8256 8257 8263 8266	121 * 257 * 212 * 192 * 400 *
	*		ž.	NOT	8208	268 ¥	8275	071

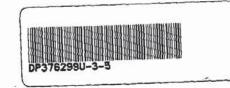
NOTES the required information in a panel on the parent instr

If there is insufficient space to accommodate the required information in a panel on the parent instrument
insert the words "See Annexure A" (or as the case may be) and enter all the information on the annexure
sheet under the appropriate heading.

2. If the instrument is lodged in duplicate (or triplicate) an annexure sheet must be attached to each. The annexure attached to the original must be completed in ink or by typewriter, that attached to the duplicate (or triplicate) may be a copy of the original but the signatures of all parties must be in ink on both the original and any copy.

3. The annexure must be properly indentified, be signed by the parties to the instrument to which it is annexed and be securely attached thereto.

4. Multiple annexures may appear on the same annexure sheet but each must be correctly headed.



VICTORIA

ANNEXURE SHEET

Transfer of Land Act 1958

Notes 1-2

This is the annexure marked "B" referred to in instrument BYRNONG

of Transfer of Land dated 28 All June 1989 between Melbourne and Metropolitan

Board-of-Work's and Road Construction Authority ADVERTISED PLAN

Signatures of parties

THE COMMON SEAL of MELBOURNE AND METROPOLITAN BOARD OF WORKS on being affixed hereto was attested by

CHAIRMAN CHAIRMAN

Secretary to the Board

Member

THE COMMON SEAL of ROAD CONSTRUCTION)
AUTHORITY was hereunto affixed at)

Kew in the presence of

Authorised

Note 4 Heading

CERTIFICATE OF TITLE

VOLUME **FOLIO VOLUME FOLIO** VOLUME **FOLIO** VOLUME: FOLIO? 684 🐱 067+ 600 ℃ 570-₩ 656 ℃ 435 🗶 267 × 668 183 🛰 939 -659 4 001 (balonce) 660+ 555 2 386 Meabone 306 × 970 × - 953 🔫 917× 374 275 Balone 561× 016 X 017 X 638 🛶 ,375 669 🛶 007 × 598× 081 × 073 🖈 308 (Balone) 593 × 440 × 303 × 637× 898× 639 T Balanch 501 ₹ 308 + 609× 421× 309 4 461 7 084 🗶 267 🛪 873 -856 4 098-536 🖈 193 × (Balence) 537 X 935+



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CITY OF MARIBYRNONG

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19/12/16 URBAN PLANNING

Continuation

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19/12/16

URBAN PLANNING

	Continuation								
	VOLUME	FOLIO	VOLUME	FOLTO	VOLUME	F0LI0	VOLUME	FOLIO	
S. C. L. L. C.	8632 030 × 397 × 8636 797 × 8643 581 × 8650 019 × 8654 511	428 × 902 × 456 × 464 × 483 × 912 × 156 ×	8727 8750 8776 8778 8788 8788 8788	401 783 379 554 660 172 598 431 753 344 447 931 984 438 447 931 860 447 931 984 438 438 447 438 447 438 448 448 448 448 448 448 448	8847 8856 8862 8866 8869 8874 8879 8885 8885 8889 8892 8892 8892 8892 889	610 373 019 800 042 508 829 111 600 655 456 967 615 135 136 137 138 138 138 138 138 138 138 138	8962 8965 8975 8978 8978 CIT 99 F MA A DVERTI 9010 9013 9017 9023 9023 9023 9028 9046 9114 9114 9114 9117 9117 9117 9121 9121 9132	487 805 231 948 021 RIB KRNON SED PLA 619 838 9005 495 496 496 496 172 392 831 962 963 963 963 977 977 988 746 746 746 747 988 746 746 747 747 748 748 748 748 748 748	G G
	9168 9189 9193 9197 9249 9252 9283 9316 9416 9433	729 305 782 615 497 121 704 171 172 252 141 990 629 643 283 432 432 432 432 432 432 432 43	9442 9469 9498 9520 9547 9547 9547 9550 9583 9614 9616 9639 9650 9700 9737 9737 9799	031 921 825 696 324 325 326 397 949 505 940 571 8691 692 909	PETER A Barris Suprem current the Lega	J. FARLEY ster and Solicitor c Court of Victo practising certif	ROADS CORA	1	ı

1>If there is insufficient space to accommodate the required information in a panel on the parent instrument insert the words "See Annexure A" (or as the case may be) and enter all the information on the annexure sheet under the appropriate heading.

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EDITION 1 TP 693155M TITLE PLAN Notations Location of Land AT FOOTSCRAY PARISH OF CUT-PAW-PAW Parish: Township: Section: 15 Crown Allotment 24 (PT) Crown Portion: Last Plan Reference: **CITY OF MARIBYRNONG** Derived From: VOL 3544 FOL 679 ANY REFERENCE TO MAP IN THE TEXT MEANS DETERMINED PLAN Depth Limitation: NIL Description of Land / Easement Information THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 20/11/2000 VERIFIED: Gov' ROAD CITY OF MARIBYRNONG TABLE OF PARCEL **IDENTIFIERS** WARNING: Where multiple parcets are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962 RECEIVED 19/12/16 PARCEL 1 = CA 24 (PT) **URBAN PLANNING** LENGTHS ARE IN Metres = 0.3048 x Feet Sheet 1 of 1 sheets FEET & INCHES

Metres = 0.201168 x Links



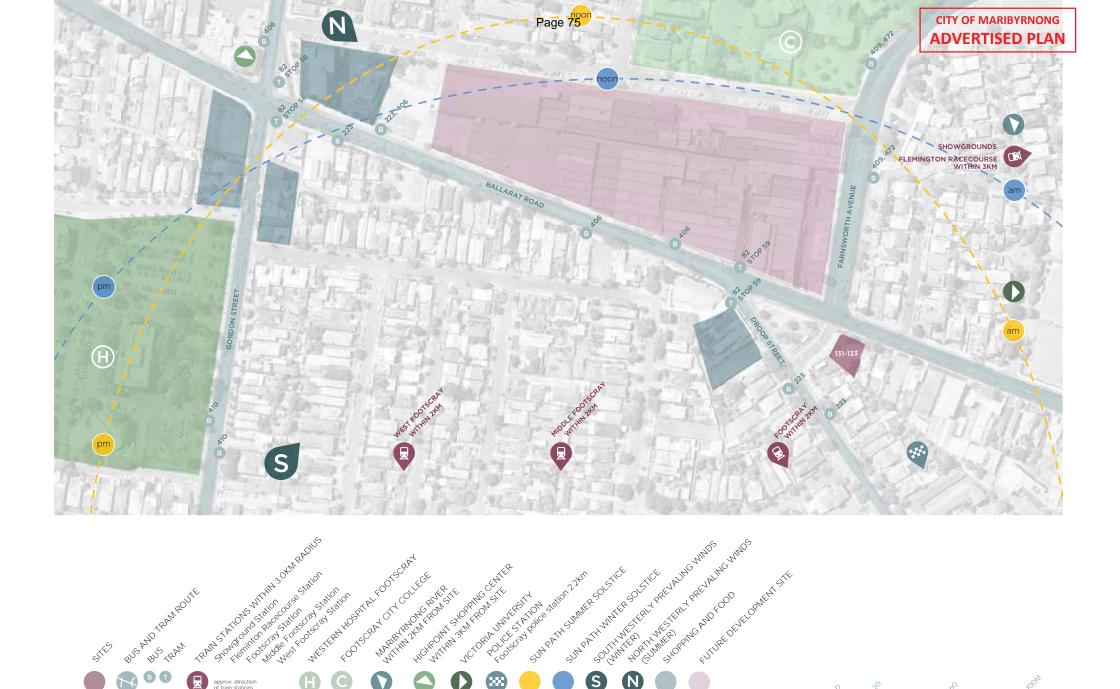


SHEET	TITLE	SCALE	SIZE	REV
TP.01	Cover	NTS	А3	TP-1
TP.02	Drawing List & Development Summary	NTS	A3	TP-1
TP.03	Site Analysis 01 - Location	NTS	A3	TP-1
TP.04	Site Analysus 02 - Site Plan	1:200	A2	TP-1
TP.05	Site Analysis 03 - Site Photos	NTS	A3	TP-1
TP.06	Design Response	1:200	A3	TP-1
TP.07	Ground Floor & Site Plan	1:200	A3	TP-1
TP.08	Landscape Plan	1:200	A3	TP-1
TP.09	Landscape Schedule	NTS	A3	TP-1
TP.10	Elevations	1:100	A3	TP-1
TP.11	Elevations	1:100	A3	TP-1
TP.012	Streetscape Perspective	NTS	A3	TP-1
TP.013	Shadow Diagram 22/9, 9am	1:200	A3	TP-1
TP.014	Shadow Diagram 22/9, 12pm	1:200	A3	TP-1
TP.015	Shadow Diagram 22/9, 3pm	1:200	A3	TP-1
TP.016	Material & Finishes Schedule	NTS	A3	TP-1
TP.017	Typical Unit Floor Plan	1:50	A3	TP-1
TP.018	Typical Unit Elevations & Section	1:50	A3	TP-1
,	Y	•		

	Existing		Propose	Proposed	
	Sqm	%	Sqm	%	
Total Site Area	670		670		
Total Built form Footprint (7 x 27.2)	0	0	190.4	30	
Total Site Coverage	0	0			
Total Site Permeability Hard surface - Built form 190.4 sqm - Car parking bitumen & paving 1.2 sqm	670	100	478.4	71.4	
Secluded Private Open Space (refer to Unit breakdown in table)	na	na	87.9	13.1	

UNIT NO.	COLOUR SCHEME COLOUR	SPOS
O1	Colour Scheme 2	9.9 sqm
02	Colour Scheme 3	11.2 sqm
O3	Colour Scheme 1	12.4 sqm
04	Colour Scheme 1	7.5 sqm
05	Colour Scheme 4	18.2 sqm
06	Colour Scheme 4	10.5 sqm
07	Colour Scheme 2	18.2 sqm
	•	-











NEIGHBOURHOOD AND SITE DESCRIPTION

PLANNING AND ENVIRONMENT ACT 1987 MARIBYRNONG PLANNING SCHEME

THIS DOCUMENT IS HEREBY CERTIFIED PURSUANT TO CLAUSE 55.01 OF THE MARIBYRNONG PLANNING SCHEME FOR PLANNING PERMIT APPLICATION NO: TP. 784/2016(1)

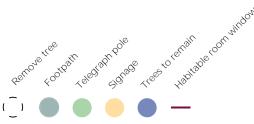
AMak

12/01/2017

SIGNED FOR AND ON BEHALF
OF THE RESPONSIBLE AUTHORITY

DATE

LEGEND



6 6 V









North boundary fence

South boundary fence

West boundary fence, view facing south outside subject site



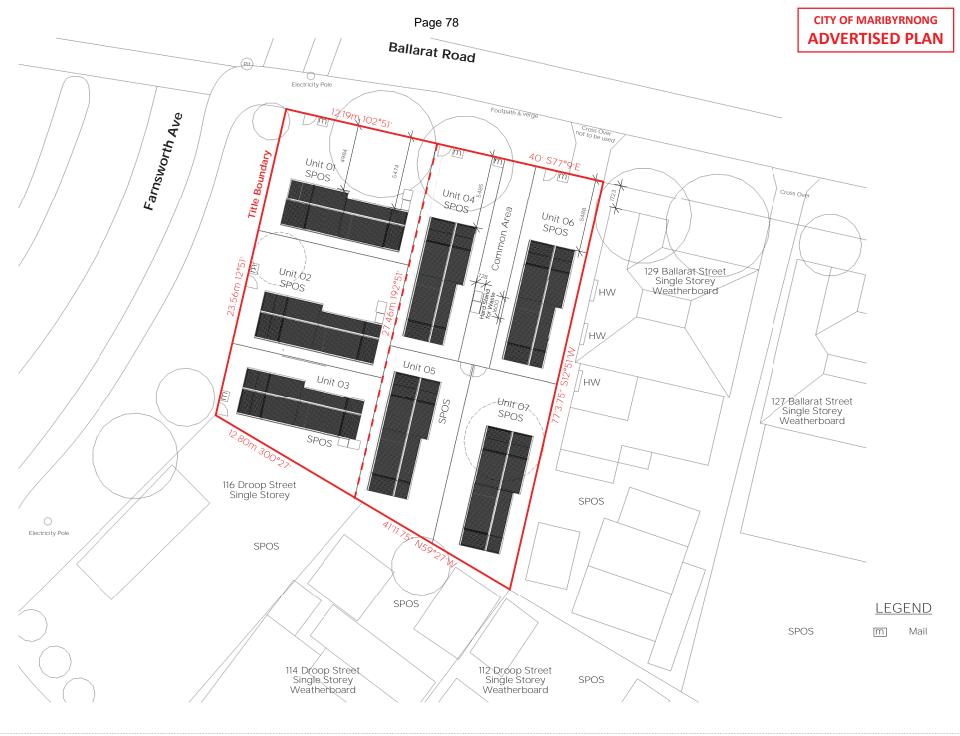




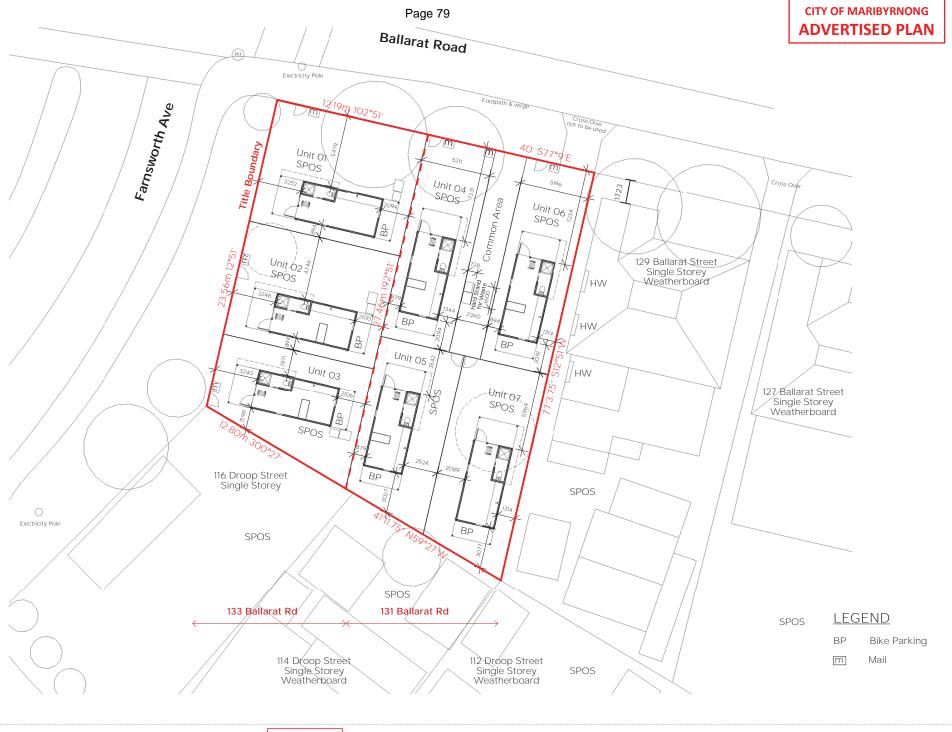
Existing crossover, view facing West from subject site



West boundary fence









CITY OF MARIBYRNONG ADVERTISED PLAN





KP - Kangaroo Paw CA - Coastal Correa



WH - Wedge-leaf Hop Bush



SP - Silver Princess



PC - Purple Coral Pea



Rain Garden - Kangaroo Paw



Lawn - Artifical Turf



Lilydale Topping



Paving



Bitumen



Tank 2000L



Lighting

Mail



ST - Street Tree

BP - Bike Parking

VBP - Visitor Bike Parking - hoop

CL - Clothes Line



Tree to demolish



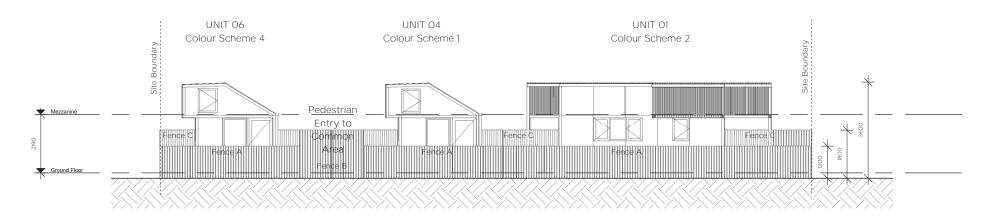
Tree to remain

CODE	DESCRIPTION
Fence A	1.2m Open Vertical Picket Aluminum with powder coat finish. Refer to finishes schedule for colours
Fence B	1.8m Open Vertical Picket Aluminum with powder coat finish. Refer to finishes schedule for colours
Fence C	1.8m Timber Paling Paint finish F.05
General Note	75mm thick mulch to all garden beds
AR	Refer to Arboricultural assessment for tree details



Code	KP	CA	WH	PC	SP
Botanical Name	Anigozanthos Flavidus	Correa Alba	Dodonea Viscosa	Hardenbergia Violacea	Eucalyptus Caesia
Common Name	Kangaroo Paw - Yellow	Coastal Correa	Wedge-leaf Hop Bush	Purple Coral Pea	Silver Princess
Mature Size (H x W)	1m X 0.4m	1m X 1.5m	1-3m X 1-3m	Climber	8m x 4m
Pot Size	10cm	12cm	14cm	14cm	30cm
Quantity	143	51	74	35	4

Scale NTS

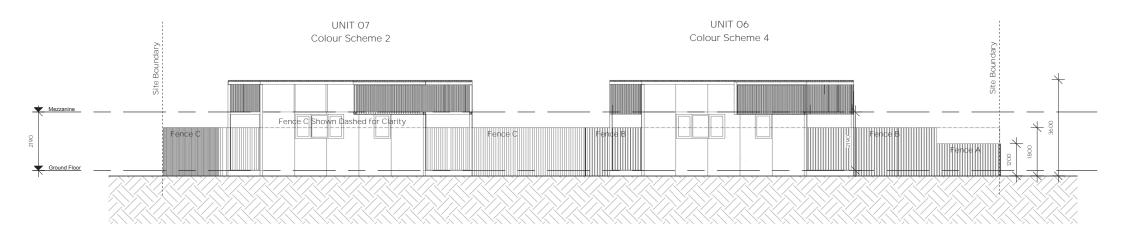


North Elevation Ballarat Road Elevation

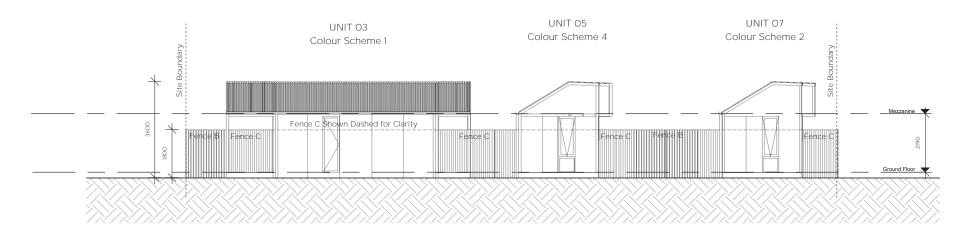


West Elevation





East Elevation



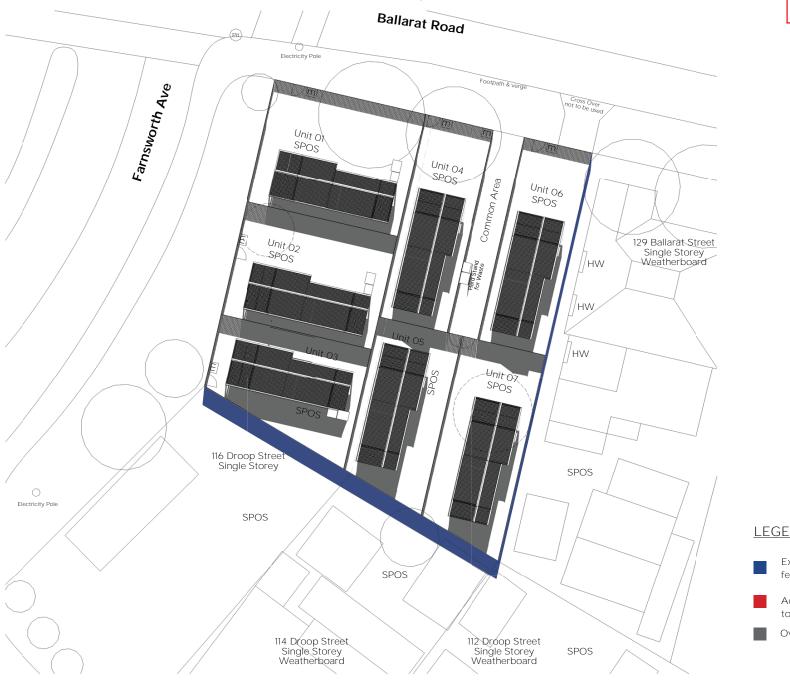
South Elevation











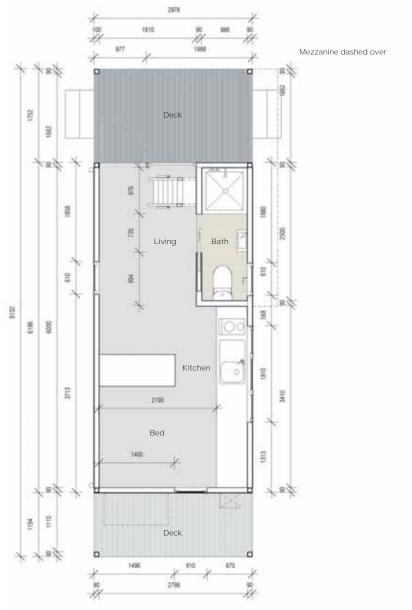
Page 86

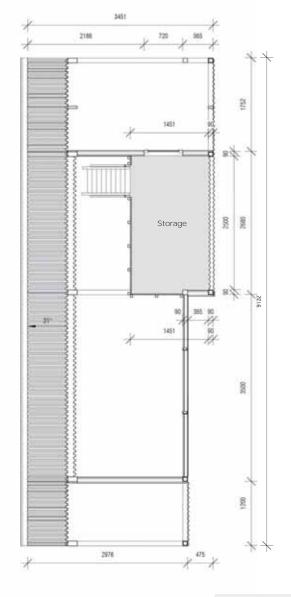


- Existing Overshadowing from fencing to neighbouring properties
- Additional Overshadowing to neighbouring properties
- Over Shadowing



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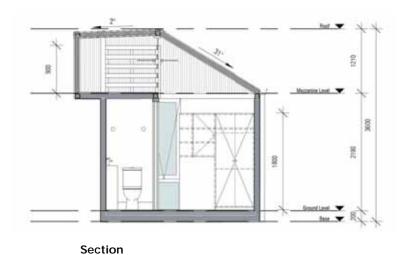
Ground Floor Plan

Mezzanine Plan

AREA SUMMARY	Internal area - excl. external
	walls
Ground Floor	16.7
Mezzanine	3.6
TOTAL	20.3 m ²



Scale 1:50

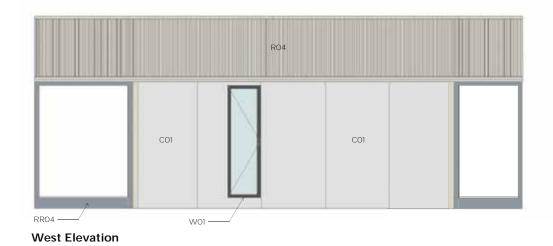




East Elevation







Scale 1:50

26 APRIL 2017

AGENDA ITEM 9.2

175 - 177 BALLARAT ROAD, FOOTSCRAY

Director Nigel Higgins

Director Planning Services

Manager Steven Lionakis

Manager Urban Planning

PURPOSE

To present for consideration a planning application for 175 – 177 Ballarat Road Footscray TP785/2016 which has received 13 objections and two letters of support

APPLICATION RECEIVED	19/12/2016
APPLICATION NUMBER:	TP785/2016(1)
APPLICANT	Hansen Partnership P/L
SITE ADDRESS	175 – 177 Ballarat Road Footscray
PROPOSAL	Use and development of the land for the purpose
	of six dwellings on land in the Public Acquisition
	Overlay and a waiver in carparking
ZONE	General Residential Zone – Schedule 1 (GRZ1)
OVERLAYS	Development Contributions Plan Overlay –
	Schedule 6 (DCPO6)
	Public Acquisition Overlay 1 (PAO1)
INTERNAL REFERRALS	Engineering Services
	Traffic and Transport
	Waste Services
EXTERNAL REFERRALS	Vic Roads
COST OF DEVELOPMENT	\$505,000.00
WARD	River
ADVERTISED	Yes
NUMBER OF SUBMISSIONS	13 objections
	2 letters of support
DATE OF PLANNING FORUM	16 March 2017
REASON FOR CONSIDERATION	More than 10 objections
BY COUNCIL:	

ISSUES SUMMARY

- Approval is sought for the construction of six single storey dwellings at 175 177
 Ballarat Road in Footscray.
- The land is owned by VicRoads.
- The dwellings are temporary and will be removed once VicRoads requires the site back for road widening purposes.
- Each dwelling contains one bedroom with a building height of 3.6 metres.
- No resident or visitor parking is provided on site and a waiver in seven spaces is being sought.
- The application was advertised and 13 objections were received.
- Two letters in support of the application has also been submitted.

- The objections relate to lack of car parking, inconsistency with neighbourhood character, variations to ResCode elements, waste collection and the 'types' of people residing in the dwellings.
- The six dwellings would not result in any external amenity to surrounding properties given the single storey nature of the units, no walls on boundaries and side and rear setbacks compliant with Standard B17.
- A significant tree is located on the property and will be retained as part of the proposal.
- The proposal has a high level of support at a State and local planning policy level and subject to conditions, is recommended for approval.

ATTACHMENTS

- 1. Proposed Permit Conditions
- 2. Advertised Plans for Committee's consideration.

OFFICER RECOMMENDATION

That Council issue a Notice of Decision to Grant a Permit for the use and development of the land for the purpose of six dwellings on land in the Public Acquisition Overlay and a waiver in carparking at 175 – 177 Ballarat Road, Footscray subject to conditions contained within Attachment 1.

BACKGROUND

1. Proposal

The proposal is summarised as follows:

- Construction of six single storey temporary dwellings with a maximum building height of 3.6 metres to the top of the roof.
- Dwellings 1 and 5 are oriented to face Ballarat Road. The remaining units are located at the rear.
- As a result of the angled frontage along Ballarat Road, front setbacks vary between 3.6 metres and 6.7 metres (to the front façade of the building).
- No walls are proposed on the boundaries.
- No parking is provided on site and a reduction of seven car spaces is being sought.
- Bicycle parking is provided for both residents and visitors to the site.
- A mature Pine tree is located in the north western corner of the site and will be retained as part of this development.

Refer to Attachment 2 for a copy of the advertised application plans.

2. Site and Surrounds

Subject Site

The subject site is located on the southern side of Ballarat Road in Footscray. The site is irregular in shape with approximate dimensions of 22 metres to Ballarat Road, a depth along the eastern boundary of 26 metres and an overall site area comprising 608 square metres.

The site is currently vacant with no crossovers, buildings or structures with the exception of perimeter fencing. A mature Pine tree is located at the front of the property in the north western corner. Ballarat Road is a clearway between 6.30 am and 9.30am, 7 days per week.

There are no easements, covenants or planning restrictions registered on Title.

Surrounding Area

The surrounding area is characterised by a mixture of built forms. To the east and west of the site built form is predominantly single storey dwellings with the exception of the bookend properties at either ends of the street. These are used for commercial purposes including a motor repairs and former petrol station and a former car sales yard which in recent years, has obtained a permit for a seven storey residential building.

Directly opposite the site on the north side of Ballarat Road is the Kinnears Ropework factory. The factory is heritage listed and currently has a three storey built form. Council has approved a Development Plan (DP) on 18 May 2016 for this site which shows approved heights between 4 and 18 storeys. A planning permit for Stage 1B has since been issued.

3. Policy Context and Permit Triggers

The site is located within a General Residential Zone (GRZ) and is affected by a Development Contributions Plan Overlay Schedule 6 (DCPO6) and a Public Acquisition Overlay 1 (PAO1)

The requirements of the DCPO6 ceased on 31 December 2016 as all relevant monies have been adequately collected during the operational lifespan of the overlay (2000-2016).

Permit Triggers

A Planning Permit is required for the following:

- Construction of two or more dwellings on a lot Clause 32.08-4 (GRZ).
- Use land for any section 1 or section 2 use in the zone (dwelling is a section 1 use under the GRZ) – Clause 45.01-1 (PAO)
- Construct a building or construct or carry out works including verandah, pergola and deck – Clause 45.01-1 (PAO)
- Reduce (including reduce to zero) the number of carparking spaces required Clause 52.06-3 (carparking).

State Planning Policy Framework

The following State policies are applicable to the proposal:

- Clause 11 (Settlement), in particular Clause 11.02 (Urban Growth) and Clause 11.04 (Metropolitan Melbourne)
- Clause 15 (Built Environment and Heritage), in particular Clause 15.01 (Urban Environment)
- Clause 16 (Housing), in particular Clause 16.01 (Residential Development) and Clause 16.02 (Housing Form).

Local Planning Policy Framework

The following local policies are applicable to the proposal:

- Clause 21 (Municipal Strategic Statement), in particular Clause 21.02 (Municipal Profile), Clause 21.03 (Council Vision), Clause 21.04 (Settlement), Clause 21.06 (Built Environment and Heritage), Clause 21.07 (Housing), and Clause 21.09 (Transport)
- Clause 22 (Local Planning Policies), in particular Clause 22.05 (Preferred Neighbourhood Character Statements).

Particular Provisions

The following particular provisions are applicable to the proposal:

- Clause 52.06 (Carparking)
- Clause 55 (Two or more dwellings on a lot).

4. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertised pursuant to Section 52 of the *Planning and Environment Act 1987*.

13 objections were received and the grounds of objections relate to:

- Lack of carparking
- These homes are dangerous being located too close to families, schools and University
- Concerned about drug, alcohol and mental issues with proposed tenants
- What provision will be made if land is required for other purposes?
- Variations to ResCode
- Devaluation of property.

Two letters of support was also received for the application.

Planning Forum

A planning forum was held 16 March 2017. The Planning Forum allowed for discussion and clarification of issues between Launch Housing, objectors, supporters and Council officers. There has been no formal agreement at the Forum to amend plans prior to Council making a decision on the application.

The issues discussed at the forum included:

- Applications are assessed separately
- Processing of applications
- Intensity and cluster of the development
- Lack of carparking
- Temporary nature of development
- Variations to ResCode (including site services and safety)
- Management of tenants

In regards to the processing of applications, all nine Launch Housing applications were required to be lodged separately given they are individual lots separated by roads and private dwellings. Notification of all planning applications was undertaken in accordance with Section 52 of the *Planning and Environment Act 1987* which included letters to adjoining and surrounding residences and the erection of public signs to each street frontage.

The other matters will be discussed in the discussion section of the report.

7. Referrals

External

The application was referred to VicRoads pursuant to Clause 45.01-3 (PAO). VicRoads advised it has no objections to the proposal and that no comments were required.

Internal

The application was referred to the following internal departments:

- Engineering services
- Traffic and Transport
- Waste Management

A summary of the comments is as follow:

Engineering Services:

- No carparking is provided consistent with the nature of the development (ie, social housing).
- Detailed drainage plan is required to be submitted.
- The likely legal point of discharge will be to the kerb and channel along Ballarat Rd, subject to VicRoads approval and requirements.
- Waste collection indicated shared bins for collection on Ballarat Road additional comments should be sought from Waste Services.

Traffic Department:

- The streets and surrounding network have capacity to handle the traffic volumes generated by the proposed development.
- As discussed in the Traffic Impact Assessment, it is expected a very low demand for car spaces will exist due to the profile of the residents – as low as 1:5.
- In this case there will be no parking for available residents in this area, so this needs to be a requirement / existing condition noted by residents.
- Visitor parking is limited however there is availability along Droop Street.
- Bicycle parking is to be provided. It is important residents have the opportunity to securely park bicycles off street.
- Waste collection would be normal collection from Ballarat Road.
- The proximity and access to public transport services is good in this area, with tram and bus services available in Ballarat Road and Droop Street.

Waste Management:

- The Waste Management Plan (WMP) should be updated to reflect the use of skips in accordance with Council's Waste Management Planning Guidelines.
- Collection of rubbish bins along Ballarat Road is allowed provided it is outside of clearway hours.

Standard engineering and drainage conditions will be included as part of any approval granted. It is recommended that as a condition of any approval the WMP be amended to show bin capacity as per the Waste Management Department's comments and be generally in accordance with Council's Waste Management Planning Guidelines.

DISCUSSION

The key issues for consideration are as follows:

- Is the development consistent with State and Local policy directions?
- Is the reduction in carparking appropriate?
- Does the proposal create any internal amenity or adverse off-site amenity impacts?
- Social Impacts and Development Cluster
- Neighbourhood Character

Is the development consistent with State and Local policy directions?

The recent State Government refresh of the Metropolitan Strategy (Plan Melbourne 2017-2050) is a 35 year plan to ensure Melbourne grows more sustainable, productive and liveable as its population approaches 8 million. Of particular relevance to this application is Outcome 2 relating to housing choices. One of the key directions is to increase the supply of social and affordable housing. To do so it is policy to:

- Utilise government land to deliver additional social housing;
- Streamline decision making processes for social housing proposals;
- Strengthen the role of planning in facilitating and delivering in the supply of social and affordable housing.

State and local planning policies provide clear direction on urban consolidation, housing diversity and affordability. Urban consolidation policies contained at Clauses 11.02, 11.04 and 21.04 seek to ensure the efficient supply of land for residential uses to meet the forecasted demand and to facilitate a diversity of housing stock including the supply of social and affordable housing options.

Housing policies contained at Clause 16 and 21.07 requires planning and responsible authorities to plan for housing that meets community needs, have locational attributes including proximity to public transport and local facilities, improves housing choice and affordability by supporting opportunities for a wide range of income groups.

The proposal is a partnership between a government authority (VicRoads) and Launch Housing, a community organisation delivering services (including accommodation) to people at risk of homelessness. The partnership between the two organisations has allowed Launch Housing to temporarily accommodate dwellings on land owned by VicRoads with the intention of removing these homes once VicRoads' requires the land back for the purposes under the PAO1.

Putting aside the significant State and local policy support for social and affordable housing, there is overwhelming policy support to increase the supply of land for dwellings to accommodate the projected population forecasts. Pursuant to Clause 21.04 and 21.07, the City of Maribyrnong must accommodate between 14,000 and 16,000 new households by 2031. Housing affordability policies of Clause 21.07 supports new residential developments to provide opportunities for public, social and community based affordable housing and for it to be adequately distributed across the municipality.

Whilst normally on an allotment of 600 square metres, six traditionally sized dwellings may not be comfortably accommodated, in this instance given the single storey, self contained, bed-sit layout and given its temporary nature, the proposal is considered appropriate and consistent with the incremental change area.

Further there is substantial State and local planning policy support for social and affordable housing especially in areas well serviced by public transport and local facilities.

It is considered that the overwhelming benefits of this proposal far outweigh any potential perceived social stigma attached to affordable housing and subject to condition requiring the removal of these dwellings upon reclaim of the land from VicRoads, the proposal is considered appropriate.

Is the reduction in carparking appropriate?

The proposal seeks approval for a reduction in seven spaces associated with six resident and one visitor car space.

The Traffic report submitted with the application provides research and empirical data into similar types of developments for single unit affordable housing. The data concluded that people who are at risk of homelessness are unlikely to own private vehicles given the high capital required to own, operate and maintain such vehicles. Further the research shows that based on the six single units proposed, the development would generate a parking demand of one space (1.14 spaces which is rounded down to 1).

In this instance Launch Housing have confirmed in numerous forums that the selection process to house tenants is a rigorous process and it is expected that applicants will be informed that there is no availability of parking on site or on Ballarat Road. It has also been advised that the applicant can prioritise the housing to residents who do not own private vehicle.

The site currently has no crossover along Ballarat Road and has no rear access, therefore it is not practical to provide any onsite parking without impacting on the streetscape and traffic flows.

In any event, the site is located in proximity to the Footscray Metropolitan Activity Centre, Highpoint Principal Activity Centre, Victoria University Specialised Activity Centre and other local centres. It is also located along a Principal Public Transport Network (PPTN) route providing convenient access to a range of transport options including a tram service along both Gordon and Droop Street and bus services travelling in both directions of Ballarat Road to and from the Central Business District. It is expected the future residents and any potential visitors will take the opportunity to use these more effective modes of transportation for travel to and from destinations.

Does the proposal create any internal amenity or adverse off-site amenity impacts?

The development has been assessed against the objectives and standards of Clause 55 (ResCode) and the following is noted:

- The development supports medium density development in an area well serviced by public transport and community infrastructure meeting the requirements of Standard B2 (residential policy).
- Dwellings 1 and 5 are designed to front Ballarat Road and avoid significantly high fencing, with a low 1.2 metre visually meeting the requirements of Standard B5 (Integration with the street).
- Dwelling 5's front setback of 6.7 metres exceeds the 4.15 metre setback requirement of Standard B6 (street setback). A small section of Dwelling 1 falls short of the required setback however this will be further discussed below.
- The dwellings have a maximum building height of 3.6 metres significantly less than the 9 metre building height allowed under Standard B7 (building height).
- The development will have a building footprint of 163.2 square metres producing a site coverage of only 27 per cent significantly less than the 60 per cent coverage allowed under Standard B8 (site coverage).
- Over 430 square metres of the site will remain permeable equating to over 71 per cent of site permeability significantly exceeding the 20 per cent requirement envisaged under Standard B9 (permeability).

- No walls are proposed on any boundaries (Standard B18).
- Daylight to existing habitable room windows including north facing habitable room windows will not be affected given the low scale development proposed meeting the requirements of Standard B19 (daylight to existing windows) and Standard B20 (north facing windows).
- The extent of shadows cast are well within the levels prescribed under Standard B21 (overshadowing open space).
- Given the single storey nature of the dwellings proposed and the 1.8 metre high boundary fences, there is no opportunity for overlooking into the secluded private open space of the adjoining properties meeting the requirements of Standard B22 (overlooking).
- Given the single storey nature of the development, the dwellings are easily accessible for people with limited mobility meeting the requirements of Standard B25 (accessibility).
- Each dwelling is provided with at least 40 square metres of total private open space with Dwelling 6 having at least 25 square metres which will be secluded with a minimum dimension of 3 metres meeting the requirements of Standard B28 (private open space).

Given above, the development does not constitute an overdevelopment of the site.

As demonstrated above, the proposal has a high level of compliance with the objectives and standards of Clause 55 however there are some variations which require further discussion:

- Standard B6 (street setback): Given the angle of the site Dwelling 1 has a varied setback between 3.6 metres and 5.1 metres. A setback of 4.15 metres is required under Standard B6. Therefore a small section of Dwelling 1 has a 500mm shortfall with the remainder of the dwelling exceeding the requirement. In this instance given the angle of the site the proposal provides an appropriate transition between the 5.3 metre setback of the property to the east and the 3 metre setback of the property to the west.
- Standard B28 (private open space): With the exception of Dwelling 6, the secluded private open space of each dwelling is undersized as it does not meet the 3m requirement prescribed under Standard B28. The secluded open space of these dwellings fall short by between 900mm and 230mm. Whilst a condition could be placed on any permit granted to increase the secluded open space to 3 metres by reducing the width of the common area, the 230mm shortfall is considered acceptable in this instance given:
 - the type of housing proposed
 - the overall area of private open space provided per dwelling
 - the convenient access residents have to local parks and gardens in the immediate vicinity.
- Standard B30 storage: whilst external storage has not been provided, a 3.6 square metre internal mezzanine storage is provided for each dwelling. Given the size of each dwelling being less than 27 square metres, a 3.6 square metre storage space is considered adequate to the needs of future occupants. Concerns were also raised regarding overlooking from the storage window. Launch Housing have confirmed that the roof/canopy over the mezzanine assists to restrict views to adjoining properties. In any event given the height and non habitable nature of the storage area, there is no requirement for screening.

Social impacts and development cluster

Objectors have raised concerns regarding the social impacts (type of tenants) and the cluster of the developments along Ballarat Road. The permit applicant has advised that prospective tenants will be thoroughly screened by Launch Housing before any accommodation is provided. In any event, discrimination against the types of future tenants would go beyond what the Victoria Planning Provisions and *Planning and Environment Act 1987* would allow. Should there be any issues resulting in negative social behaviour these matters should be brought to the attention of the Police or contact can be made to Launch Housing. Launch Housing have confirmed it will place external signage advising Home Ground Real Estate will be the managing agent and will provide a contact number for enquiries. Launch Housing are also committed to informing neighbours of the progress of construction including commencement dates.

In terms of clustering of the developments, there is overwhelming State and local policy support to increase the supply of social housing in locations close to jobs and services. Although, objectors believe the development will create undesirable cluster, policy dictates that social housing be located in proximity to activity centres, public transport networks and other community facilities, including:

- 180 metres to Gordon Street tram line
- 200 metres to Droop Street tram line
- 350 metres to Western General Hospital
- 750 metres to the edge of Footscray Metropolitan Activity centre
- 520 metres from Victorian University (Specialist Activity centre)
- 850 metres to Footscray park
- 1.7 kilometres to Highpoint Principal Activity Centre.

The overwhelming benefits of this proposal far outweigh any potential perceived social stigma attached to affordable housing and subject to condition requiring the removal of these dwellings upon reclaim of the land from VicRoads, the proposal is considered appropriate.

Neighbourhood Character

The subject site is located within the Inner Urban 1 Neighbourhood Character Area of Clause 22.05 of the Maribyrnong Planning Scheme. The preferred character statement for this area is as follows:

The low-scale intimacy of the streetscapes and the sense of history will be maintained and strengthened throughout this precinct. Older dwellings, including those from the Victorian, Edwardian and Interwar eras will be retained and complemented by newer development that is distinguishable from original building stock, but respectful of the key elements of these styles. New low—scale buildings with pitched roofs will incorporate lightly-coloured timber and other non-masonry materials within well—articulated facades. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence. New buildings will be sited in accordance with the predominant pattern of setbacks in the street, which may include terraced housing or buildings abutting one side boundary. The visual interaction between dwellings and streetscapes will be maintained and strengthened by providing low, permeable front fences and small front setbacks with space for shrubs and flowering plants to soften the built form.

The proposal has a high level of compliance with the character statement and the following is noted:

- It is low in scale (3.6m) with pitched roofs strengthen the intimacy of the streetscape.
- It is significant lower than the adjoining properties to the east and north west (Kinnears).
- No walls are proposed on boundaries with appropriate front, side and rear setbacks.
- 1.2 metre high permeable front fence along Ballarat Road and Farnsworth Avenue.
- Low site coverage and high permeability.
- Retains existing significant vegetation and provides additional canopy trees on site

Therefore the proposal is consistent with the emerging character of the area meeting Standard B1 of Clause 55 and the neighbourhood character statement.

Objections/concerns not previously addressed

A majority of the objections have been discussed in earlier sections of the report. Those that have not yet been addressed are considered below:

- What provision will be made if land is required for other purposes? In the event the site is required for the purposes under the PAO, the lease agreement allows VicRoads to remove the portable homes with appropriate notice. The dwellings are of a temporary nature with no intention of making it a permanent arrangement.
- Devaluation of property is not a valid planning consideration.
 In addition, consideration has been given to the objections received and it is determined that the proposal would not constitute a significant social effect on the community.

CONCLUSION

The proposal has a high level of policy support at the State and local planning framework level. Subject to minor modifications through conditions the proposal is supported.

ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP785/2016(1)
SITE ADDRESS:	175 – 177 Ballarat Road, Footscray
PROPOSAL:	Use and development of the land for the purpose of six dwellings on land in the Public Acquisition Overlay and a waiver in car parking
DATE OF COUNCIL MEETING:	26 April 2017

- 1. Before the use and/or development start(s), amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and provided in a digital format (where possible). The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) The eastern fences of Dwellings 1, 2, 3 and 4 (shown as fence C) replaced with 1.8 metre visually permeable high fencing to the satisfaction of the responsible authority.
 - b) A notation indicating the construction techniques for Dwelling 1 will be as per the Arborist Report endorsed to form part of this permit.
 - c) An amended landscape plan (refer to condition below)
 - d) An amended waste management plan (refer to condition below)
- 2. The use and/or development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 4. Concurrent with the endorsement of plans, the Waste Management Plan prepared for the development by Arup Pty Ltd dated 14 December 2016 must be amended to show the provision of skips for the development in accordance with Council's Planning Waste Management Guidelines (as amended) to the satisfaction of the responsible authority.
- 5. Once submitted, the Waste Management Plan will be endorsed to form part of the permit and all waste management must be carried out in accordance with the Plan approved as part of condition 4.
- 6. Concurrent with the endorsement of plans an amended landscape plan must be submitted generally in accordance with the landscape concept plan submitted with the application prepared by Schored Projects dated January 2017, except that the plan must show:
 - a) Fence details as required by condition 1(a).
 - b) Methods of construction in accordance with the Arborist Report endorsed as part of this permit (refer below)

- 7. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- 8. Before the development commences the Arboricultural Assessment prepared by Tree Logic Pty Ltd dated 1 December 2016 must be endorsed to form part of the permit. All of the recommendations of the report (as they relate to the subject site) must be implements before and during construction and at the removal of the dwellings, all to the satisfaction of the responsible authority.
- 9. Before the development starts (including any demolition works), tree protection measures in accordance with AS4970-2009 (Protection of trees on Development Sites) must be erected around the existing Norfolk Island Pine. The tree protection measures must remain in place until construction is completed.
- 10. Tree protection in accordance with condition 9 must be erected around the existing Norfolk Island Pine when dwellings are removed from the site.
- 11. The site must be drained to the satisfaction of the Responsible Authority and is subject to any requirements, conditions and subsequent approval from VicRoads. Stormwater runoff from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground stormwater system. Any cut, fill or structure must not adversely affect the natural stormwater runoff from and to adjoining properties.
- 12. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 13. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority drainage plans to the requirements outlined in the Stormwater Discharge Permit.
- 14. Unless with the prior written consent of the responsible authority, this permit will expire if one of the following circumstances applies: -
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.
 - The use must cease 10 years from the date of this permit and all buildings must be removed within 3 months after.

The Responsible Authority may extend the permit referred to if a request is made in writing before or within 6 months after the permit expiry date where the development has not commenced and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires. Any request must be accompanied by consent from the Roads Corporation and a valid lease/agreement for the ongoing use of the site.

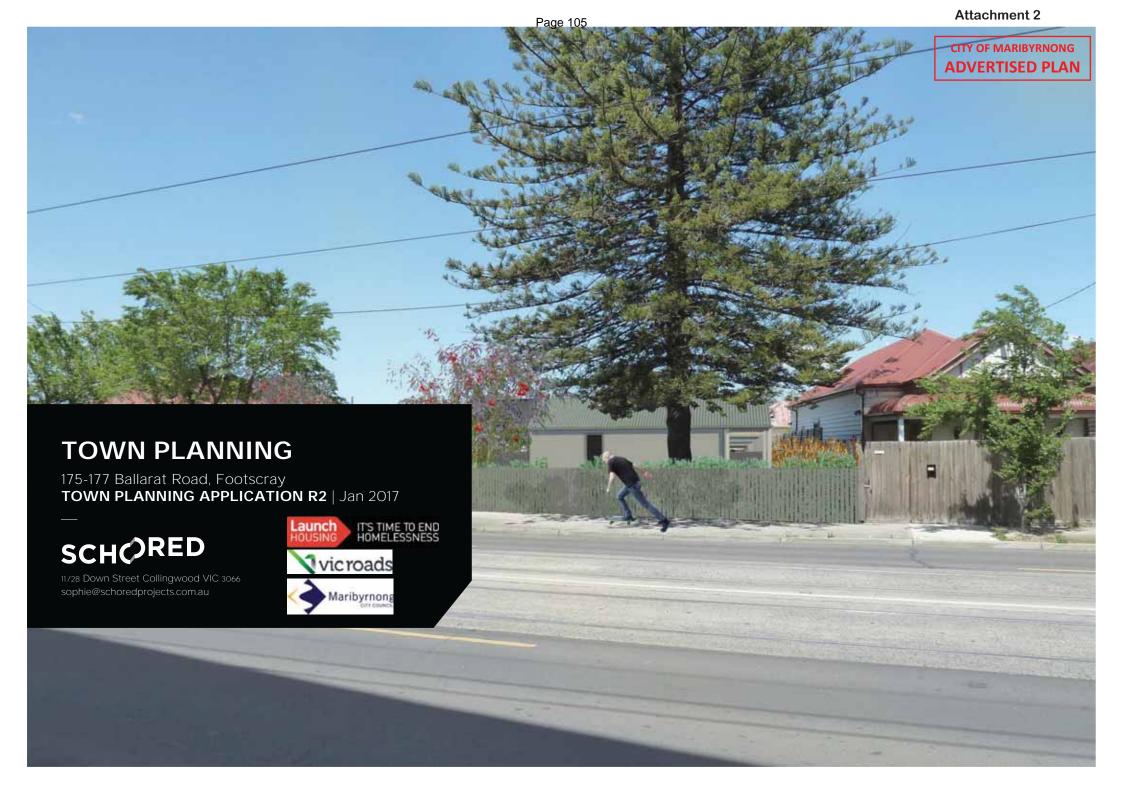
Notes:

- This application <u>has been</u> assessed under Clause 55 (ResCode provisions) of the Maribyrnong Planning Scheme.
- A *Stormwater Discharge Permit* is required from MCC Operations and Maintenance and is subject to any requirements, conditions and subsequent approval from VicRoads.

• The owner shall be responsible for the loss of value or damage to Council's assets as a result of the development. Reinstatement or modification of the asset to Applicant.

A Council officer will contact the owner/builder to arrange a *Street Asset Protection Permit*, and advise of the associated Bond required to be lodged prior to commencement of work. Note: If using a private building surveyor, a *Section 80 Form* must be supplied to Council's Building Surveyor to initiate the above process.

- A Road Opening Permit from the Responsible Authority is required for any work or excavation within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.

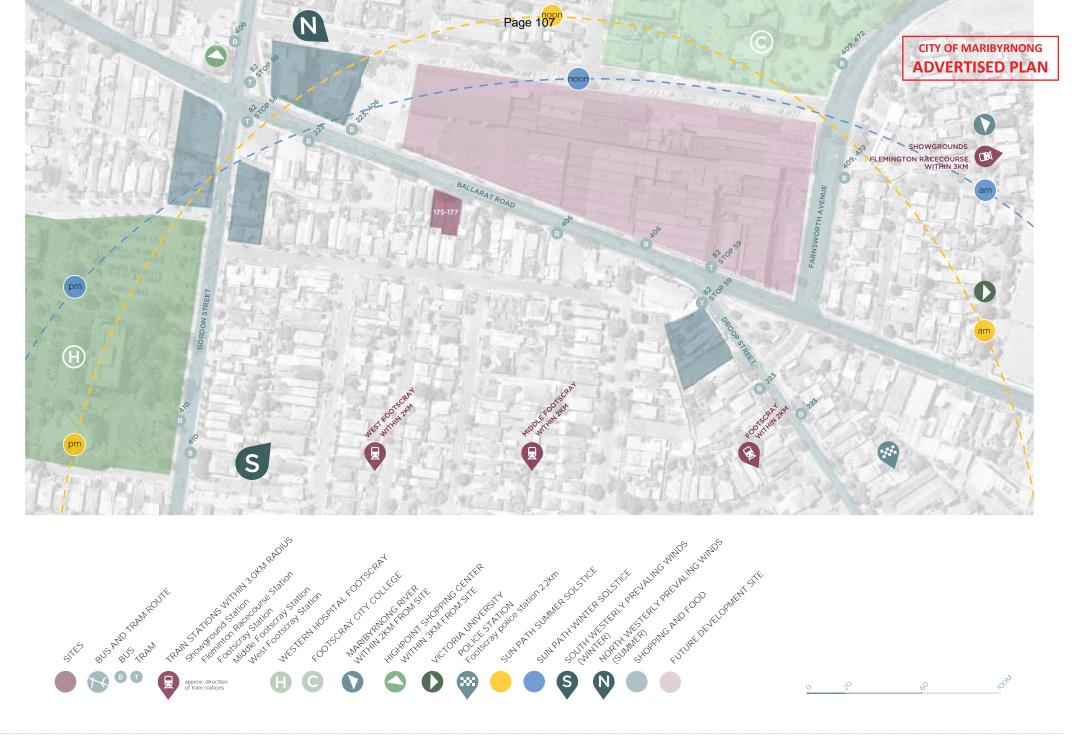


CITY OF MARIBYRNONG ADVERTISED PLAN

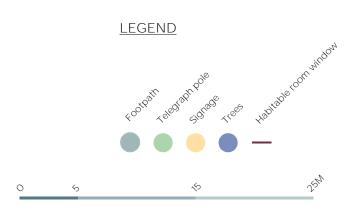
SHEET	TITLE	SCALE	SIZE	REV
TP.01	Cover	NTS	A3	TP-2
TP.02	Drawing List & Development Summary	NTS	A3	TP-2
TP.03	Site Analysis 01 - Location	NTS	A3	TP-1
TP.04	Site Analysus 02 - Site Plan	1:200	A2	TP-1
TP.05	Site Analysis 03 - Site Photos	NTS	A3	TP-1
TP.06	Design Response	1:200	A3	TP-2
TP.07	Ground Floor & Site Plan	1:200	A3	TP-2
TP.08	Landscape Plan	1:200	A3	TP-2
TP.09	Landscape Schedule	NTS	A3	TP-2
TP.10	Elevations	1:100	A3	TP-2
TP.11	Elevations	1:100	A3	TP-2
TP.012	Streetscape Perspective	NTS	A3	TP-2
TP.013	Shadow Diagram 22/9, 9am	1:200	A3	TP-2
TP.014	Shadow Diagram 22/9, 12pm	1:200	A3	TP-2
TP.015	Shadow Diagram 22/9, 3pm	1:200	A3	TP-2
TP.016	Material & Finishes Schedule	NTS	A3	TP-1
TP.017	Typical Unit Floor Plan	1:50	A3	TP-1
TP.018	Typical Unit Elevations & Section	1:50	A3	TP-1

	Existing		Propose	Proposed	
	Sqm	%	Sqm	%	
Total Site Area	608		608		
Total Built form Footprint (6 x 27.2)	0	0	163.2	30	
Total Site Coverage	0	0		•	
Total Site Permeability Hard surface - Built form 163.2 sqm - Car parking bitumen & paving 8.1 sqm	608	100	436.7	71.8	
Secluded Private Open Space (refer to Unit breakdown in table)	na	na	82.4	13.6	

UNIT NO.	COLOUR SCHEME COLOUR	SPOS
O1	Colour Scheme 3	12.3 sqm
02	Colour Scheme 4	8.3 sqm
O3	Colour Scheme 1	7.8 sqm
04	Colour Scheme 2	12.5 sqm
05	Colour Scheme 4	6.0 sqm
06	Colour Scheme 2	35.5 sqm



CITY OF MARIBYRNONG ADVERTISED PLAN



CITY OF MARIBYRNONG **ADVERTISED PLAN**





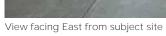


South boundary fence no. 177

South boundary fence no. 175

View facing West from subject site



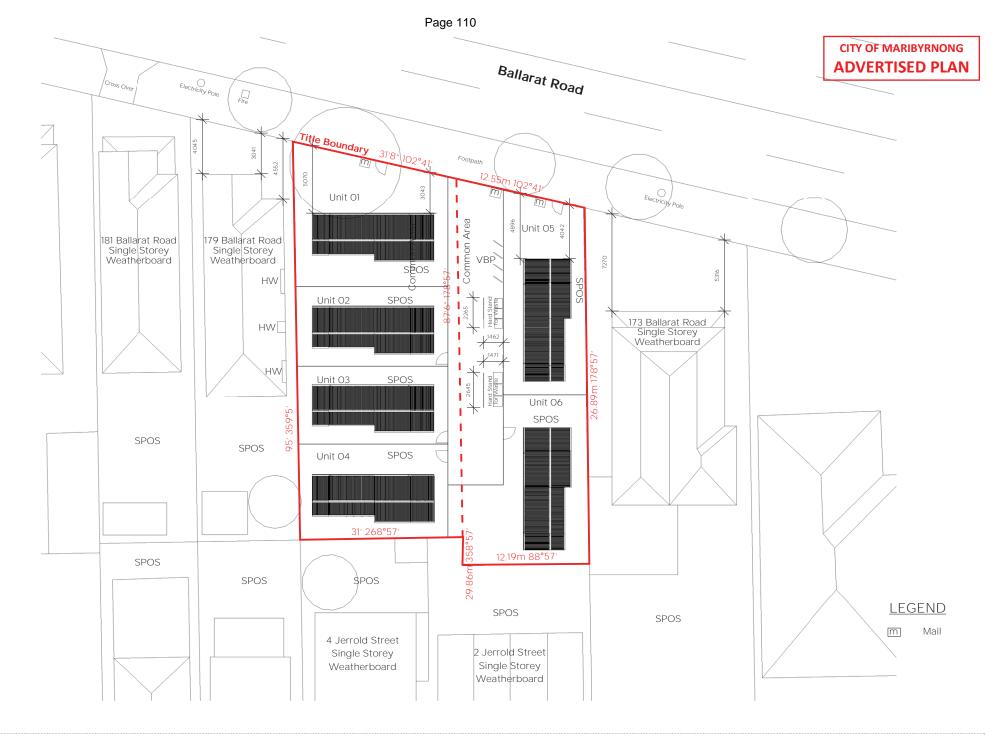




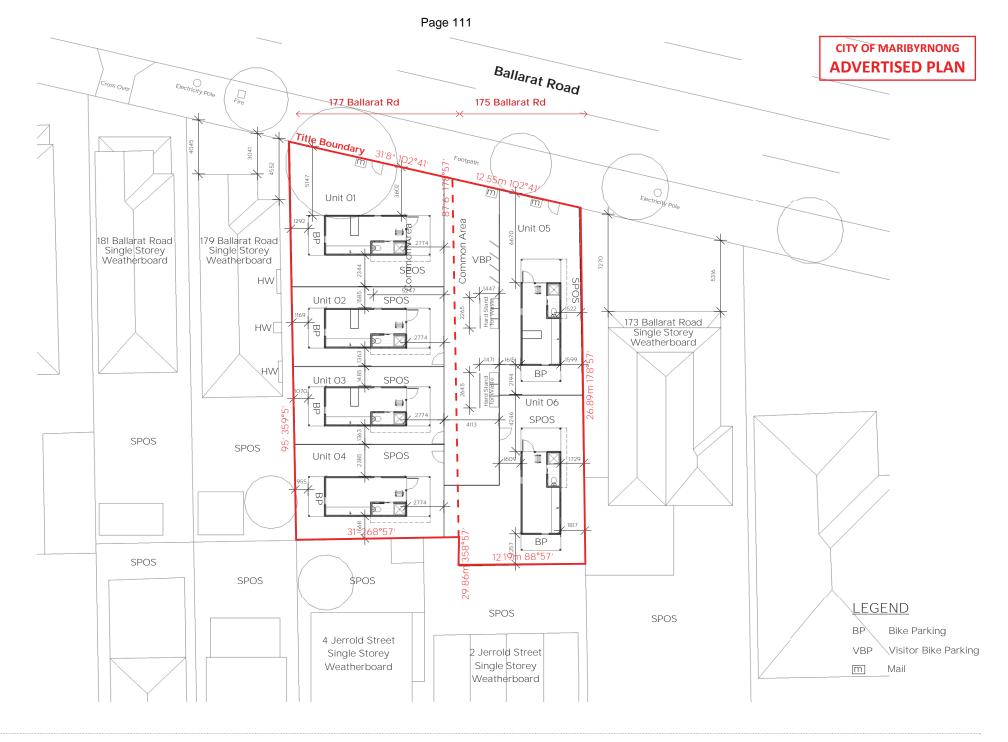
Subject site



East boundary fence



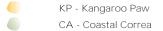




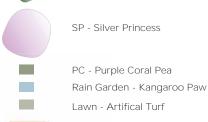




LEGEND







Lilydale Topping







ST - Street Tree

BP - Bike Parking

VBP - Visitor Bike Parking - hoop

CL - Clothes Line





CODE	DESCRIPTION
Fence A	1.2m Open Vertical Picket Aluminum with powder coat finish. Refer to finishes schedule for colours
Fence B	1.8m Open Vertical Picket Aluminum with powder coat finish. Refer to finishes schedule for colours
Fence C	1.8m Timber Paling Paint finish F.05
General Note	75mm thick mulch to all garden beds
AR	Refer to Arboricultural assessment for tree details

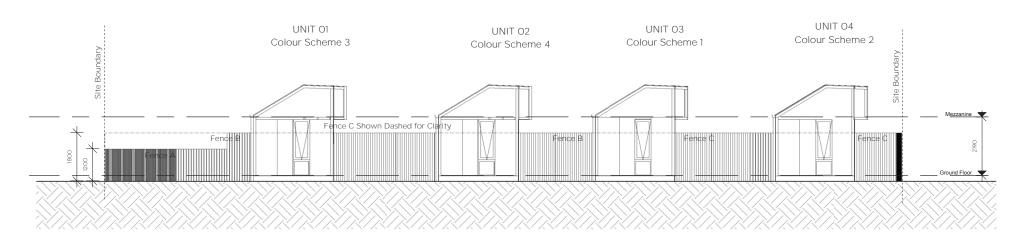
CITY OF MARIBYRNONG ADVERTISED PLAN

Code	KP	CA	WH	PC	SP
Botanical Name	Anigozanthos Flavidus	Correa Alba	Dodonea Viscosa	Hardenbergia Violacea	Eucalyptus Caesia
Common Name	Kangaroo Paw - Yellow	Coastal Correa	Wedge-leaf Hop Bush	Purple Coral Pea	Silver Princess
Mature Size (H x W)	1m X O.4m	1m X 1.5m	1-3m X 1-3m	Climber	8m x 4m
Pot Size	10cm	12cm	14cm	14cm	30cm
Quantity	92	36	63	45	4

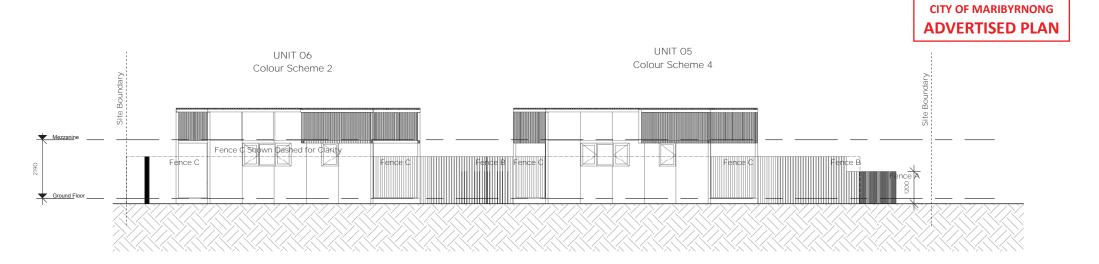
Scale NTS

CITY OF MARIBYRNONG ADVERTISED PLAN UNIT 05 UNIT 01 Colour Scheme 4 Colour Scheme 3 Site Boundary Pedestrian Entry to Fence C Common Area

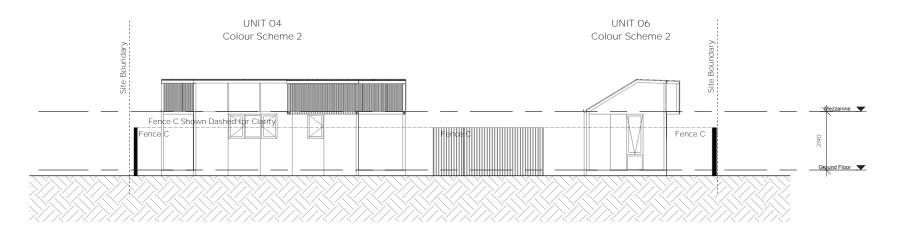
North Elevation **Ballarat Road Elevation**



West Elevation



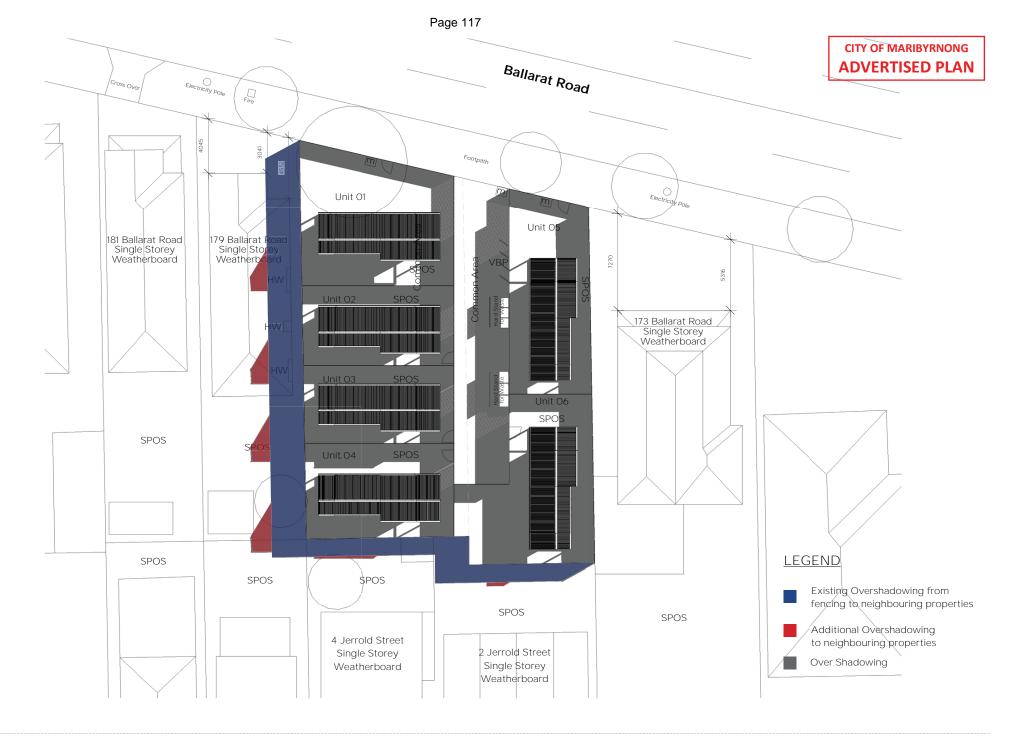
East Elevation



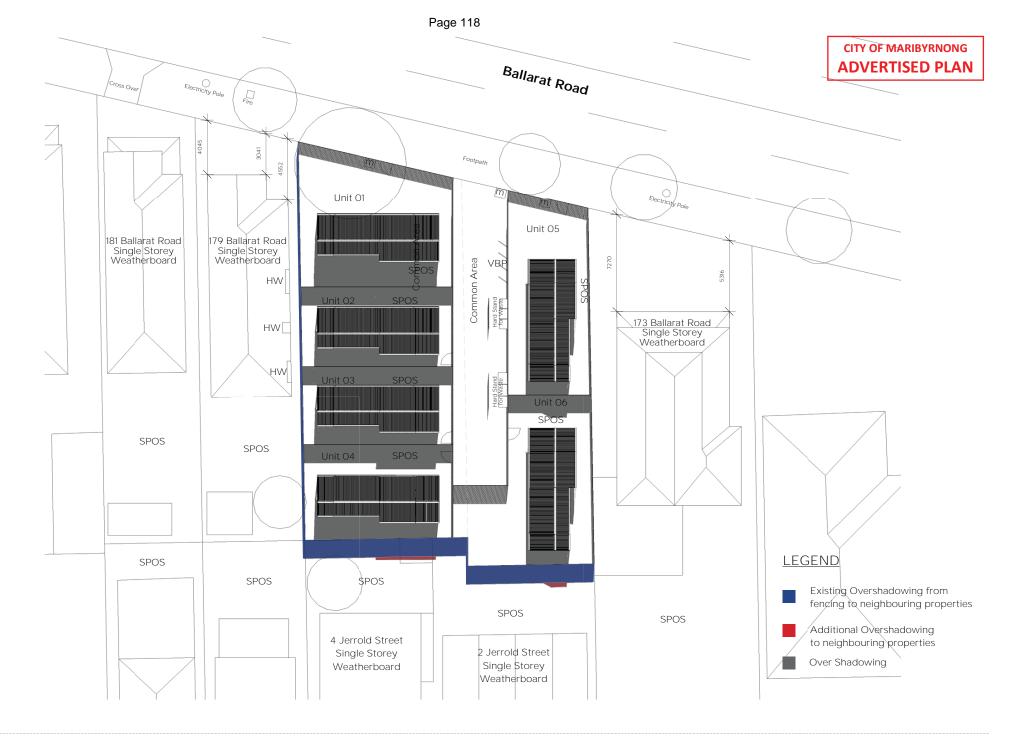
South Elevation



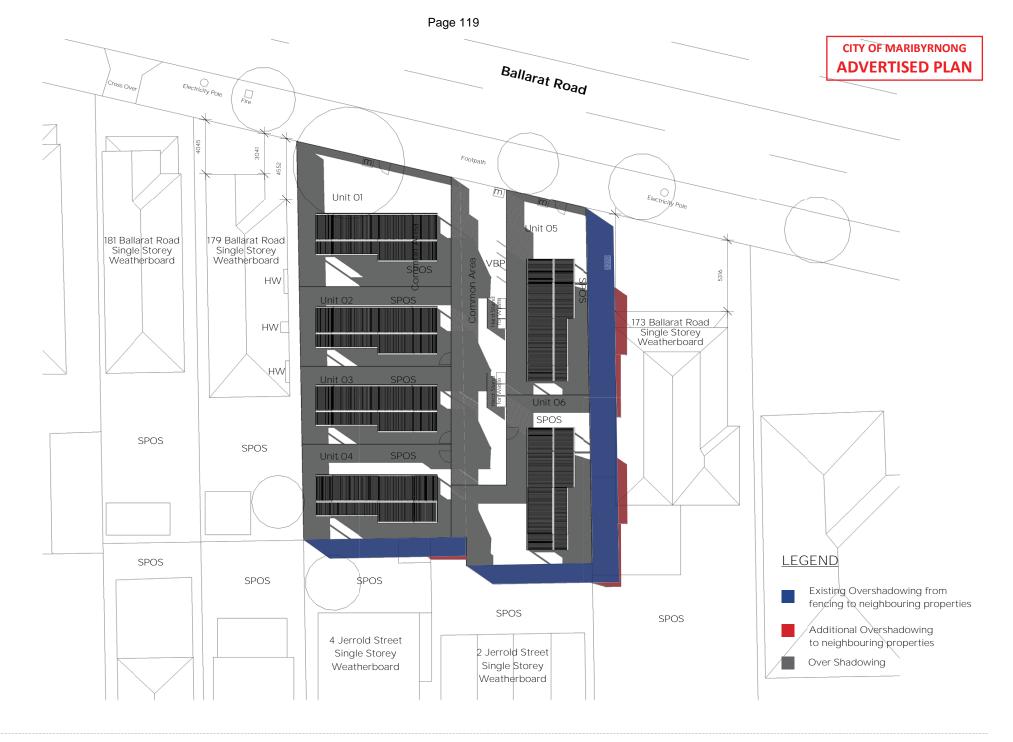
















CITY OF MARIBYRNONG ADVERTISED PLAN

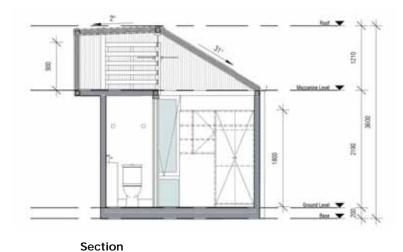
90 50 Storage 311 X 415 X 2976

Ground Floor Plan

Mezzanine Plan

AREA SUMMARY	Internal area - excl. external walls		
Ground Floor	16.7		
Mezzanine	3.6		
TOTAL	20.3 m ²		

Scale 1:50

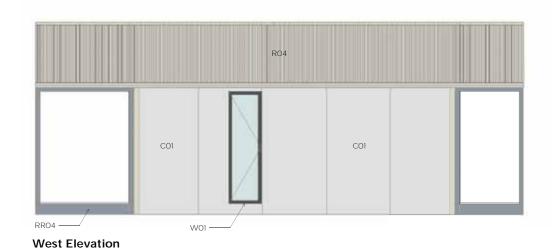




East Elevation







Scale 1:50

26 APRIL 2017

AGENDA ITEM 9.3

185 – 189 BALLARAT ROAD, FOOTSCRAY

Director: Nigel Higgins

Director Planning Service

Manager Steven Lionakis

Manager Urban Planning

PURPOSE

To present for consideration a planning application for 185- 189 Ballarat Road Footscray TP795/2016 which has received 27 objections and two letters of support.

APPLICATION RECEIVED	21/12/2016	
APPLICATION NUMBER:	TP795/2016(1)	
APPLICANT	Hansen Partnership P/L	
SITE ADDRESS	185 Ballarat Road Footscray	
PROPOSAL	Use and development of the land for the purpose	
	of 10 dwellings and removal of vegetation on land	
	in a Public Acquisition Overlay and a reduction in	
	carparking	
ZONE	General Residential Zone – Schedule 1 (GRZ1)	
OVERLAYS	Development Contributions Plan Overlay –	
	Schedule 6 (DCPO6)	
	Public Acquisition Overlay 1 (PAO1)	
INTERNAL REFERRALS	Engineering Services	
	Traffic and Transport	
	Waste Services	
EXTERNAL REFERRALS	Vic Roads	
COST OF DEVELOPMENT	\$830,000	
WARD	River	
ADVERTISED	Yes	
NUMBER OF SUBMISSIONS	27 objections	
	2 letters of support	
DATE OF PLANNING FORUM	16 March 2017	
REASON FOR CONSIDERATION	More than 10 objections	
BY COUNCIL:		

ISSUES SUMMARY

- Approval is sought for the construction of 10 single storey dwellings at 185, 187 and 189 Ballarat Road in Footscray.
- The land is owned by VicRoads.
- The dwellings are temporary and will be removed once VicRoads requires the site back for road widening purposes.
- Each dwelling contains one bedroom with a building height of 3.6 metres.
- Four carparking spaces are provided on site and a waiver in eight spaces is being sought.
- The application was advertised and 27 objections were received.
- Two letters in support of the application has also been submitted.

- The objections relate to lack of carparking, inconsistency with neighbourhood character, variations to ResCode elements, waste collection, the 'types' of people residing in the dwellings and stormwater issues along Ballarat Road.
- The 10 dwellings would not result in any external amenity to surrounding properties given the single storey nature of the units, no walls on boundaries and shadows within the acceptable limits.
- The proposal has a high level of support at a State and local planning policy level and subject to conditions, is recommended for approval.

ATTACHMENTS

- 1. Proposed Permit Conditions
- 2. Advertised Plans for Committee's consideration.

OFFICER RECOMMENDATION

That Council issue a Notice of Decision to Grant a Permit for the use and development of the land for the purpose of 10 dwellings and removal of vegetation on land in a Public Acquisition Overlay and a reduction in carparking at 185 – 189 Ballarat Road, Footscray subject to conditions contained within Attachment 1.

BACKGROUND

1. Proposal

The proposal is summarised as follows:

- Removal of all vegetation on site to facilitate the construction of 10 single storey temporary dwellings.
- The dwellings will have a maximum building height of 3.6 metres to the top of the roof
- Dwellings 1 to 5 are oriented to face Ballarat Road with the remaining units located at the rear.
- As a result of the angled frontage along Ballarat Road, front setbacks vary between 4.3 metres and 6.1 metres (to the front façade of the building).
- No walls are proposed directly on any boundaries.
- A total of four car spaces is provided on site therefore a reduction of eight car spaces is being sought.

Refer to Attachment 2 for a copy of the advertised application plans.

2. Site and Surrounds

Subject Site

The subject site is located on the southern side of Ballarat Road in Footscray approximately 90 metres east of the intersection with Gordon Street and 230 metres west of the intersection with Droop Street. The development site contains three separate allotments, is irregular in shape with approximate dimensions of 38 metres to Ballarat Road, a maximum depth along the western boundary of 33.5 metres and an overall site area comprising 1,084 square metres.

With the exception of perimeter fencing and vegetation, the site is vacant with no buildings or structures. A single width crossover is located in front of 185 Ballarat Road. This section of Ballarat Road is a clearway between 6.30 am and 9.30am, 7 days per week.

There are no easements, covenants or planning restrictions registered on Title.

Surrounding Area

The surrounding area is characterised by a mixture of built forms. To the east and west of the site built form is predominantly single storey dwellings with the exception of the bookend properties at either ends of the street. These are used for commercial purposes including a motor repairs and former petrol station and a church and former car sales yard which in recent years, has obtained a permit for a seven storey residential building.

Directly opposite the site on the north side of Ballarat Road is the Kinnears Ropework factory. The factory is heritage listed and currently has a three storey built form. Council has approved a Development Plan (DP) on 18 May 2016 for this site which shows approved heights between 4 and 18 storeys. A planning permit for Stage 1B has since been issued.

A right of way is located at the rear of the site and provides vehicle access from Gordon Street.

3. Policy Context and Permit Triggers

The site is located within a General Residential Zone (GRZ) and is affected by a Development Contributions Plan Overlay Schedule 6 (DCPO6) and a Public Acquisition Overlay 1 (PAO1)

The requirements of the DCPO6 ceased on 31 December 2016 as all relevant monies have been adequately collected during the operational lifespan of the overlay (2000-2016).

Permit Triggers

A Planning Permit is required for the following:

- Construction of two or more dwellings on a lot Clause 32.08-4 (GRZ).
- Use land for any section 1 or section 2 use in the zone (dwelling is a section 1 use under the GRZ) – Clause 45.01-1 (PAO)
- Damage, remove, destroy or lop any vegetation Clause 45.01-1 (PAO)
- Construct a building or construct or carry out works including verandah, pergola and deck – Clause 45.01-1 (PAO)
- Reduce (including reduce to zero) the number of carparking spaces required Clause 52.06-3 (carparking).

State Planning Policy Framework

The following State policies are applicable to the proposal:

- Clause 11 (Settlement), in particular Clause 11.02 (Urban Growth) and Clause 11.04 (Metropolitan Melbourne)
- Clause 15 (Built Environment and Heritage), in particular Clause 15.01 (Urban Environment)
- Clause 16 (Housing), in particular Clause 16.01 (Residential Development) and Clause 16.02 (Housing Form).

Local Planning Policy Framework

The following local policies are applicable to the proposal:

- Clause 21 (Municipal Strategic Statement), in particular Clause 21.02 (Municipal Profile), Clause 21.03 (Council Vision), Clause 21.04 (Settlement), Clause 21.06 (Built Environment and Heritage), Clause 21.07 (Housing), and Clause 21.09 (Transport)
- Clause 22 (Local Planning Policies), in particular Clause 22.05 (Preferred Neighbourhood Character Statements).

Particular Provisions

The following particular provisions are applicable to the proposal:

- Clause 52.06 (Carparking)
- Clause 55 (Two or more dwellings on a lot).

4. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertised pursuant to Section 52 of the *Planning and Environment Act 1987*.

27 objections were received and the grounds of objections relate to:

- Lack of carparking
- These homes are dangerous being located too close to families, schools and University
- Concerned about drug, alcohol and mental issues with proposed tenants
- What provision will be made if land is required for other purposes?
- Devaluation of property.
- Stormwater issues associated with Ballarat Road.

Two letters of support was also received for the application.

Planning Forum

A planning forum was held 16 March 2017. The Planning Forum allowed for discussion and clarification of issues between Launch Housing, objectors, supporters and Council officers. There has been no formal agreement at the Forum to amend plans prior to Council making a decision on the application.

The issues discussed at the forum included:

- Applications are assessed separately
- Processing of applications
- Intensity and cluster of the development
- Lack of carparking
- Temporary nature of development
- Variations to ResCode (including site services and safety)
- Management of tenants
- Flooding issues along Ballarat Road.

In regards to the processing of applications, all nine Launch Housing applications were required to be lodged separately given they are individual lots separated by roads and private dwellings. Notification of all planning applications was undertaken in accordance with Section 52 of the *Planning and Environment Act 1987* which included letters to adjoining and surrounding residences and the erection of public signs to each street frontage and the rear laneway.

With respect to flooding, Council's Engineers acknowledge that there is a history of flooding in this section of Ballarat Road. However the flood issues are not caused by the

site or the proposed development but instead the roadway during large storm events. In any event, the site is not affected by any planning overlays which require flood mitigation and as such these flood issues are outside the realm of this planning application. There is not enough nexus to require the development to rectify the drainage matters along Ballarat Road as the scope of works and costs are unknown. This matter must be dealt with by VicRoads as the road authority and land manager separately.

The other matters will be discussed in the discussion section of the report.

7. Referrals

External

The application was referred to VicRoads pursuant to Clause 45.01-3 (PAO). VicRoads advised it has no objections to the proposal and that no comments were required.

Internal

The application was referred to the following internal departments:

- Engineering services
- Traffic and Transport
- Waste Management.

A summary of the comments is as follow:

Engineering Services:

- No carparking is provided consistent with the nature of the development (ie, social housing).
- Detailed drainage plan is required to be submitted.
- The likely legal point of discharge will be to the kerb and channel along Ballarat Rd, subject to VicRoads approval and requirements.
- Waste collection indicated shared bins for collection on Ballarat Road additional comments should be sought from Waste Services.

Traffic Department:

- The streets and surrounding network have capacity to handle the traffic volumes generated by the proposed development.
- As discussed in the Traffic Impact Assessment, it is expected a very low demand for car spaces will exist due to the profile of the residents – as low as 1:5.
- Visitor parking is limited however there is availability along Gordon Street.
- Storage must be provided for all dwellings.
- Bicycle parking is to be provided. It is important residents have the opportunity to securely park bicycles off street.
- Waste collection would be normal collection from Ballarat Road.
- The proximity and access to public transport services is good in this area, with tram and bus services available in Ballarat Road and Gordon Street.

Waste Management:

- The Waste Management Plan (WMP) should be updated to reflect the use of skips in accordance with Council's Waste Management Planning Guidelines.
- The permanent waste collection area should be relocated to sit adjacent to Dwelling 7's western boundary fence to ensure a seamless bin travel path.

- Bins are required to be wheeled within 10 metres of the property frontage on collection day for Council collection. This will require a larger area than currently shown (adjacent to the western fence of Dwelling 3).
- Collection of rubbish bins along Ballarat Road is allowed provided it is outside of clearway hours.

Standard engineering and drainage conditions will be included as part of any approval granted. It is recommended that as a condition of any approval the WMP be amended to show skips in the size and location as per the Waste Management Department's comments and be generally in accordance with Council's Waste Management Planning Guidelines.

DISCUSSION

The key issues for consideration are as follows:

- Is the development consistent with State and Local policy directions?
- Is the reduction in carparking appropriate?
- Does the proposal create any internal amenity or adverse off-site amenity impacts?
- Social Impacts and Development Cluster
- Neighbourhood Character

Is the development consistent with State and Local policy directions?

The recent State Government refresh of the Metropolitan Strategy (Plan Melbourne 2017-2050) is a 35 year plan to ensure Melbourne grows more sustainable, productive and liveable as its population approaches 8 million. Of particular relevance to this application is Outcome 2 relating to housing choices. One of the key directions is to increase the supply of social and affordable housing. To do so it is policy to:

- Utilise government land to deliver additional social housing:
- Streamline decision making processes for social housing proposals;
- Strengthen the role of planning in facilitating and delivering in the supply of social and affordable housing.

State and local planning policies provide clear direction on urban consolidation, housing diversity and affordability. Urban consolidation policies contained at Clauses 11.02, 11.04 and 21.04 seek to ensure the efficient supply of land for residential uses to meet the forecasted demand and to facilitate a diversity of housing stock including the supply of social and affordable housing options.

Housing policies contained at Clause 16 and 21.07 requires planning and responsible authorities to plan for housing that meets community needs, have locational attributes including proximity to public transport and local facilities, improves housing choice and affordability by supporting opportunities for a wide range of income groups.

The proposal is a partnership between a government authority (VicRoads) and Launch Housing, a community organisation delivering services (including accommodation) to people at risk of homelessness. The partnership between the two organisations has allowed Launch Housing to temporarily accommodate dwellings on land owned by VicRoads with the intention of removing these homes once VicRoads' requires the land back for the purposes under the PAO1.

Putting aside the significant State and local policy support for social and affordable housing, there is overwhelming policy support to increase the supply of land for dwellings to accommodate the projected population forecasts. Pursuant to Clause 21.04 and 21.07, the City of Maribyrnong must accommodate between 14,000 and 16,000 new households by 2031. Housing affordability policies of Clause 21.07 supports new residential developments to provide opportunities for public, social and community based affordable housing and for it to be adequately distributed across the municipality.

Whilst normally on an allotment of over 1,000 square metres, 10 traditionally sized dwellings may not be comfortably accommodated, in this instance given the single storey, self contained, bed-sit layout and given its temporary nature, the proposal is considered appropriate and consistent with the incremental change area.

Further there is substantial State and local planning policy support for social and affordable housing especially in areas well serviced by public transport and local facilities.

It is considered that the overwhelming benefits of this proposal far outweigh any potential perceived social stigma attached to affordable housing and subject to condition requiring the removal of these dwellings upon reclaim of the land from VicRoads, the proposal is considered appropriate.

Is the reduction in carparking appropriate?

The proposal seeks approval for a reduction in eight spaces associated with six resident and two visitor car space. It is also noted that four spaces are provided at the rear of the site.

The Traffic report submitted with the application provides research and empirical data into similar types of developments for single unit affordable housing. The data concluded that people who are at risk of homelessness are unlikely to own private vehicles given the high capital required to own, operate and maintain such vehicles. Further the research shows that based on the 10 single units proposed, the development would generate a parking demand of one space (1.9 spaces which is rounded down to 1). Therefore the four spaces proposed should adequately cater to the needs of future residents and their visitors.

Car space dimensions are as per the requirements of Clause 52.06 being s.6 metres wide and 4.9 metres long, and the accessway is approximately 7 metres (including the right of way) meeting the 6.4 metre requirement under Clause 52.06-5.

In any event, Launch Housing have confirmed in numerous forums that the selection process to house tenants is a rigorous process and it is expected that applicants will be informed that there is no or limited availability of parking on site or on Ballarat Road. It has also been advised that Launch Housing can prioritise the housing to residents who do not own private vehicle.

Furthermore the site is located in proximity to the Footscray Metropolitan Activity Centre, Highpoint Principal Activity Centre, Victoria University Specialised Activity Centre and other local centres. It is also located along a Principal Public Transport Network (PPTN) route providing convenient access to a range of transport options including a tram service along both Gordon and Droop Street and bus services travelling in both directions of Ballarat Road to and from the Central Business District. It is expected the future residents

and any potential visitors will take the opportunity to use these more effective modes of transportation for travel to and from destinations.

Does the proposal create any internal amenity or adverse off-site amenity impacts?

The development has been assessed against the objectives and standards of Clause 55 (ResCode) and the following is noted:

- The development supports medium density development in an area well serviced by public transport and community infrastructure meeting the requirements of Standard B2 (residential policy).
- Dwellings 1 to 5 are designed to front Ballarat Road and avoid significantly high fencing, with a low 1.2 metre visually meeting the requirements of Standard B5 (Integration with the street).
- The front setback of Dwellings 1 and 5 range between 4.3 metres and 6.1 metres meeting the 3.95 metre requirement of Standard B6 (street setback).
- The dwellings have a maximum building height of 3.6 metres significantly less than the 9 metre building height allowed under Standard B7 (building height).
- The development will have a building footprint of 272 square metres producing a site coverage of only 25.1% per cent significantly less than the 60 per cent coverage allowed under Standard B8 (site coverage).
- Over 690 square metres of the site will remain permeable equating to over 64% per cent of site permeability significantly exceeding the 20 per cent requirement envisaged under Standard B9 (permeability).
- The layout of the development generally provides for the safety and security of future occupants through the use of 1.8 metre high fencing. However it is considered that the north boundary fences for Dwellings 7, 8 and 9 and the eastern fence for Dwelling 6 should feature a degree of permeability to promote visual interaction into these dwellings and enable views to and from the common pedestrian path. Furthermore to protect resident's safety a gate is recommended between Dwellings 6 and 7 to prevent unauthorised access from the rear right of way. This will ensure full compliance with Standard B12 (safety)
- The Arboricultural Assessment submitted with the application shows tree protection techniques to ensure the on going health and viability of three trees (Trees 16, 20 and 21). These recommendations include techniques for the construction of the car park can be included as conditions as part of any permit granted. Trees 17 and 18 were rated with low health and not worthy of retention. Further the indicative landscape plan shows a number of large replacement trees to be planted throughout the open space areas meeting the requirements of Standard B13 (landscaping)
- The existing crossover in Ballarat Road will not be used instead carparking is located to the rear of the site accessed via the rear right of way meeting the requirements of Standard B14 (access) and this is Council's preferred option.
- Side and rear setbacks are within the prescribed limits meeting Standard B17 (side and rear setbacks)
- No walls are proposed on any boundaries Standard B18 (walls on boundary).
- Given the single storey height of the dwellings and the setbacks proposed including
 the right of way separating the site, daylight to existing habitable room windows
 including north facing habitable room windows will not be affected meeting the
 requirements of Standard B19 (daylight to existing windows) and Standard B20
 (north facing windows).
- The extent of shadows cast are well within the levels prescribed under Standard B21 (overshadowing open space).

- Given the single storey nature of the dwellings proposed and the 1.8 metre high boundary fences, there is no opportunity for overlooking into the secluded private open space of the adjoining properties meeting the requirements of Standard B22 (overlooking).
- As the dwellings are single storey, they will be easily accessible for people with limited mobility meeting the requirements of Standard B25 (accessibility).
- Each dwelling is provided with at least 40 square metres of total private open space with at least 25 square metres which will be secluded with a minimum dimension of 3 metres meeting the requirements of Standard B28 (private open space). It is noted that Dwelling 5's secluded open space is between 2.1 metres and 2.5 metres only instead of 3 metres wide. The minor shortfall is considered acceptable in this instance given the overall amount of space provided for the dwelling (well in excess of 40 square metres) and the direct northerly and easterly orientation of this space taking advantage of solar access. In addition given the single bed sit arrangement proposed and the convenient access to local parks and gardens the shortfall is considered acceptable.
- Standard B30 storage: whilst external storage has not been provided, a 3.6 square
 metre internal mezzanine storage is provided for each dwelling. Given the size of
 each dwelling being less than 27 square metres, a 3.6 square metre storage space is
 considered adequate to the needs of future occupants. Concerns were also raised
 regarding overlooking from the storage window. Launch Housing have confirmed that
 the roof/canopy over the mezzanine assists to restrict views to adjoining properties.
 In any event given the height and non habitable nature of the storage area, there is
 no requirement for screening

Given above, the development does not constitute an overdevelopment of the site.

Social impacts and development cluster

Objectors have raised concerns regarding the social impacts (type of tenants) and the cluster of the developments along Ballarat Road. The permit applicant has advised that prospective tenants will be thoroughly screened by Launch Housing before any accommodation is provided. In any event, discrimination against the types of future tenants would go beyond what the Victoria Planning Provisions and *Planning and Environment Act 1987* would allow. Should there be any issues resulting in negative social behaviour these matters should be brought to the attention of the Police or contact can be made to Launch Housing. Launch Housing have confirmed it will place external signage advising Home Ground Real Estate will be the managing agent and will provide a contact number for enquiries. Launch Housing are also committed to informing neighbours of the progress of construction including commencement dates.

In terms of clustering of the developments, there is overwhelming State and local policy support to increase the supply of social housing in locations close to jobs and services. Although, objectors believe the development will create undesirable cluster, policy dictates that social housing be located in proximity to activity centres, public transport networks and other community facilities, including:

- 90 metres to Gordon Street tram line
- 230 metres to Droop Street tram line
- 300 metres to Western General Hospital
- 570 metres from Victorian University (Specialist Activity centre)
- 820 metres to the edge of Footscray Metropolitan Activity centre
- 900 metres to Footscray park

The overwhelming benefits of this proposal far outweigh any potential perceived social stigma attached to affordable housing and subject to condition requiring the removal of these dwellings upon reclaim of the land from VicRoads, the proposal is considered appropriate.

Neighbourhood Character

The subject site is located within the Inner Urban 1 Neighbourhood Character Area of Clause 22.05 of the Maribyrnong Planning Scheme. The preferred character statement for this area is as follows:

The low-scale intimacy of the streetscapes and the sense of history will be maintained and strengthened throughout this precinct. Older dwellings, including those from the Victorian, Edwardian and Interwar eras will be retained and complemented by newer development that is distinguishable from original building stock, but respectful of the key elements of these styles. New low—scale buildings with pitched roofs will incorporate lightly-coloured timber and other non-masonry materials within well—articulated facades. Where new development exceeds the predominant height in the street, upper levels will be recessed to reduce their prominence. New buildings will be sited in accordance with the predominant pattern of setbacks in the street, which may include terraced housing or buildings abutting one side boundary. The visual interaction between dwellings and streetscapes will be maintained and strengthened by providing low, permeable front fences and small front setbacks with space for shrubs and flowering plants to soften the built form.

The proposal has a high level of compliance with the character statement and the following is noted:

- It is low in scale (3.6m) with pitched roofs strengthen the intimacy of the streetscape.
- It is significant lower than the adjoining properties to the west and north of the site.
- No walls are proposed on boundaries with appropriate front, side and rear setbacks.
- 1.2 metre high permeable front fence along Ballarat Road and Farnsworth Avenue.
- Low site coverage and high permeability.
- Retains existing significant vegetation and provides additional canopy trees on site

Therefore the proposal is consistent with the emerging character of the area meeting Standard B1 of Clause 55 and the neighbourhood character statement.

Objections/concerns not previously addressed

A majority of the objections have been discussed in earlier sections of the report. Those that have not yet been addressed are considered below:

- What provision will be made if land is required for other purposes?
 In the event the site is required for the purposes under the PAO, the lease agreement allows VicRoads to remove the portable homes with appropriate notice. The dwellings are of a temporary nature with no intention of making it a permanent arrangement.
- Devaluation of property is not a valid planning consideration.
 In addition, consideration has been given to the objections received and it is determined that the proposal would not constitute a significant social effect on the community.

CONCLUSION

The proposal has a high level of policy support at the State and local planning framework level. Subject to minor modifications through conditions the proposal is supported.

ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP795/2016(1)
SITE ADDRESS:	185 – 189 Ballarat Road, Footscray
PROPOSAL:	Use and development of the land for the purpose of 10 dwellings and removal of vegetation on land in a Public Acquisition Overlay and a reduction in car parking
DATE OF COUNCIL MEETING:	26 April 2017

- 1. Before the use and/or development start(s), amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and provided in a digital format (where possible). The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) Waste hardstand area relocated adjacent to the western fence of Dwelling 7. Car spaces will be required to be relocated further west as a result.
 - b) Mailboxes for Dwellings 6 to 10 clearly shown on ground floor plan
 - c) A gate provided between Dwellings 6 and 7 preventing unauthorised access from the right of way.
 - d) A notation indicating the carpark will be constructed above ground with permeable paving in accordance with the recommendations of the Arboricultural Assessment endorsed as part of this permit.
 - e) A waste hardstand area within 10 metres of the front boundary (refer to amended waste management plan condition below). This may require a minor reduction in the west facing secluded private open space of Dwelling 3.
 - f) A notation indicating the construction techniques for the dwellings will be as per the Arboricultural Report endorsed to form part of this permit.
 - g) Amended landscape plan (refer to conditions below)
 - h) Amended waste management plan (refer to condition below)
- 2. The use and/or development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 4. Concurrent with the endorsement of plans, the Waste Management Plan prepared for the development by Arup Pty Ltd dated 19 December 2016 must be amended to show:
 - The provision of skips for the development.
 - The waste hardstand area relocated to adjoin the western fence of Dwelling 7.

- A bin collection point within 10 metres of the site frontage. A reduction in the western secluded private open space of Dwelling 3 is allowed.
- Details of responsibility for wheeling bins to collection point on collection day
- Work cover authority safety matters.

All generally in accordance with the Planning Waste Management Guidelines and to the satisfaction of the responsible authority.

- 5. Once submitted, the Waste Management Plan will be endorsed to form part of the permit and all waste management must be carried out in accordance with the Plan approved as part of condition 4.
- 6. Concurrent with the endorsement of plans an amended landscape plan must be submitted generally in accordance with the landscape concept plan submitted with the application prepared by Schored Projects dated December 2016, except that the plan must show:
 - a) Northern fences to Dwellings 7, 8 and 9 and eastern fence to Dwelling 6 to feature a degree of visual permeability
 - b) A fence and/ or gate between Dwellings 6 and 7 to restrict inappropriate access.
 - c) Notation on plans indicating tree protection measures and construction methods (including for the car parking area) in accordance with the recommendations of the endorsed Aboricultural Assessment for Trees 16, 20 and 21.
- 7. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- 8. Before the development commences the Arboricultural Assessment prepared by Tree Logic Pty Ltd dated 1 December 2016 must be endorsed to form part of the permit. All of the recommendations of the report as they relate to Trees 16, 20 and 21 must be implements before and during construction and at the removal of the dwellings, all to the satisfaction of the responsible authority.
- 9. Before the development starts (including any demolition works), tree protection measures in accordance with AS4970-2009 (Protection of trees on Development Sites) must be erected around the trees nominated for retention in the endorsed Arboricultural Assessment. The tree protection measures must remain in place until construction is completed and are to be erected once again at the removal of these dwellings.
- 10. The site must be drained to the satisfaction of the Responsible Authority and is subject to any requirements, conditions and subsequent approval from VicRoads. Stormwater runoff from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground stormwater system. Any cut, fill or structure must not adversely affect the natural stormwater runoff from and to adjoining properties.
- 11. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 12. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority drainage plans to the requirements outlined in the Stormwater Discharge Permit.

- 13. Unless with the prior written consent of the responsible authority, this permit will expire if one of the following circumstances applies: -
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.
 - The use must cease 10 years from the date of this permit and all buildings must be removed within 3 months after.

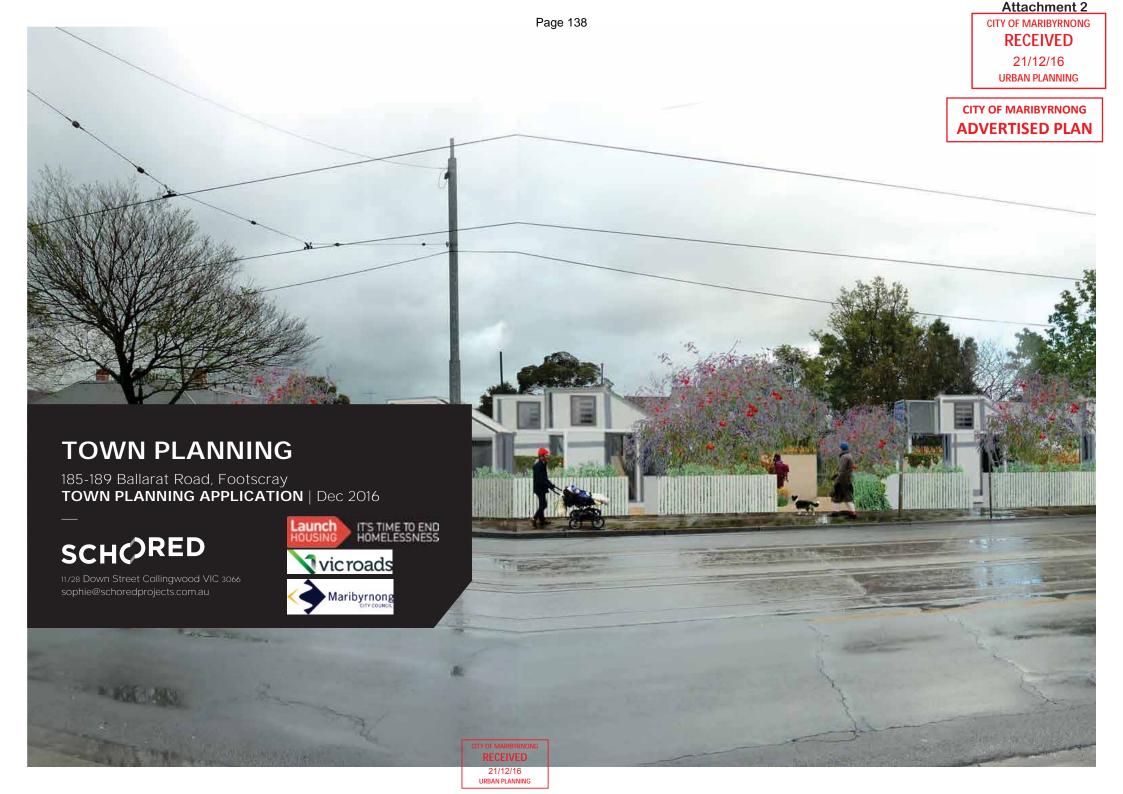
The Responsible Authority may extend the permit referred to if a request is made in writing before or within 6 months after the permit expiry date where the development has not commenced and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires. Any request must be accompanied by consent from the Roads Corporation and a valid lease/agreement for the ongoing use of the site.

Notes:

- This application <u>has been</u> assessed under Clause 55 (ResCode provisions) of the Maribyrnong Planning Scheme.
- A *Stormwater Discharge Permit* is required from MCC Operations and Maintenance and is subject to any requirements, conditions and subsequent approval from VicRoads.
- The owner shall be responsible for the loss of value or damage to Council's assets as a result of the development. Reinstatement or modification of the asset to Applicant.

A Council officer will contact the owner/builder to arrange a *Street Asset Protection Permit*, and advise of the associated Bond required to be lodged prior to commencement of work. Note: If using a private building surveyor, a *Section 80 Form* must be supplied to Council's Building Surveyor to initiate the above process.

- A *Road Opening Permit* from the Responsible Authority is required for any work or excavation within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.



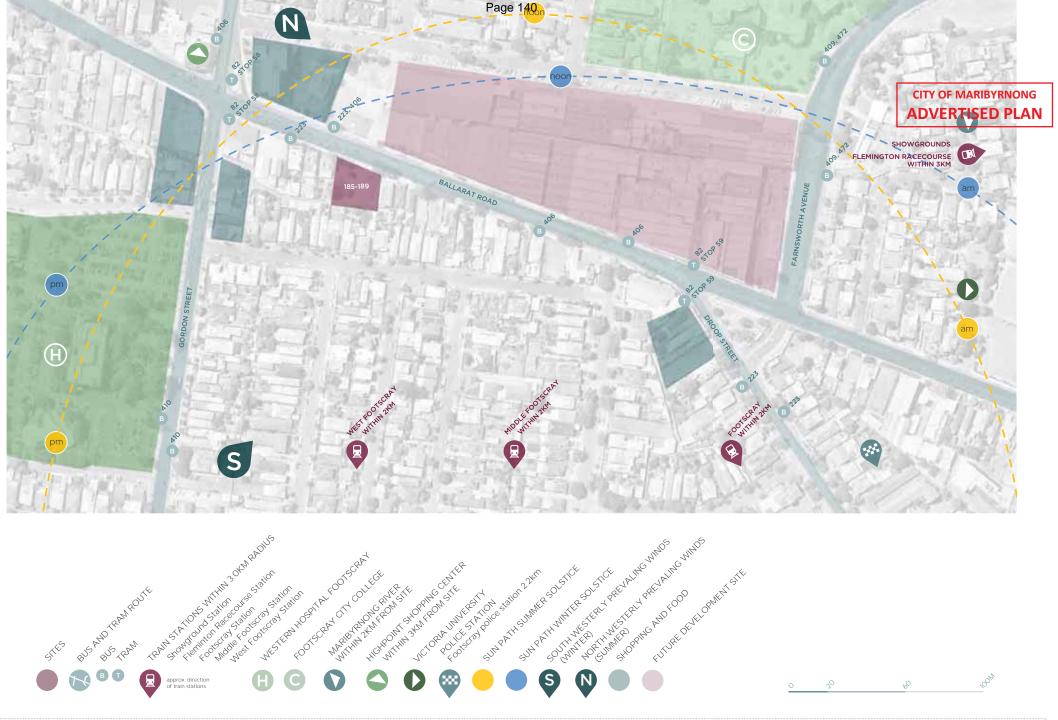
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21/12/16
URBAN PLANNING

CITY OF MARIBYRNONG
ADVERTISED PLAN

SHEET	TITLE	SCALE	SIZE	REV
TP.01	Cover	NTS	A3	TP-1
TP.02	Drawing List & Development Summary	NTS	A3	TP-1
TP.03	Site Analysis 01 - Location	NTS	A3	TP-1
TP.04	Site Analysus 02 - Site Plan	1:200	A2	TP-1
TP.05	Site Analysis 03 - Site Photos	NTS	A3	TP-1
TP.06	Design Response	1:200	A3	TP-1
TP.07	Ground Floor & Site Plan	1:200	A3	TP-1
TP.08	Landscape Plan	1:200	A3	TP-1
TP.09	Landscape Schedule	NTS	A3	TP-1
TP.10	Elevations	1:100	A3	TP-1
TP.11	Elevations	1:100	A3	TP-1
TP.012	Streetscape Perspective	NTS	A3	TP-1
TP.013	Shadow Diagram 22/9, 9am	1:200	A3	TP-1
TP.014	Shadow Diagram 22/9, 12pm	1:200	A3	TP-1
TP.015	Shadow Diagram 22/9, 3pm	1:200	A3	TP-1
TP.016	Material & Finishes Schedule	NTS	A3	TP-1
TP.017	Typical Unit Floor Plan	1:50	A3	TP-1
TP.018	Typical Unit Elevations & Section	1:50	A3	TP-1
,		•		

	Existing		Proposed	
	Sqm	%	Sqm	%
Total Site Area	1084		1084	
Total Built form Footprint (10 x 27.2)	0	0	272	25.1
Total Site Coverage	0	0		
Total Site Permeability Hard surface - Built form 272 sqm - Car parking bitumen & paving 118 sqm	1084	100	694	64
Secluded Private Open Space (refer to Unit breakdown in table)	na	na	153.6	

UNIT NO.	COLOUR SCHEME COLOUR	SPOS
O1	Colour Scheme 1	18.2 sqm
02	Colour Scheme 2	18.8 sqm
03	Colour Scheme 3	18.8 sqm
04	Colour Scheme 4	18.8 sqm
05	Colour Scheme 1	13.9 sqm
06	Colour Scheme 3	15.7 sqm
07	Colour Scheme 4	11.0 sqm
08	Colour Scheme 2	14.3 sqm
09	Colour Scheme 3	13.3 sqm
10	Colour Scheme 4	10.8 sqm
,	•	·······



185 Page 141 189 Ballarat 187 Ballarat Ballarat Road 191 Ballarat Rd Single Storey Weatherboard SPOS SUBJECT SITE 183 Ballarat Rd Single Storey - Three titles Weatherboard 185 Ballarat Rd - TP545524L 187 Ballarat Road - TP512813P 189 Ballarat Road - TP344382A Access to ROW from ROW Chainlink Fence **Gordon Street &** Metal deck Fence 2.1m Jerrold Street Metal deck Fence 2.1m SPOS SPOS **SPOS** SPOS SPOS 16 Jerrold St 14 Jerrold St Single Story Single Story 12 Jerrold St Weatherboard Weatherboard Single Story Weatherboard CITY OF MARIBYRNONG

CITY OF MARIBYRNONG ADVERTISED PLAN

NEIGHBOURHOOD AND SITE DESCRIPTION PLANNING AND ENVIRONMENT ACT 1987

THIS DOCUMENT IS HEREBY CERTIFIED PURSUANT TO CLAUSE 55.01 OF THE MARIBYRNONG PLANNING SCHEME FOR PLANNING PERMIT APPLICATION NO: TP.795/2016(1)

LEGEND

SIGNED FOR AND ON BEHALF OF THE RESPONSIBLE AUTHORITY 12/01/2017 DATE





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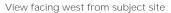
Site Analysis 02 - Site Plan 185-189 Ballarat Road, Footscray



Scale 1:200

Drg No TP.04







West & South boundary fences



191 Ballarat Road



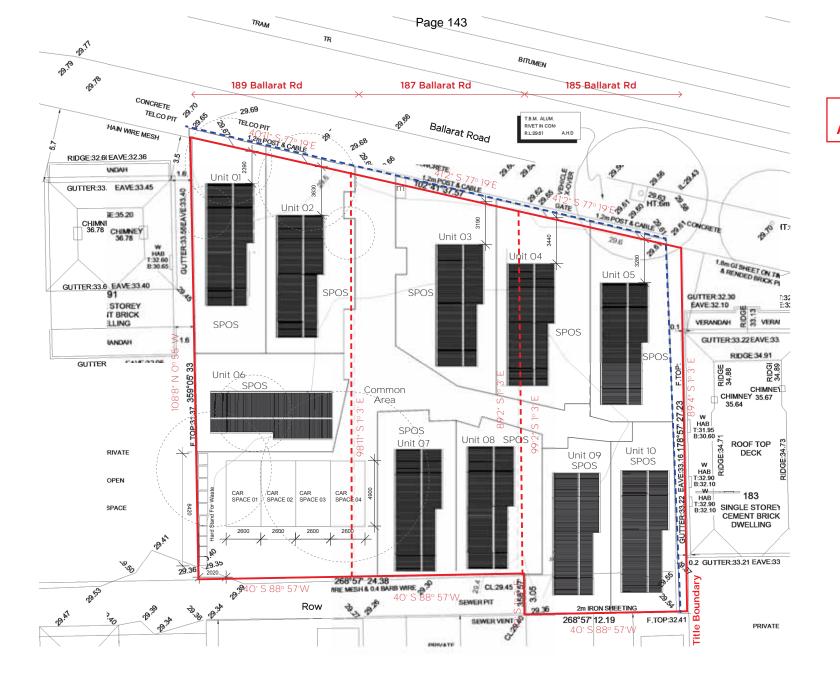
View facing east from subject site



East & South boundary fences



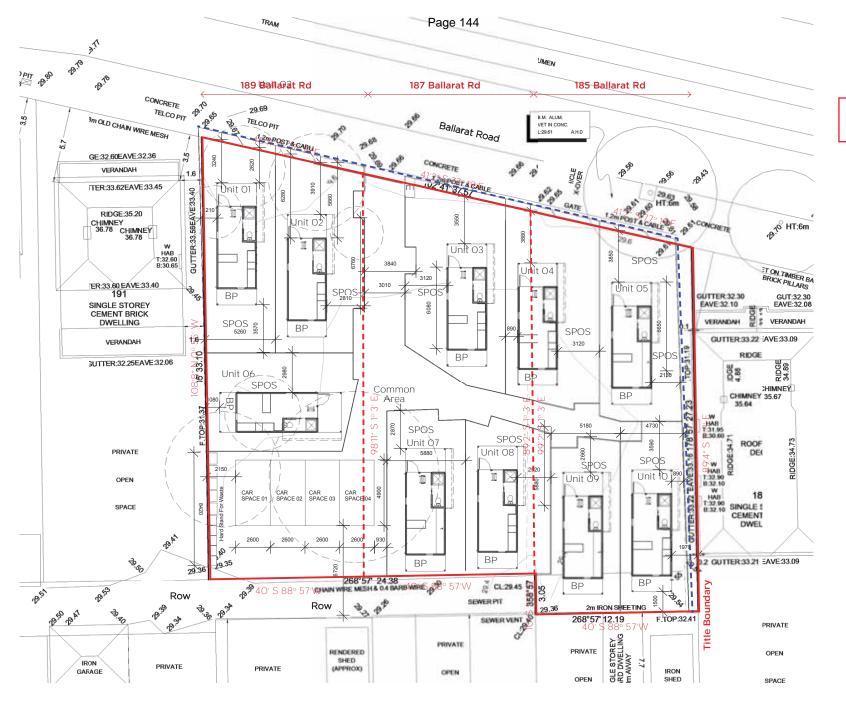
183 Ballarat Road



CITY OF MARIBYRNONG ADVERTISED PLAN

LEGEND

Mail Fence line



CITY OF MARIBYRNONG ADVERTISED PLAN

LEGEND

Bike Parking

Mail

Fence line



LEGEND

KP - Kangaroo Paw MARIBYRNONG
CA - Coastal Correction DI ANI
CA - Coastal Correa ADVERTISED PLAN WH - Wedge-leaf Hop Bush
3



SP - Silver Princess



PC - Purple Coral Pea Rain Garden - Kangaroo Paw



Lawn - Artifical Turf



Lilydale Topping



Paving



Bitumen



Tank 2000L



Lighting

Mail



ST - Street Tree

BP - Bike Parking

VBP - Visitor Bike Parking - hoop

CL - Clothes Line



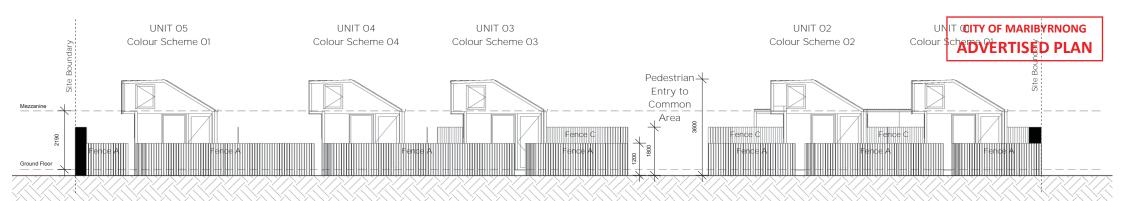
Tree to demolish



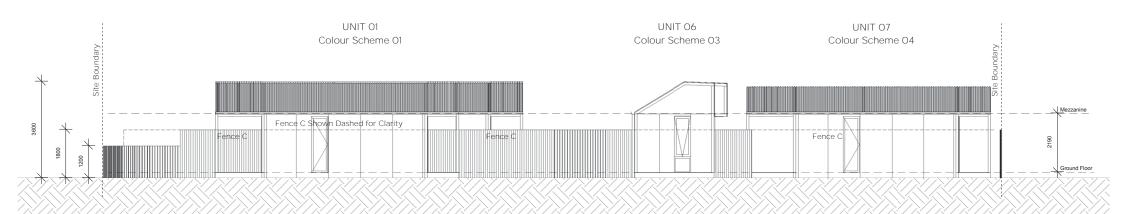
Tree to remain

CODE	DESCRIPTION
Fence A	1.2m Open Vertical Picket Aluminum with powder coat finish. Refer to finishes schedule for colours
Fence B	1.8m Open Vertical Picket Aluminum with powder coat finish. Refer to finishes schedule for colours
Fence C	1.8m Timber Paling Paint finish F.05
General Note	75mm thick mulch to all garden beds
AR	Refer to Arboricultural assessment for tree details

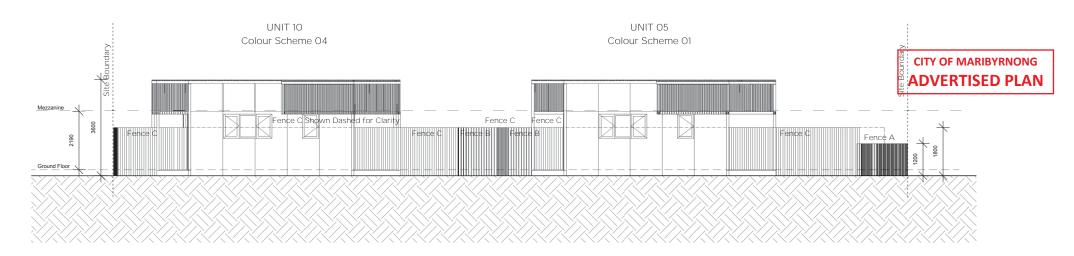
Code	KP	CA	WH	PC	CITY OF MARIBYRNONG ADVERTISED PLAN
Botanical Name	Anigozanthos Flavidus	Correa Alba	Dodonea Viscosa	Hardenbergia Violacea	Eucalyptus Caesia
Common Name	Kangaroo Paw - Yellow	Coastal Correa	Wedge-leaf Hop Bush	Purple Coral Pea	Silver Princess
Mature Size (H x W)	1m X 0.4m	1m X 1.5m	1-3m X 1-3m	Climber	8m x 4m
Pot Size	10cm	12cm	14cm	14cm	30cm
Quantity	175	58	89	54	11



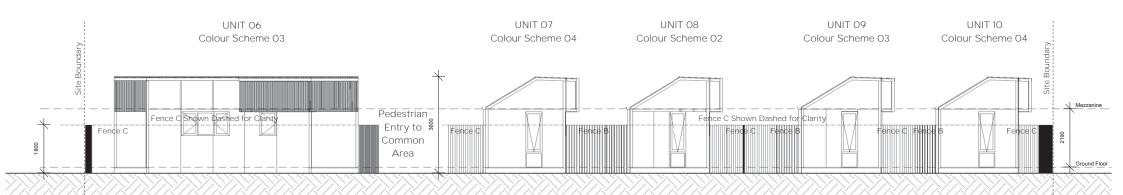
North Elevation Ballarat Road Elevation



West Elevation



East Elevation



South Elevation

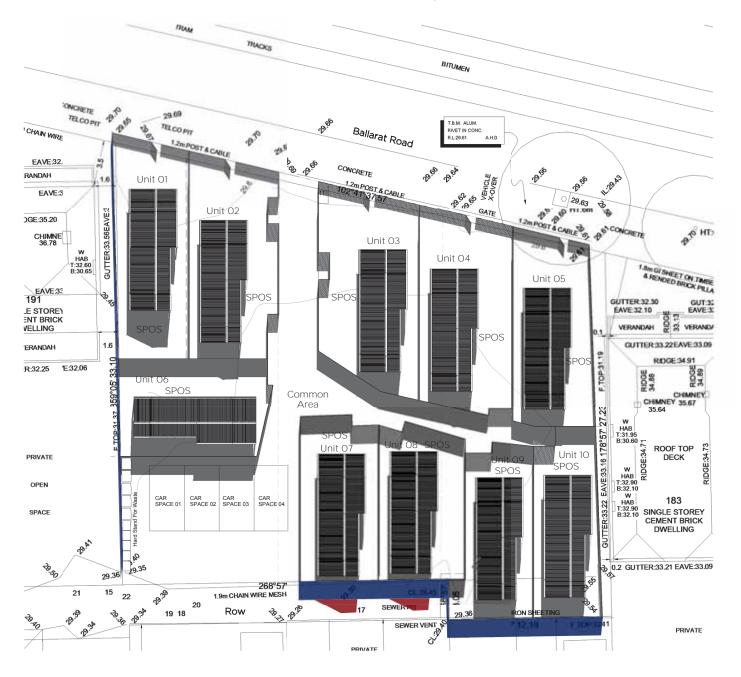






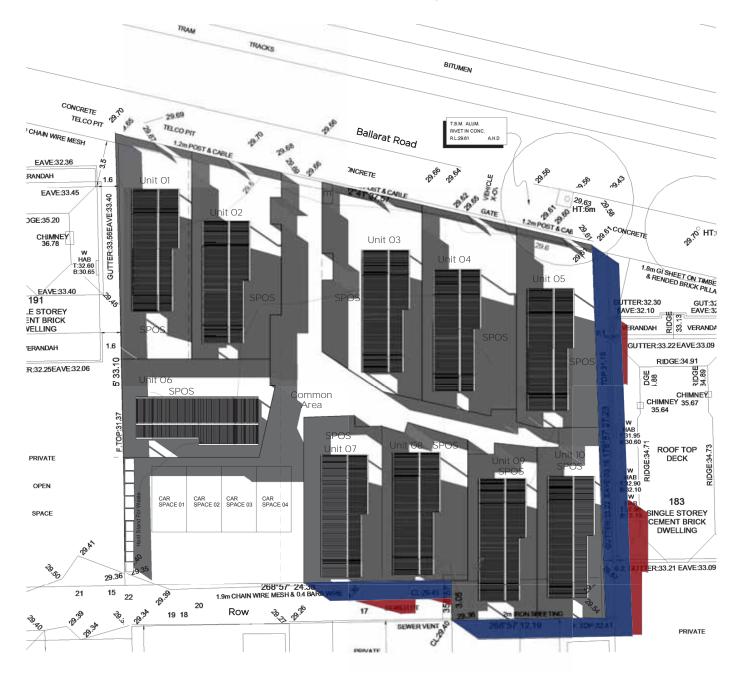
LEGEND

- Existing Overshadowing from fencing to neighbouring properties
- Additional Overshadowing to neighbouring properties
- Over Shadowing



LEGEND

- Existing Overshadowing from fencing to neighbouring properties
- Additional Overshadowing to neighbouring properties
- Over Shadowing



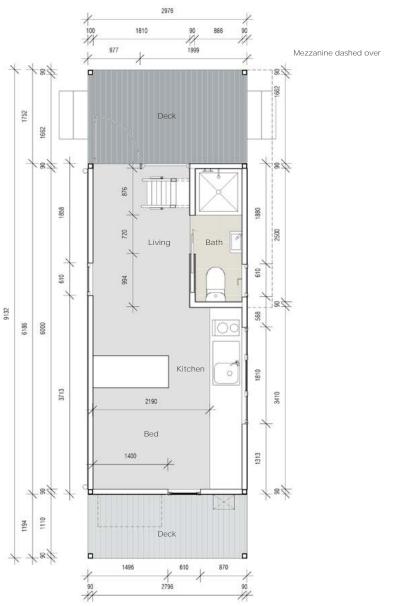
LEGEND

- Existing Overshadowing from fencing to neighbouring properties
- Additional Overshadowing to neighbouring properties

Dec 2016

Over Shadowing

sophie@schoredprojects.com.au



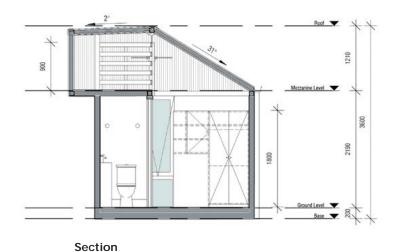
2166

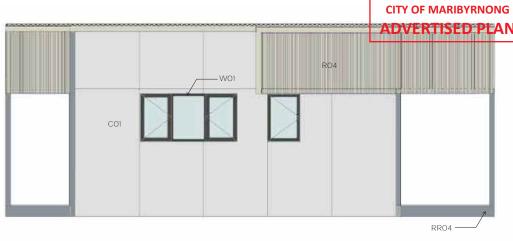
CITY OF MARIBYRNONG ADVERTISED PLAN

Mezzanine Plan

	Internal area - excl. externa walls
Ground Floor	16.7
Mezzanine	3.6
TOTAL	20.3 m ²

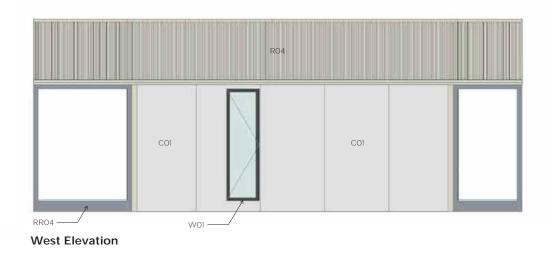
Ground Floor Plan





East Elevation







Planning Enquiries Phone: 03 9688 0200

Web: www.maribyrnong.vic.gov.au

Office Use Only

Date Lodged:

Application for **Planning Permit**

CITY OF MARIBYRNONG RECEIVED 19/12/16 **URBAN PLANNING**

If you need help to complete this form, read <u>How to complete the Application for Planning Permit form</u>.

Application No.:

Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the Planning and Environment Act 1987. If you have any concerns, please contact Council's planning department.

Questions marked with an asterisk (*) are mandatory and must be completed.

A If the space provided on the form is insufficient, attach a separate sheet.

Clear Form

	U	nit No.:	St. No.: 131-133		St. Na	me: Ball	arat Road		
	S	Suburb/Locality: Footscray Postcode:3011							
Formal Land Description * Complete either A or B.	Α	Lot No.: 1	OLodged Plan	● Title	e Plan	Pla	n of Subdivis	sion	No.: 124980G
⚠ This information can be found on the certificate of	OR								
title.	В	Crown Allotmer	nt No.:				Section N	0.:	
		Parish/Townshi	p Name:						
									Remove Address
Formal Land Description * Complete either A or B.	Α	Lot No.: 1	Lodged Plan	● Title	e Plan	Pla	n of Subdivis	sion	No.: 693155M
▲ This information can be	OR								
found on the certificate of title.	В	Crown Allotmer	Crown Allotment No.: Section No.:					0.:	
		Parish/Townshi	p Name:						
									Remove Address

The Proposal

A You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

For what use, development or other matter do you require a permit?

> If you need help about the proposal, read: How to Complete the **Application for Planning Permit Form**

To develop the land for the purposes of six dwellings:

- construct two or more dwellings under the GRZ
- buildings and works and tree removal under PAO1
- car parking waiver under Clause 52.06

Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

Estimated cost of development for which the permit is required *

Cost \$575,000

ADVERT SEP DIP Le Apriled to verify this estimate. Insert 0' if no development is proposed.

CHAY: OF MARIBYRNONG

If the application is for land within metropolitan Melbourne (as defined in section 3 of the Planning and Environment Act 1987) and the estimated cost of the development exceeds \$1 million (adjusted annually by CPI) the Metropolitan Planning Levy must be paid to the State Revenue Office and a current levy certificate must be submitted with the application. Visit www.sro.vic.gov.au for information.

Existing Conditions II

Describe how the land is used and developed now *

> eg. vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

The land is vacant	
Provide a plan of the existing conditions. Photos are also helpful.	

Title Information II

(5) Encumbrances on title *

If you need help about the title, read: How to complete the **Application for Planning Permit**

Does the proposal breach, in any way, an encumbrance on title such as a restrictrive covenant, section 173 agreement or other obligation such as an easement or building envelope?

Yes. (If 'yes' contact Council for advice on how to proceed before continuing with this application.)

Not applicable (no such encumbrance applies).



Provide a full, current copy of the title for each individual parcel of land forming the subject site. (The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', eg. restrictive covenants.)

Applicant and Owner Details ii

(6) Provide details of the applicant and the owner of the land. Name: Applicant *

The person who wants the permit.

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Please provide at least one contact phone number *

Title: First Name:	Surname:									
Organisation (if applicable): Launch Housing	Organisation (if applicable): Launch Housing									
Postal Address:	If it is a P.O. Box, enter the details here:									
Unit No.: St. No.: 68	St. Name: Oxford Street									
Suburb/Locality: Collingwood	State: VIC Postcode: 3066									
Contact person's details * Name:	Same as applicant (if so, go to 'contact information')									
Title: Mr First Name: Damian	Surname: Iles									
Organisation (if applicable): Hansen Partnersh	ip Pty Ltd									
Postal Address:	If it is a P.O. Box, enter the details here:									
Unit No.: St. No.: Level 4, 136	St. Name: Exhibition Street State: VIC Postcode: 3000									
Suburb/Locality: Melbourne										
Contact information										
Business Phone: 9664 9807	Email: bsammon@hansenpartnership.com.au									
Mobile Phone:	Fax:									

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

	CHT3ye Odf8 MARIB	YRNONG		
Name:	ADVERTISE	D PLAN		Same as applicant
Title: Fire	st Name:	Surnam	e:	
Organisation (if applica	able): Roads Corporation			
Postal Address:		If it is a P.O. Box, e	nter the details h	ere:
Unit No.:	:. No.: 60	St. Name: Deni	mark Street	
Suburb/Locality: Kew		State: VIC		Postcode:3101
Owner's Signature (Op	otional):		Date:	y / month / year

Declaration i

7 This form must be signed by the applicant *

A

Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature:

On behalf of applicant

Date: 16/12/2016

day / month / year

伊森公野 MARIBYRNONG

Need help with the Application? ii

ADVERTISED PLAN

If you need help to complete this form, read <u>How to complete the Application for Planning Permit form</u> General information about the planning process is available at <u>www.delwp.vic.gov.au/planning</u>

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist. Insufficient or unclear information may delay your application.

8 Has there been a pre-application meeting with a Council planning officer?

No	Yes	If 'yes', with whom?: Amy Mak & Tins Ara	abajieva
		Date: 26 Oct 2016	day / month / year

Checklist II

9 Have you:

✓ Filled in the form completely?
Paid or included the application fee? Most applications require a fee to be paid. Contact Council to determine the appropriate fee.
Provided all necessary supporting information and documents?
A full, current copy of title information for each individual parcel of land forming the subject site
A plan of existing conditions.
Plans showing the layout and details of the proposal
Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.
If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).
If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void.
Completed the relevant Council planning permit checklist?
✓ Signed the declaration (section 7)?

Lodgement II

Lodge the completed and signed form, the fee payment and all documents with:

Maribyrnong City Council PO Box 58 Footscray VIC 3011 Cnr Napier & Hyde Streets Footscray VIC 3011

Contact information:

Telephone: 61 03 9688 0200

Email: email@maribyrnong.vic.gov.au

DX: 81112

Deliver application in person, by fax, or by post:

Print Form

Make sure you deliver any required supporting information and necessary payment when you deliver this form to the above mentioned address. This is usually your local council but can sometimes be the Minister for Planning or another body.

Save Form:

Save Form To Your Computer You can save this application form to your computer to complete or review later or email it to others to complete relevant sections.

CHAY OF MARIBYRNONG Register Search statement ERTISED 8 FLANT1

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09998 FOLIO 071

Security no : 124063808935Q Produced 16/12/2016 04:31 pm

LAND DESCRIPTION

Lot 1 on Title Plan 124980G (formerly known as part of Crown Allotment 24 Section 15 Parish of Cut-paw-paw).
PARENT TITLE Volume 03535 Folio 847
Created by instrument R072281H 31/10/1990

REGISTERED PROPRIETOR

Estate Fee Simple Sole Proprietor ROADS CORPORATION R239985Y 28/02/1991

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP124980G FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT--------------

Additional information: (not part of the Register Search Statement)

Street Address: 131 BALLARAT ROAD FOOTSCRAY VIC 3011

ADMINISTRATIVE NOTICES

NIL

eCT Control 00026E ROADS CORPORATION Effective from 09/10/2015

DOCUMENT END

Delivered from the Landata ® System by SAI Global Property Division Pty Ltd Delivered at 16/12/2016, for Order Number 41213593. Your reference: 2016517_JS_131.

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19/12/16
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Page 2 of 2

CPTY OF MARIBYRNONG

ADVERTISED PLAN

CITY OF MARIBYRNONG

RECEIVED

19/12/16 **URBAN PLANNING**

NOTES

- 1. This form must be used for all transfers by the registered proprietor of an estate in fee simple other than (a) transfers by direction
 - (b) transfers creating or reserving easements
 - (c) transfers containing a restrictive covenant or a covenant created pursuant to statute
 - (d) transfers of mortgages charges or leases or leasehold estates
 - (e) transfers of other than the full interest of the transferor
 - for which the appropriate form must be used.
- 2. Transfers may be lodged as an original only and must be typed or completed in ink.
- All signatures must be in ink.
- 4. If there is insufficient space in any panel to accommodate the required information use the above space or an annexure sheet (Form A1). Insert only the words "See Annexure A" (or as the case may be) in the appropriate panel and enter the information above or on the annexure sheet under the appropriate heading.
 - Multiple annexures may appear on the same annexure sheet but each must be correctly headed.
 - All annexure sheets should be properly identified and signed by the parties and securely attached to the instrument.
- 5. Volume and folio references must be given. If the whole of the land in a title is to be transferred no other description should be used. If the transfer affects part only of the land in a title the lot and plan number or Crown description should also be given. Any necessary diagram should be endorsed above or on an annexure sheet (Form A1).
- 6. Set out the amount (in figures) on the nature of the consideration. In a transfer on sale of land subject to a mortgage it should be clearly shown whether or not the amount owing under the mortgage is included in the consideration e.g. \$ which includes the amount owing under mortgage No.
- 7. Insert full name. Address is not required.
- 8. Insert full name and address. If two or more transferees state whether as joint tenants or tenants in common. If tenants in common specify shares.
- 9. If an executing party is a natural person execution should read "Signed by the transferor (transferee) in the The witness must be an independent person. If an executing party is a body corporate execution should conform to any prescribed formalities relating to the affixing of the common seal.

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EDITION 1 TP 124980G TITLE PLAN Notations Location of Land CUT-PAW-PAW Parish: Township: Section: 15 Crown Allotment: 24(PT) Crown Portion: Last Plan Reference: Derived From: VOL 9998 FOL 071 ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN Depth Limitation: NIL Description of Land / Easement Information THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 27/08/1999 VERIFIED: DB BALLARA ROAD CITY OF MARIBYRNONG **TABLE** OF PARCEL **IDENTIFIERS** RECEIVED WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962 19/12/16 PARCEL 1 = CA 24 (PT) **URBAN PLANNING** LENGTHS ARE IN Metres = 0.3048 x Feet Sheet 1 of 1 sheets METRES Metres = 0.201168 x Links

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 03544 FOLIO 679

Security no : 124063808981Q Produced 16/12/2016 04:32 pm

LAND DESCRIPTION

Lot 1 on Title Plan 693155M (formerly known as part of Crown Allotment 24 Section 15 AT FOOTSCRAY Parish of Cut-paw-paw). PARENT TITLE Volume 03462 Folio 307 Created by instrument 665099 18/10/1911

REGISTERED PROPRIETOR

Estate Fee Simple Sole Proprietor ROADS CORPORATION P376299U 16/08/1989

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP693155M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----- SEARCH STATEMENT------END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 133 BALLARAT ROAD FOOTSCRAY VIC 3011

ADMINISTRATIVE NOTICES

NIL

eCT Control 00026E ROADS CORPORATION

Effective from 09/10/2015

DOCUMENT END

Delivered from the Landata ® System by SAI Global Property Division Pty Ltd Delivered at 16/12/2016, for Order Number 41213660. Your reference: 2016517_JS_133.

> **CITY OF MARIBYRNONG** RECEIVED 19/12/16 **URBAN PLANNING**

Delivered by LANDATA®. Land Victoria timestamp 16/12/2016 16:34 Page 1 of 6 © State of Victoria. This publication is copyright. No part may be reproduced b THE MARIBYRMONG with the provisions of the Copyright Act and for the purposes of Section 32 of the Sale of Land Act 1962 or pursuant to a written agreement. The information is only valid at the time and in the form obtained from the LANDATA® System. The State of Victoria accepts An Devides Rilly Sary Sub Lucht dease, publication or reproduction of the information. DUM ... NIL Lodged at the Titles Office by ROADS CORPORATION 26E Code_ VICTORIA TRANSFER OF LAND Subject to the encumbrances affecting the land including any created by dealings lodged for registration prior to the lodging of this instrument the transferor for the consideration expressed transfers to the transferee all his estate and interest in the fee simple in the land described. Land (Note 5) SEE ANNEXURES "A" and "B" Consideration (Note 6) Pursuant to Part V of the Town and Country Planning (Transfer of Functions) Act 1985 Transferor (Note 7) MELBOURNE AND METROPOLITAN BOARD OF WORKS Transferee. (Note 8) CORPORATION ROAD CONSTRUCTION AUTHORITY As 22/1/89 60 Denmark Street VIC 3101 Date Execution & Attestation (Note 9) THE COMMON SEAL of MELBOURNE AND THE COMMON SEAL of ROAD CONSTRUCTION Comptroller of Stamps Use Only METROPOLITAN BOARD OF WORKS on being AUTHORITY was hereunto affixed at Kew affixed hereto was attested by CHAIRMAN Secretary Authorised Officers to the Board A memorandum of the within instrument Office Use Only has been entered in the Register Book RECEIVED 19/12/16 Approval No. T1/1 **URBAN PLANNING**

RECEIVED

19/12/16

URBAN PLANNING

NOTES

1. This form must be used for all transfers by the registered proprietor of an estate in fee simple other than

(a) transfers by direction

- (b) transfers creating or reserving easements
- (c) transfers containing a restrictive covenant or a covenant created pursuant to statute
- (d) transfers of mortgages charges or leases or leasehold estates
- (e) transfers of other than the full interest of the transferor

for which the appropriate form must be used.

- 2. Transfers may be lodged as an original only and must be typed or completed in ink.
- 3. All signatures must be in ink.
- 4. If there is insufficient space in any panel to accommodate the required information use the above space or an annexure sheet (Form A1). Insert only the words "See Annexure A" (or as the case may be) in the appropriate panel and enter the information above or on the annexure sheet under the appropriate heading.
 - Multiple annexures may appear on the same annexure sheet but each must be correctly headed.
 - All annexure sheets should be properly identified and signed by the parties and securely attached to the instrument.
- 5. Volume and folio references must be given. If the whole of the land in a title is to be transferred no other description should be used. If the transfer affects part only of the land in a title the lot and plan number or Crown-description should also be given. Any necessary diagram should be endorsed above or on an annexure sheet (Form A1).
- 6. Set out the amount (in figures) on the nature of the consideration.
- Insert-full mame. Address, is not required.
- Insert full name and address. If two or more transferees state whether as joint tenants or tenants in common specify shares.

Delivered by LANDATA®. Land Victoria timestamp 16/12/2016 16:34 Page 3 of 6

Page 3 of 6

CHAGE OF MARIBYRNONG

ADVERTISED PLAN



VICTORIA

ANNEXURE SHEET

Transfer of Land Act 1958 Notes 1-2

This is the annexure marked "A" referred to in instrument of Transfer of Land dated 28 dd June 1989 between Melbourne and Metropolitan

Board of Works and Road Construction Authority

THE COMMON SEAL of MELBOURNE AND)
METROPOLITAN BOARD OF WORKS on being)

Signatures of parties affixed hereto was attested by

J. Shark

Secretary to the Board

THE COMMON SEAL of ROAD CONSTRUCTION)
AUTHORITY was hereunto affixed at)

Authorised Officers

Kew in the presence of

Note 4 Heading

Note 3

CERTIFICATES OF TITLE

						1. morning	
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1273 1301 1811 2054 2140 2345 2742 3030 3069 3131 3544 3686 3772 3870 4005 4218 4248 4457 4486 4512 4546 5512	554 111 015 775 900 821 393 957 795 196 679 159 393 861 889 483 483 483 483 483 483 483 483	4624 4624 4813 4881 4903 5114 5145 5194 5216 5245 5294 5340 5349 5362 5405 5406 5406 5409 5411 5448 5471 5500 5533 5535 5573	742 743 456 137 730 929 604 196 818 755 855 743 775 855 743 743 755 855 743 755 855 743 755 855 743 755 855 743 875 875 875 875 875 875 875 875	5535 5537 5558 5573 5578 5583 5605 5625 5638 5650 5659 5665 5670 5694 5694 5698 5701 5704 5704 5707 5718 5722 5732 5735 5741 5748	890 236 453 511 459 455 818 964 951 455 876 717 113 522 105 649 242 559 262 242 709 889 123 505	5753 5753 5753 5776 5780 5780 5791 5797 5800 5816 5820 5835 5851 5881 5947 5960 5986 5988 5994 6000 6000 6003 6075 6078 6077 6147 6157 6163 6178	420 421 422 422 422 422 422 422 422

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- If there is insufficient space to accommodate the required information in a panel on the parent instrument insert the words "See Annexure A" (or as the case may be) and enter all the information on the annexure sheet under the appropriate heading.
- 2. If the instrument is lodged in duplicate (or triplicate) an annexure sheet must be attached to each. The annexure attached to the original must be completed in ink or by typewriter, that attached to the duplicate (or triplicate) may be a copy of the original but the signatures of all parties must be in ink on both the original and any copy.
- 3. The annexure must be properly indentified, be signed by the parties to the instrument to which it is annexed and be securely attached thereto.
- 4. Multiple annexures may appear on the same annexure sheet but each must be correctly headed.



VICTORIA

ANNEXURE SHEET

Transfer of Land Act 1958

Notes 1-2

Note 3 This is the annexure marked

"B"

referred to in instrument

of Transfer of Land

dated 28 dl June 1989

between Melbourne and Metropolitan

Board-of-Work's and Road Construction Authority

Signatures of parties

THE COMMON SEAL OF MELBOURNE AND METROPOLITAN BOARD OF WORKS on being

affixed hereto was attested by

Member

CHAIRMAN

Secretary to the Board

THE COMMON SEAL of ROAD CONSTRUCTION)

AUTHORITY was hereunto affixed at)

Kew in the presence of

Authorise

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Heading

Note 4

CERTIFICATE OF TITLE

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8324	870	8382	668	8460	939 🕶	8535	659 🕶
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8341	275 (Balone)	8408	561 🗶	8476	073	8546	374
8345	638	8409	016 🗙	8483	190	8546	375
8345	986	8409	017 🗡	8490	669	8548	822
8347	007	8409	081 X	8494	073	8554	598
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19/12/16 URBAN PLANNING

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8643 8646 8650 8654 8661 8664 8678 8681 8688	581 × 776 × 019 × 511 × (8aboux) 152 × 749 × 359 × 674	8778 8788 8788 8790 8797 8808 8833 8836	931 984 438 556 965 965 15alose) 861 275	8895 8898 8898 8898 8903 8906 8913 8913 8945 8945 8945 8945 8953 8959	615 135 136 137 138 135 148 224 992 926 548 549 550 158 832 486	9023 9023 9028 9046 9053 9056 9114 9114 9117 9117 9121 9121 9121 9121 9132	366 367 495 496 172 392 831 962 963 577 658 746 937 938 516	3 - - 2 -

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I cerdify shad the inderest of the food Construction Authority in the land herein has vested in the name of the Roads Corporation by virtue of Section 233(a) of the Transportal 1983

PERLITY SOLICITOR KIEW
ROMOS CORPORATION

PETER J. FARLEY
A Barrister and Solicitor of the
Supreme Court of Victoria who holds a
current practising certificate under
the Legal Profession Practice
Act 1958.

1>If there is insufficient space to accommodate the required information in a panel on the parent instrument insert the words "See Annexure A" (or as the case may be) and enter all the information on the annexure sheet under the appropriate heading.

NOTES

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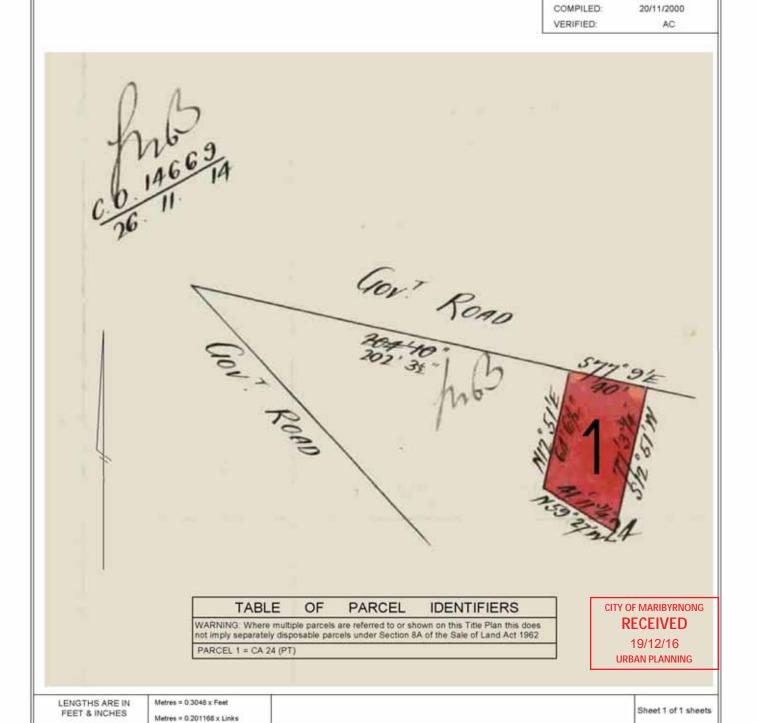
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Delivered by LANDATA®. Land Victoria timestamp 16/12/2016 16:34 Page 1 of 1

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EDITION 1 TP 693155M TITLE PLAN Notations Location of Land AT FOOTSCRAY PARISH OF CUT-PAW-PAW Parish: Township: Section: 15 Crown Allotment 24 (PT) Crown Portion: Last Plan Reference: Derived From: VOL 3544 FOL 679 ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON Depth Limitation: NIL THIS TITLE PLAN Description of Land / Easement Information THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT



222-224 FRANCIS STREET, YARRAVILLE

Director: Nigel Higgins

Director Planning Service

Manager Steven Lionakis

Manager Urban Planning

PURPOSE

To present for consideration a planning application for 222-224 Francis Street, Yarraville (TP515/2016) which has received 14 objections

APPLICATION RECEIVED	25 August 2016
APPLICATION NUMBER:	TP515/2016(1)
APPLICANT	Song Bowden Planning Pty Ltd
SITE ADDRESS	222-224 Francis Street, Yarraville
PROPOSAL	Construction of a three storey building comprising
	multiple dwellings and to alter access to a Road
	Zone, Category 1
ZONE	General Residential Zone (GRZ1)
OVERLAYS	Development Contributions Plan Overlay
	(DCPO6)
INTERNAL REFERRALS	Engineering Services
	Transport planning
	Waste Services
EXTERNAL REFERRALS	VicRoads
COST OF DEVELOPMENT	\$2,000,000
WARD	Yarraville
ADVERTISED	Yes
NUMBER OF OBJECTIONS	14
DATE OF PLANNING FORUM	16 March 2017
REASON FOR CONSIDERATION	The application has received more than 11
BY COUNCIL:	objections

ISSUES SUMMARY

- Approval is sought for the construction of three storey building comprising 19
 dwellings over a basement containing 23 car spaces. The application also seeks
 permission for the alteration of access to a Road Zone, Category 1.
- The dwelling composition entails 10, single bedroom dwellings and 9, two bedroom dwellings.
- A planning permit was issued by the Tribunal for the construction of a three storey building comprising 12 dwellings and a reduction of the visitor car space. The planning permit is still live.
- The application was advertised and 14 objections were received.
- The objections generally relate to neighbourhood character, traffic and parking impacts, internal amenity and off-site amenity impacts.
- The proposal is strategically supported by the State Planning Policy Framework (SPPF), the Local Planning Policy Framework (LPPF) and the General Residential

- Zone (GRZ1), which generally supports development which appropriately responds to its surroundings and supports a diversity of dwelling types and sizes.
- The proposal makes appropriate use of two adjoining allotments on this main road location, which is in proximity to existing infrastructure including public transport, public open space and activity centres.
- The proposal predominantly complies with the standards and objectives of Clause 55 of the Maribyrnong Planning Scheme (subject to conditions) and appropriately with minor modification, responds to the character of the area.
- The proposal appropriately responds to the conditions outlined by the previous VCAT determination and the commentary of built form and setbacks.
- The application is recommended for approval, subject to conditions outlined in Attachment 1.

ATTACHMENTS

- 1. Proposed Permit Conditions
- Advertised Plans
- 3. Endorsed plans for previous application
- 4. VCAT decision for previous application

OFFICER RECOMMENDATION

That Council issue a Notice of Decision to Grant a Permit for the construction of a three storey building comprising multiple dwellings and to alter access to a Road Zone, Category 1 at 222-224 Francis Street Yarraville subject to conditions contained in Attachment 1.

BACKGROUND

1. Proposal

- The demolition of the existing dwellings on both lots.
- Construction of a three storey building with a maximum height of 10.51 metres.
- The building has a minimum setback of 7.7 metres from Francis Street.
- The building comprises 19 dwellings with the following composition:
 - o 10, one bedroom
 - o 9, two bedroom
- A total of 23 car spaces are provided within the basement. Each dwelling is provided with a single car space and four visitor spaces are also provided. The basement also contains storage and bicycle spaces.
- Pedestrian access to the building is via Francis Street and the dwellings are accessed via a lift and internal stair case.
- The dwellings have a mixture of floor layouts with areas ranging from 45 square metres to a maximum of 95 square metres and open plan living areas.
- Secluded private open spaces are provided in the form of courtyards for the ground floor dwellings and balconies for the first and second floor dwellings.
- The proposed building has a contemporary appearance with a combination of oil stained timber, cement sheet and render cladding with glass balustrades.
- Alteration of existing vehicle crossover along Francis Street is proposed to be a new double width crossover.

2. Site and Surrounds

Subject Site

The land comprises 2 allotments including 222 and 224 Francis Street and for the purpose of this report is referred to as "the site".

The site comprises two lots (under the same ownership) known as Lots 65 and 66 on Plan of Subdivision 013437 and are rated as 222 and 224 Francis Street.

The combined sites are regular in shape with a frontage to Francis Street of 24.38 metres, a depth of 42 metres and an overall site area of 1,023 square metres. A 1.8 metre wide drainage easement runs along the northern (rear) boundary and the site is relatively level.

The sites are currently occupied by inter war, single storey, weatherboard dwellings with frontage setbacks of 7.6 metres from Francis Street. The dwellings are provided with crossovers along Francis Street with accessways situated along one of the side boundaries. Both dwellings have a height of 5.94 metres and a 1.2 metre high picket front fence.

The Certificate of Title for each lot includes a registered covenant which relates to the prohibition of quarrying from the sites. The proposal will not result in a breach of this covenant as it does not constitute quarrying.

Surrounding Area

To the north and south (Eirene & Bena Streets) typically comprises single storey dwellings with consistent front setbacks, well maintained front gardens, low front fences, single width crossovers and open rear yards. Original dwelling styles are predominantly from the inter war period with spacing between dwellings being the prevailing characteristics.

Multi dwelling developments are emerging, particularly on corner allotments and typically taking on a more intense built form including double storey styles at 216, 214 and 225 Francis Street.

215 Francis Street comprises a residential building converted from a former place of worship and a double storey extension to the side and rear.

The properties within the vicinity of the site along Francis Street comprise single storey dwellings with frontage setbacks in the vicinity of 7.5 metres and low front fences.

A five storey building is located further east (approximately 180 metres - located on the corner of Williamstown Road and Francis Street) and a small mixed use area comprising a number of two storey forms are also situated within the mixed use precinct at this intersection.

Francis Street functions as a primary arterial road (Road Zone, Category 1) and runs in an east-west direction linking the Melbourne Ports to Brooklyn. The road is configured with 4 lanes, is approximately 20 metres wide and is a main truck route. Francis Street has a truck curfew, which prohibits heavy loaded vehicles using the road network between the hours of 8pm and 6am Monday to Saturday and 1pm Saturday until 6am Monday.

Abutting Properties

The adjoining property to the east (220 Francis Street) comprises a single storey, brick dwelling with a setback of 7.5 metres from Francis Street and 0.8 metres from the common boundary. The dwelling has a height of 6 metres and vehicle access is provided along the eastern boundary. A number of windows are situated along the western elevation (adjacent to the application site) and 0.8 metre high brick fence runs along part of the frontage of the site.

The adjoining property to the west (226 Francis Street) comprises a single storey, weatherboard dwelling with a frontage setback of 7.9 metres. A garage is situated at the rear with a setback of 1 metre from the common boundary and vehicle access is provided along Eirene Street. A 0.95 metre high chain wire fence runs along the frontage of the site. The dwelling has a height of approximately 6 metres.

The adjoining property to the north (23 Eirene Street) is occupied by a double storey dwelling with a maximum height of approximately 7 metres and setback of 1.1 metres from the common boundary.

3. Policy Context and Permit Triggers

The site is located within a General Residential Zone (GRZ1). The site is also covered by Development Contributions Plan Overlay (DCPO6).

A Planning Permit is required for the following:

- Clause 32.08-4 GRZ1 Construction of two or more dwellings on a lot
- Clause 52.29 Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road – To alter access to the Road Zone, Category 1 (Francis Street)

Whilst the DCPO6 is applicable to the site, the overlay ceased to exist as of 31 December 2016 as all relevant monies had been adequately collected by the overlay during its operational lifespan (2000-2016) as such no further action is necessary.

State Planning Policy Frameworks

The following State policies are applicable to the proposal:

- Clause 10.04 Integrated decision making
- Clause 11 Settlement, in particular Clause 11.02 Urban growth
- Clause 15 Built Environment and Heritage, in particular Clause 15.01 (Urban Environment) and Clause 15.02 (Sustainable Development)
- Clause 16 Housing, in particular Clause 16.01 (Residential Development) and Clause 16.02 (Housing Form)

Local Planning Policy Framework

The following clauses are applicable to the proposal:

- Clause 21 Municipal Strategic Statement, in particular Clause 21.04-2 Housing Growth, Clause 21.06-1 – Urban Design, Clause 21.07-1 – Residential Capacity and Location and Clause 21.07-2 – Housing Diversity and Affordability.
- Clause 22 Local Planning Policies, in particular Clause 22.05 Preferred Neighbourhood Character Statements.

Particular Provisions

The following particular provisions are applicable to the assessment of this application:

- Clause 52.06 (Carparking) A permit is not sought under these provisions but parking and access is assessed later.
- Clause 52.29 (Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road) – A permit is sought to alter access to the Road Zone, Category 1 (Francis Street). Refer to VicRoads advice below.
- Clause 55 (Two or more dwellings on a lot and residential buildings)

4. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertisied pursuant to Section 52 of the *Planning and Environment Act 1987*. 14 objections were received and the grounds of objections related to:

- Errors in the application report
- Parking reduction
- Insufficient details on previous approval
- At odds with neighbourhood character and preferred character statement
- There are no other similar developments in the GS6 precinct
- Will block sunlight to adjoining properties
- The proposal is too high and higher than previous VCAT decision
- Additional traffic impacts on Francis Street and surrounds
- The site is not a corner allotment
- Overdevelopment of the site and site coverage
- Overpopulating the area
- Housing diversity by a majority of single bedroom dwellings is not appropriate
- Overlooking and privacy concerns
- Private open spaces are undersized at ground floor level
- The size of the Dwellings 2.03 and 2.04 are too small and won't get finance from the bank
- Insufficient space for landscaping
- Insufficient transition to the adjoining properties, including setbacks and building bulk
- The proposal will affect the TV signal of nearby properties
- Impacts on heritage in the area
- Does not align with community values
- A cultural heritage management plan will be required

A planning forum was held on 16 March 2017 at Council offices attended by Cr Crawford and eight objectors. Whilst a number of matters were raised which were consistent to the ground of objections outlined above. No resolutions were met at this meeting.

7. Referrals

The application was referred externally to VicRoads. No significant issues were raised in relation to the proposal. A number of standard conditions were required if any permit is to issue.

The application was referred internally Engineering Services, Transport planning and Waste Services. No significant issues were raised in relation to the proposal subject to minor changes to the ramp, access and waste collection area. In addition, a number of standard conditions will also be required if any permit is to issue and these matters have been addressed as conditions in Attachment 1.

DISCUSSION

It is considered that the key issues for the proposed development relate to the previous VCAT approval for the site, built form, off-site amenity impacts, internal amenity and the provision of and access to parking.

Planning Policy

The proposal is generally consistent with the main thrusts of State Planning Policy, particularly Clauses 11 (Settlement) and 16 (Housing). These clauses seek to locate affordable and medium density housing on a consolidated lot which is close to activity centres, employment nodes and public transport.

The subject site has convenient access to bus services on Francis Street and Williamstown Road and is located:

- 1.2 kilometers from Yarraville Railway Station;
- 500 metres from Yarraville Square Neighbourhood Activity Centre,
- 550 metres from Wembley Avenue Local Activity Centre,
- 100 metres Williamstown Road and Francis Street Small Destination Activity Centre.

Clause 10.04 (Integrated decision making) acknowledges the various needs and expectations of land, stakeholders and community. The policy seeks to balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

Clause 15 (Built Environment) seeks to create good urban design which is attractive and safe, and to promote sustainable living. The proposal is a visually interesting building, provides good internal amenity and large setbacks from adjoining properties.

The proposal is consistent with Local Planning Policy, in particular Clause 21.04 (Settlement). The policy seeks to cater for the increasing population growth by accommodating approximately 14,000 to 16,000 new dwellings and households by 2031. The development makes for a more efficient use of the land with minimal off-site amenity impacts and will deliver 19 new dwellings on the land.

Clause 21.06 (Built Form and Heritage) seeks to encourage a well designed urban environment that enhances the image, aesthetics and amenity of the City. The existing dwelling and vacant parcel underutilise the land. The proposal will enhance the appearance of the site and responds to the previous VCAT determination for the site.

Clause 21.07 (Housing) identifies the area for incremental change in terms of density and built form. The clause seeks to encourage a mix of housing types and affordable dwellings to meet the needs of the community in established urban areas. The proposal will provide an alternative to the original dwellings in the area and adds to the choice of accommodation by providing one and two bedroom apartments.

Clause 22.05 (Preferred Neighbourhood Character Statements) provides the following statement of preferred character for the Garden Suburban 6 Precinct:

The mix of architectural styles and the consistencies across the built form will be maintained and strengthened through the provision of new development that adds to the layers of history throughout the precinct. Older dwellings that contribute to the character of the area, including those from the Victorian, Edwardian and Interwar

eras will be retained and complemented by newer development that is distinguishable from original building stock. New development will respect the low-scale nature of buildings and will provide pitched roofs and other features that respond to the building form. Garden settings will be strengthened through new plantings that provide canopy trees, shrubs and garden beds that contribute to the leafiness of streetscapes. Where present, front fences will maintain the openness of streetscapes and allow views to gardens and dwellings.

It should be noted the character statements aim to achieve preferred outcomes for precincts, and are not intended as mandatory requirements. This is considered further below.

Planning Assessment

- Does the proposal adequately respond to the previous VCAT decision and the neighbourhood character of the area?
- Are there any adverse impacts on adjoining properties?
- Does the proposed provide appropriate internal amenity for residents?
- Does the development provide for adequate car parking and access on site to cater for residents and visitors?

An assessment against the above questions would also cover the non compliance sections of Clause 55 of the Maribyrnong Planning Scheme, and the majority of objectors concerns.

Does the proposal adequately respond to the previous VCAT decision and the neighbourhood character of the area?

The previous Tribunal decision has considered the built form aspects associated with this site and context and decided that a three storey building is acceptable on this site.

The land is located within the Garden Suburban 6 (GS6) precinct but does not provide much basis for assessment of this proposal, nor the main road context (which differs to the residential hinterland in local streets). This notion was established by the Tribunal in its assessment of the previous application:

- 9 I do not apply the preferred neighbourhood character statement rigidly in this proceeding because it does not recognise the very different context and character of a larger infill site on Francis Street. I give the statement limited weight.
- 10 Although a three-storey building is a new built form in the near surrounds of the precinct north of Francis Street, I am satisfied it responds to local policy and existing or preferred character in respect of the Francis Street interface, for the following main reasons:
 - There is good side boundary separation at ground level and to a greater extent at upper levels. It maintains a horizontal emphasis, given the generous width of the subject land.
 - The frontage reinforces the street pattern. For example, the front fence is not dominant and the replacement of two crossovers with one adds to the opportunities for additional plantings.
 - The street wall is articulated. The building contributes to a mix of architectural styles. Building materials respond to the prevalence of weatherboard along Francis Street and in the hinterland to the north.

This has been echoed in the latest plans and the building appearance has been improved with a cleaner and more contemporary form, which provides for greater visual interest. Lightweight timber cladding has been incorporated into the building, which appropriately responds to the predominant character of timber clad dwellings in the area.

The front fence is retained for Dwelling G.01 only and a setback of 2 metres has been incorporated. The 2 metre height is acceptable on this main road frontage and the landscaping treatment will assist in softening the form, whilst providing appropriate privacy to the dwelling. The extent of fencing has been reduced and given over to a more generous entry treatment to the street and activates the frontage. The entrance has been widened and improved from the previous approval but a simple canopy should be included to provide weather protection. This is addressed in a condition in Attachment 1.

The proposal has an overall height of 10.51 metres and it is acknowledged that it exceeds the height stipulated under Standard B7 (building height) of Clause 55. The floor to ceiling heights of the dwellings are 2.7 metres and it is considered that these are sufficient to provide reasonable internal amenity to future occupants and for daylight and solar access provision. A reduction in the floor to ceiling heights to achieve compliance with the standard could potentially adversely affect the internal amenity of the new dwellings.

It is also noted the recent planning reforms to the General Residential Zone outline a maximum height of 11 metres. The proposal would comply with these new provisions and notably the zone would take priority over the building height provision (Standard B7) included in Clause 55.

It is noted that Tribunal considered the issue of height in the previous application and sought to limit it by reducing the ceiling heights to 2.7 metres, however, did not stipulate a maximum height. The endorsed plans includes a height of 10.73 metres and the current proposal is marginally less and as such, the proposed height is considered acceptable.

The proposal has been designed to comply with Standard B6 (street setback) providing an average of the two adjoining properties with a staggered setback of 7.7 metres and up to 11.9 metres. This is an important response given the generous relatively uniform setback of properties along this section of Francis Street which contain generally well maintained gardens.

Whilst the basement level accounts for approximately 83 per cent site coverage, the ground floor envelope accounts for 58.2 per cent and acceptable under Standard B8 (site coverage). The permeability however is reduced by the inclusion of the basement to approximately 15 per cent below surface level. However, this is not a major departure from the requirement under Standard B9 (permeability) and the extent of hard surface is generally consistent with the previous approval. Sufficient landscaping spaces have been set aside for complementary planting and a landscape plan will be required as any approval.

Are there any adverse impacts on adjoining properties?

As discussed above, the Tribunal has considered potential off-site impacts associated by built form aspects and has set down specific requirements, which it considered would provide an acceptable outcome in this context. Of particular note, whilst both the original proposal and the existing proposal do not comply with Standard B17 (side and rear setbacks) with regard to the side boundary setbacks on the upper floor level, the proposal was required to incorporate the following setbacks:

- A minimum setback of 6.4 metres from the second floor balconies to the northern (rear) boundary.
- The rear section of the building to incorporate a side setback of 4.6 metres from the eastern and western boundaries.

These requirements have been adopted for the proposed development. Whilst the front section of the building has reduced the side boundary setbacks to 4 metres (Dwellings 2.01 and 2.06), this is relatively negligible intrusion of between 0.1 and 0.2 metres from the previous approval. The proposal still provides an adequate setback to the west but it is noted that eastern side now does not comply with Standard B19 (daylight to existing windows). The Bedroom 1 protruding section will need to be modified to achieve a 5.21 metre light court setback at the upper floor level. This has been addressed as a condition on Attachment 1.

In some aspects, potential off-site impacts are lessened in this proposal by the removal of built form along the western boundary, increased first floor side and rear setbacks, an overall reduction in height of approximately 0.2 metres and through additional conditions.

The proposal still complies with Standard B21 (overshadowing open space) and generally complies with Standard B22 (overlooking) for the most part. The street facing balconies and corner windows will require adjustment to avoid oblique views to the side facing habitable room windows of 220 and 226 Francis Street, as detailed in conditions.

The previous design included larger dwelling floor plates and it is understood that this directly impacts on the financial viability of the project. Whilst this is not a planning consideration, it is likely the reason that the development is yet to be constructed, despite the approval still being valid. The decision to increase dwelling yield through the inclusion of basement parking provides a better response to adjoining properties by avoiding the large under croft parking area to the side and rear of the property. The provision of ground floor secluded private open spaces at ground floor level provides an appropriate and more domestic response to the adjoining dwellings, avoiding any impacts associated with vehicle noise and movement at this interface.

Does the proposed provide appropriate internal amenity for residents?

In terms of internal amenity, the Tribunal previously considered that:

17 Internal amenity is reasonable given the provision of a lift, adequate secluded private open space, safe and secure car parking with forwards movement to exit the subject land, good access to daylight, generous bicycle storage, and dwelling storage areas.

These matters are again echoed in the proposed development. The building incorporates a lift as well as stairs allowing access to all floors for people with limited mobility. Seven of

the dwellings are wholly located at ground floor level with access to ground floor open space, which provides a diversity of housing choice for different households.

It is noted that not all dwellings comply with Standard B28 of Clause 55 in terms of secluded private open space provision. The ground floor dwellings are provided with secluded private open spaces of at least 25 square metres and up to 50 square metres (Dwelling G.01). However, this is not the case for Dwelling G.07 with a semi raised balcony over the vehicle ramp and that the overall provisions for the majority of those ground floor dwellings fall short of the required overall provision of 40 square metres. However, this is acceptable as the minimum secluded private open space provision has been met with adequate proportion and the extent of dwellings with ground floor open space has been increased. Standard B29 (solar access to open space) is not typically applied in apartment developments but the majority will have a northern aspect to at least part of the open spaces.

The proposal has allowed for the provision of waste collection and storage. However, Council's Waste Services Coordinator has requested a temporary waste collection area within the frontage to allow for the store and collection of these receptacles on collection day. This avoids any impact on the existing street infrastructure and can easily be accommodated adjacent to the ramp/entrance. Mail boxes are also required to be shown, as well as services areas at the frontage, which are to be screened. These matters can be addressed as conditions on any planning approval.

The dwellings are provided with externally accessible storage within the basement car park with each dwelling having 6 cubic metres of storage in cages. Additional provision has been made above bonnet (and an additional cage for a non-existent dwelling, likely a drafting error) which is considered generally acceptable but superfluous in this instance as it could unnecessarily limit the ability to fit a van or SUV within the space. A condition will remove the above bonnet storage as it is not required and a reallocation of storage cages.

Given the abuttal to the main road, an acoustic report will be required to outline specific acoustic treatments to the dwellings, as consistent with the conditions of the previous approval.

Does the development provide for adequate carparking and access on site to cater for residents and visitors?

The development proposes 19 dwellings comprising one and two bedrooms. Clause 52.06-5 requires the provision of one car space to each dwelling and the provision of three visitor car spaces, totalling 22 car spaces. The development is provided with 23 car spaces within the basement carpark comprising 19 resident spaces and four visitor car spaces. The development is provided with one additional visitor car space in excess of the requirement. Whilst parking was raised by surrounding residents as a concern, the statutory parking rate has been met and exceeded.

It is noted that Francis Street is a main road, which is managed under VicRoads as the relevant road management authority and alteration is proposed to existing access (crossovers) to the land. The basement has been designed to allow for vehicles to exit the site in a forwards direction. VicRoads has raised no objections in respect of access or traffic related matters, subject to standard conditions.

The proposed layout including parking spaces and turning spaces is functional. The ramp will require modification in terms of both width and gradient to ensure appropriate access for vehicles and is addressed in conditions of any approval.

Objection/concerns not previously addressed

In response to the grounds of objections not addressed in the above discussion, the following comments are provided:

- Errors in the application report are noted and likely resulting from initial changes to the proposal to reduce dwelling numbers and improvements to the layout.
- The Aboriginal Heritage Regulations have recently been updated to include a number of exemptions. A CHMP is not required for the site as the combined area is less than 1,100 square metres.
- Whilst initial discussion papers for the Better Apartments Design Standards outlined minimum apartment sizes, these have now been removed from the latest draft and transitional provisions would not capture this proposal.
- Impacts to TV signals is not a valid planning consideration.
- The subject site and surrounding area is not protected by the Heritage Overlay.

CONCLUSION

The proposal meets the overall intent and objectives of the State and Local Planning Policy Frameworks, including the objectives of Clause 55 of the Scheme. The application should be supported.

ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP515/2016
SITE ADDRESS:	222-224 Francis Street, Yarraville
PROPOSAL:	Construction of a three storey building comprising multiple dwellings and to alter access to a Road Zone, Category 1
DATE OF COUNCIL MEETING:	26 April 2017

- Before the development starts, amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and provided in a digital format (where possible). The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) Alterations and notations to the plans as required by VicRoads (Conditions 21 to 22).
 - b) The proposal designed to comply with Standard B19 (daylight to existing windows) with regard to 220 Francis Street.
 - c) Elevations correctly labelled and to align with the floor plans.
 - d) All windows and balconies above ground floor level designed to comply with Standard B22 (overlooking).
 - e) Notations incorporating acoustic treatments as detailed in the required Acoustic Report (Condition 7).
 - f) The provision of a canopy over the entrance designed in accordance with Standard B6 (street setback).
 - g) A temporary waste storage and collection area adjacent to the vehicle ramp within the property for collection day only.
 - h) The location of mailboxes.
 - i) The location of services to be screened within the frontage.
 - j) The vehicle accessway ramp grade adjacent to street boundary flattened to 1:20 and the remaining ramp grades consequently reconfigured to comply with AS2890 (whilst maintaining an absolute minimum height clearance of 2.2 metres).
 - k) The vehicle accessway ramp to be a minimum of 5.5 metres wide.
 - I) Notations that any landscaping and structures within 2.5 metres of the footpath adjacent to the accessway be limited to 1 metre in height where possible.
 - m) Deletion of superfluous above bonnet storage and appropriate reallocation of storage spaces to each dwelling.
 - n) Updated development schedule.
 - o) A minimum 1 metre clearance from the crossover to the street tree.
 - p) A landscape plan to the satisfaction of the Responsible Authority (refer to condition below).
- The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption

- specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3. Concurrent with the endorsement of plans, a landscape plan generally in accordance with the City of Maribyrnong Landscape Guidelines dated August 2005 must be submitted and be to the satisfaction of the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and provided in digital format (where possible). The plan must show:
 - (a) The location of all existing vegetation to be retained and/or removed;
 - (b) The location of buildings and trees on neighbouring properties within 3 metres of the boundary;
 - (c) Details of surface finishes of pathways and driveways;
 - (d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
 - (e) Provision of at least three canopy trees within the front setback;
 - (f) Dense understorey planting within common areas;
 - (g) Permeable surfaces within ground floor private open spaces; and
 - (h) Provision of perimeter planting.
- 4. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- 5. Before the development starts (including any demolition works), tree protection measures in accordance with AS4970-2009 (Protection of trees on Development Sites) must be erected around the existing street tree. The tree protection measures must remain in place until construction is completed.
- 6. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 7. Concurrently with the endorsement of plans, an acoustic report prepared by a qualified Acoustic Engineer must be submitted and endorsed to form part of the permit. The report must consider the impact of the works/use/development on the surrounding residential uses and provide solutions to mitigate these impacts. All of the recommendations of the acoustic report must be implemented prior to the occupation of the building, to the satisfaction of the responsible authority.
- 8. All visual screening and measures to prevent overlooking to adjoining properties must be erected prior to the occupation of the buildings to the satisfaction of the Responsible Authority.
- All pipes, fixtures, fittings and vents excluding downpipes, servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
- 10. Concurrent with the endorsement of plans, a waste storage and collection management and recycling plan for the development must be prepared to the satisfaction of the Responsible Authority.

- 11. The management plan must be provided in digital format (where possible) and have regard to the following matters:
 - Bin storage areas for the proposed dwellings.
 - Owners Corporation waste management plan.
 - Odour control from bin storage areas.
 - Access for removal of waste bins.
 - Delivery of bins to waste collection points and retrieval of bins once collected.
 - Location and detail of organic waste collection.
 - Work cover authority safety matters.
 - Temporary waste storage and collection point within the front setback adjacent to the accessway.

Once submitted, the Waste Management Plan will be endorsed to form part of the permit.

- 12. Waste management must be carried out in accordance with the Waste Management Plan approved as part of Condition 11.
- 13. Prior to any works commencing on the land a "Construction Management Plan" (CMP) must be prepared to the satisfaction of the Responsible Authority, detailing how the owner will manage the environmental and construction issues associated with the development. The "Construction Management Plan" when approved will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address:
 - the contact name and phone number(s) of the site manager,
 - any demolition,
 - bulk excavation,
 - management of the construction site,
 - land disturbance,
 - hours of construction,
 - noise,
 - control of dust,
 - public safety,
 - traffic management,
 - construction vehicle road routes,
 - soiling and cleaning of roadways,
 - discharge of any polluted water,
 - security fencing, disposal of site waste and any potentially contaminated materials,
 - crane locations during construction,
 - location of site offices,
 - redirection of any above or underground services,
 - site lighting during any night works.
- 14. Vehicular crossing(s) must be constructed and/or modified to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority.
- 15. All disused or redundant vehicle crossings must be removed and the area reinstated with either/or footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- 16. Before the use and/or occupation of the development starts, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be to the satisfaction of the Responsible Authority and be:

- (a) constructed
- (b) properly formed to such levels that they can be used in accordance with the plans
- (c) surfaced with an all weather seal coat
- (d) drained
- (e) line marked to indicate each car space and all access lanes
- (f) clearly marked to show the direction of traffic along access lanes and driveways

Car spaces, access lanes and driveways must be kept available for these purposes at all times.

- 17. A suitable sign must be displayed at the entrance to the car park highlighting the availability of visitor car parking to the satisfaction of the Responsible Authority.
- 18. The site must be drained to the satisfaction of the Responsible Authority and is subject to any requirements, conditions and subsequent approval from VicRoads. Stormwater run-off from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground stormwater system. Any cut, fill or structure must not adversely affect the natural stormwater runoff from and to adjoining properties.
- 19. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 20. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority drainage plans to the requirements outlined in the Stormwater Discharge Permit.

VicRoads (Conditions 21 to 22)

- 21. All disused or redundant vehicle crossings must be removed and the area reinstated to the satisfaction of and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the buildings or works hereby approved.
- 22. The crossover and driveway are to be constructed to the satisfaction of the Roads Corporation and/or the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved.

Permit expiry (Condition 23)

- 23. This permit will expire if one of the following circumstances applies:
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before or within 6 months after the permit expiry date, where development allowed by the permit has not yet started; and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Notes

- This application <u>has been</u> assessed under Clause 55 (ResCode provisions) of the Maribyrnong Planning Scheme.
- A **Stormwater Discharge Permit** is required from MCC Operations and Maintenance and is subject to any requirements, conditions and subsequent approval from VicRoads.
- The owner shall be responsible for the loss of value or damage to Council's assets as a result of the development. Reinstatement or modification of the asset to Applicant.
- A Council officer will contact the owner/builder to arrange a Street Asset Protection
 Permit, and advise of the associated Bond required to be lodged prior to commencement of work.

Note: If using a private building surveyor, a **Section 80 Form** must be supplied to Council's Building Surveyor to initiate the above process.

- A **Road Opening Permit** from the Responsible Authority is required for any work or excavation within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- Materials are not to be stored on the road reserve without Responsible Authority approval.
- Protection of Council's street trees shall be in accordance with Council's Street Tree Policy and Protocol.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.

VicRoads Notes

 The crossover and driveway are to be constructed to the satisfaction of the Roads Corporation and/or the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the works hereby approved. Page 189 Attachment 2

> CITY OF MARIBYRNONG **ADVERTISED PLAN**

proposed apartment building 222 - 224 francis street yarraville, victoria, 3013

drawing list

tp01 cover sheet

tp02 site context plan

tp03 site analysis

tp04 existing conditions site plan

tp05 streetscape - francis st existing & proposed

tp06 design response

tp07 proposed basement carpark

tp08 proposed ground floor plan

tp09 proposed first floor plan

tp10 proposed second floor plan

tp11 roof plan

tp12 north & south elevations

tp13 east & west elevation

tp14 shadow diagram - 9am

tp15 shadow diagram - 12pm

tp16 shadow diagram - 3pm

tp17 front fence elevation



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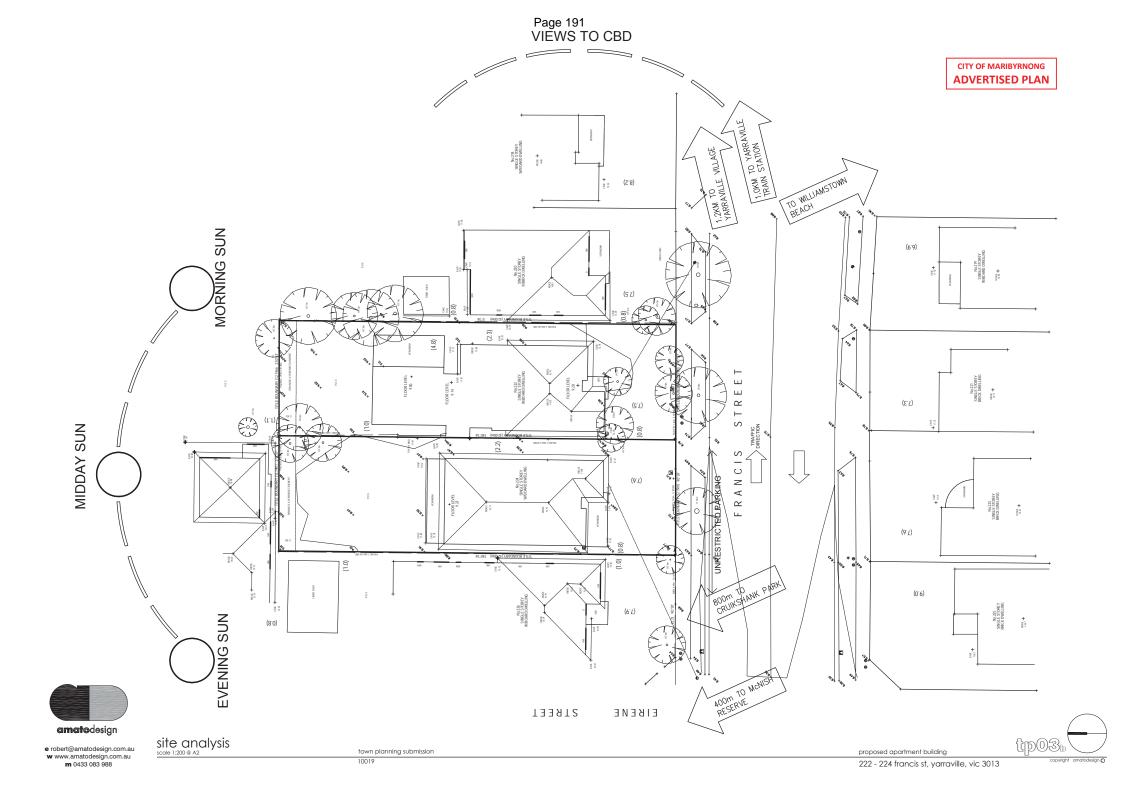
town planning submission

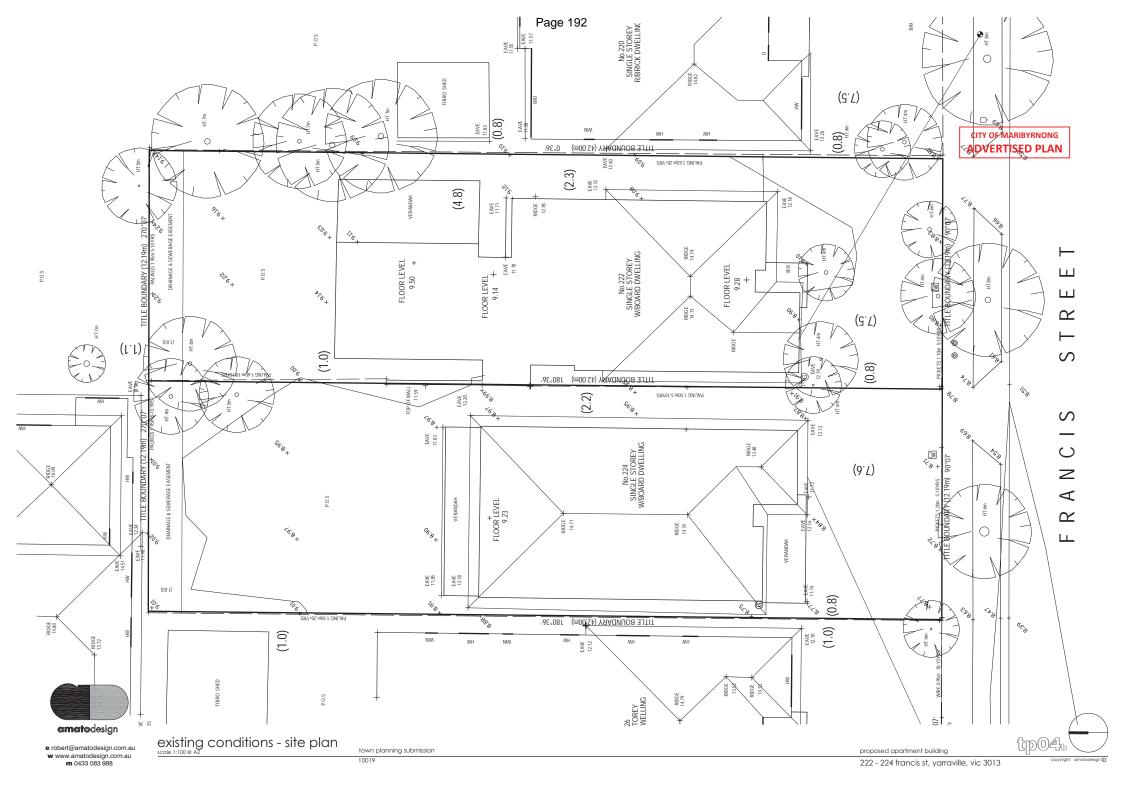


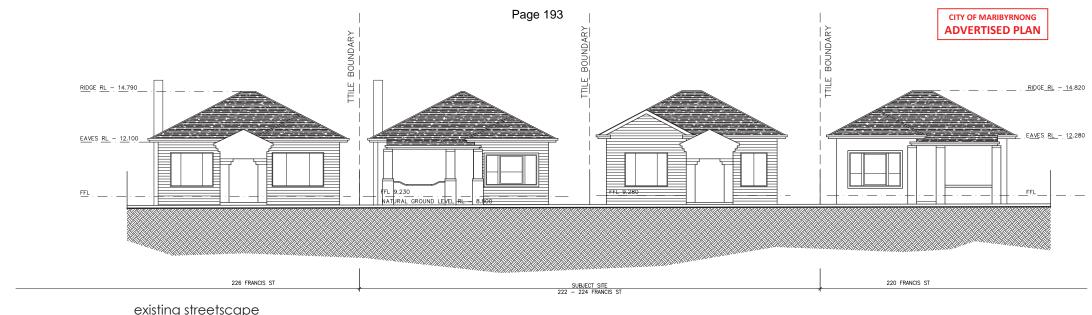




town planning submission







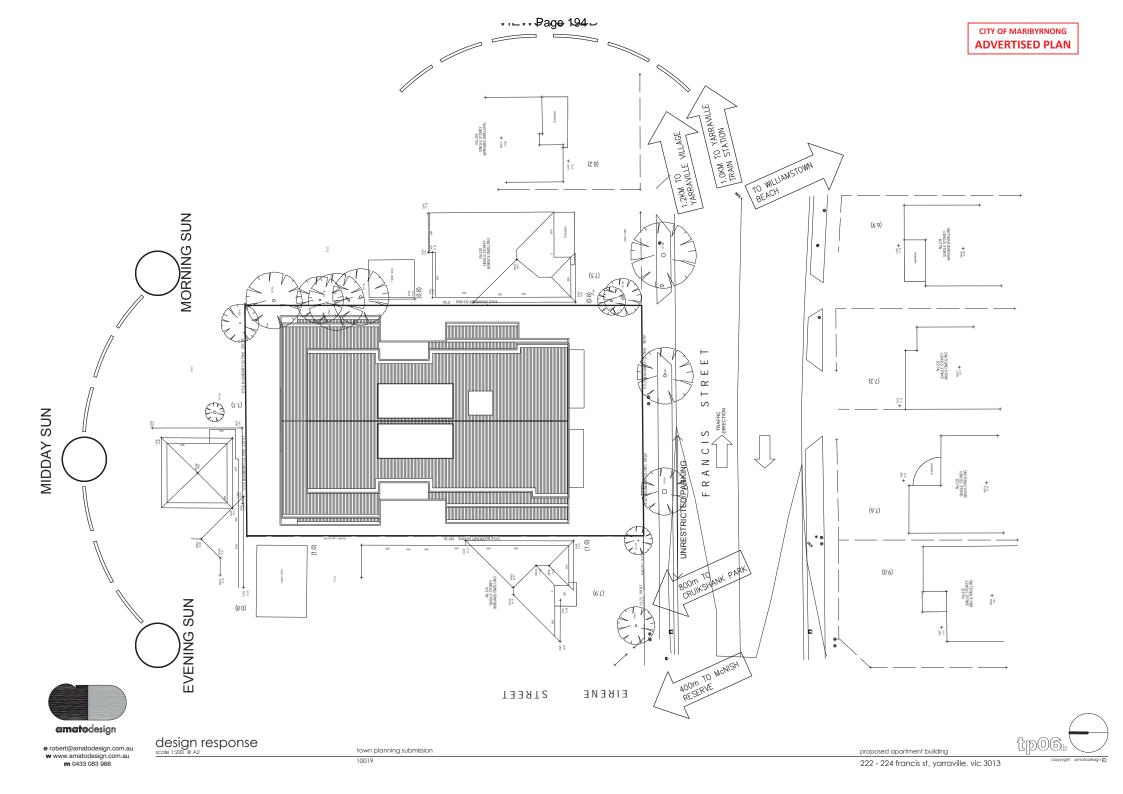
existing streetscape

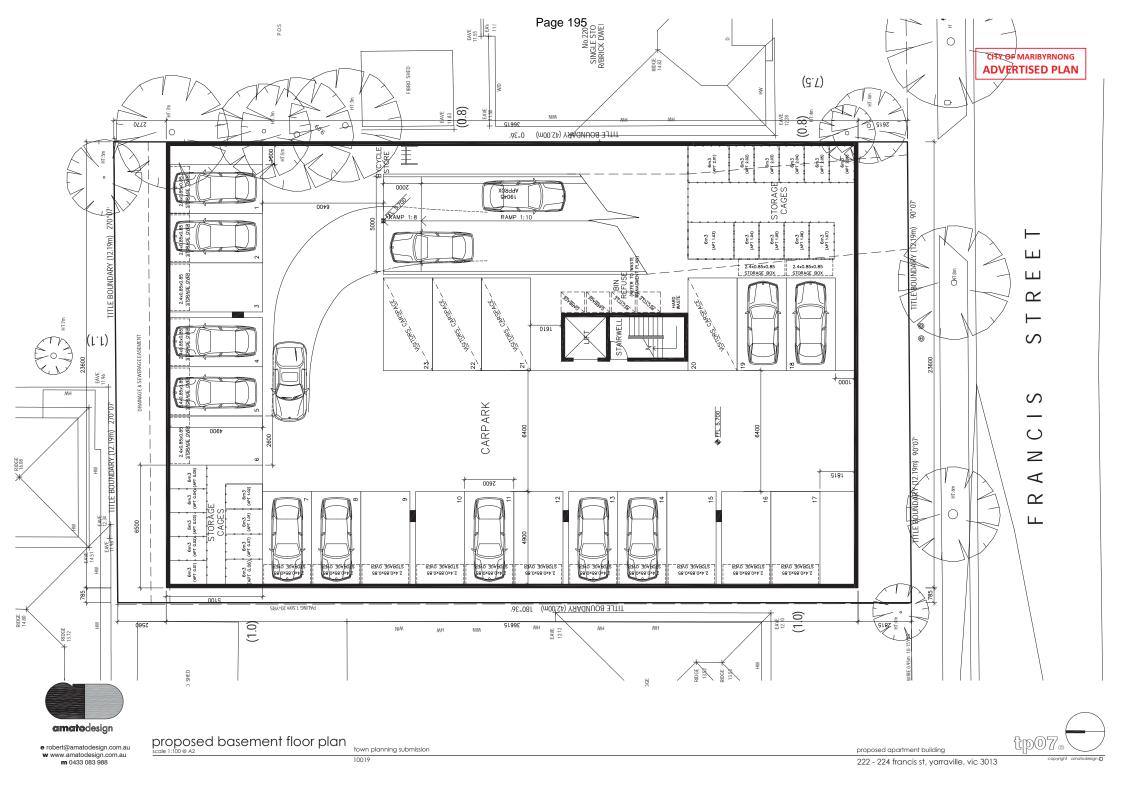


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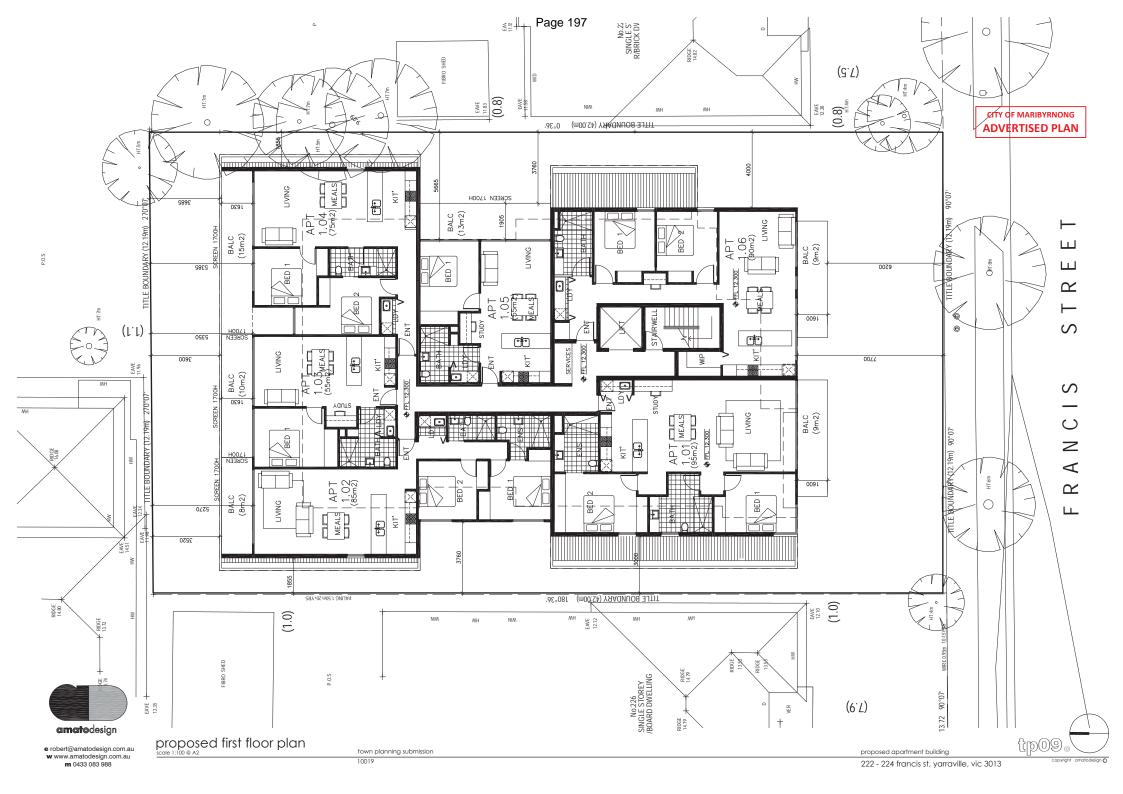
proposed streetscape

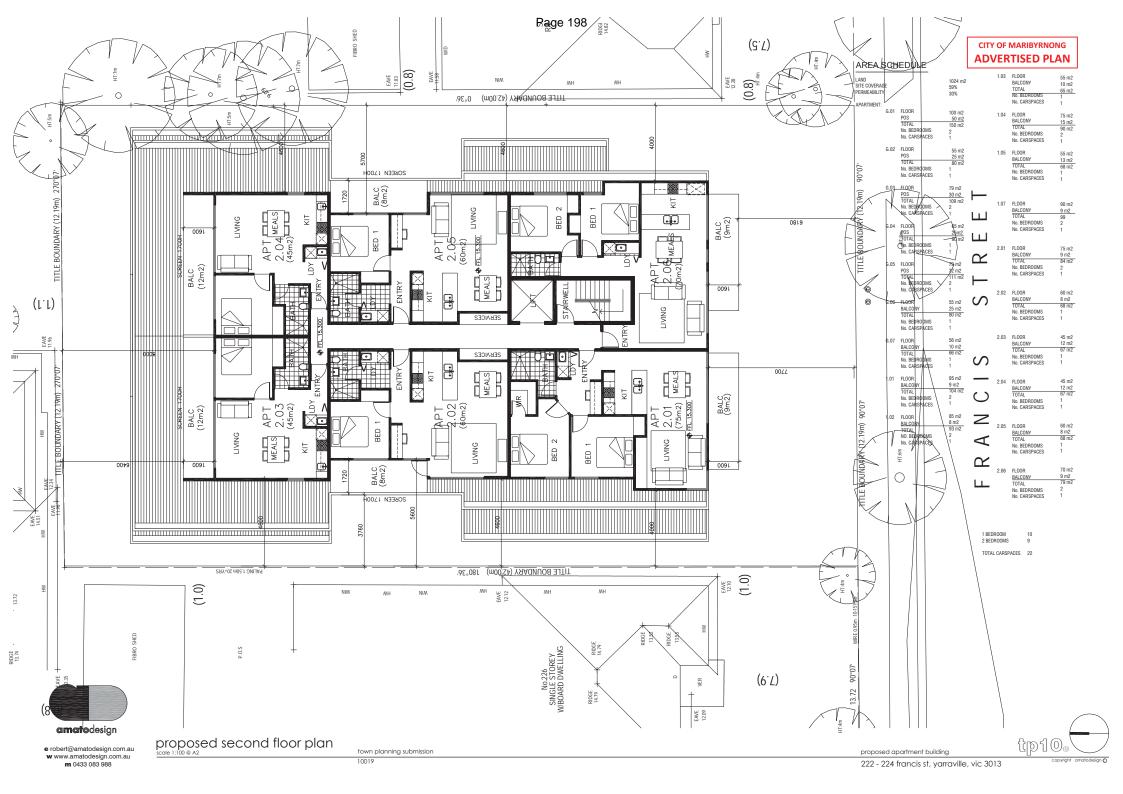
streetscape - francis st existing & proposed town planning submission

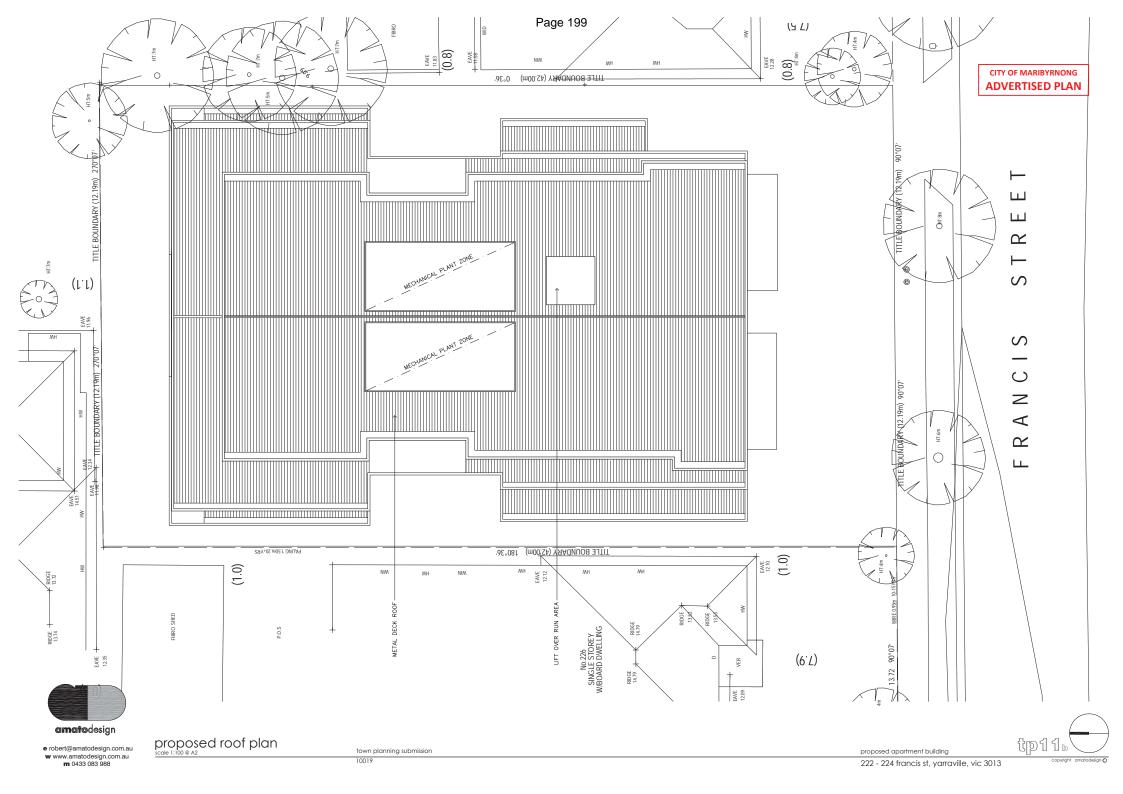








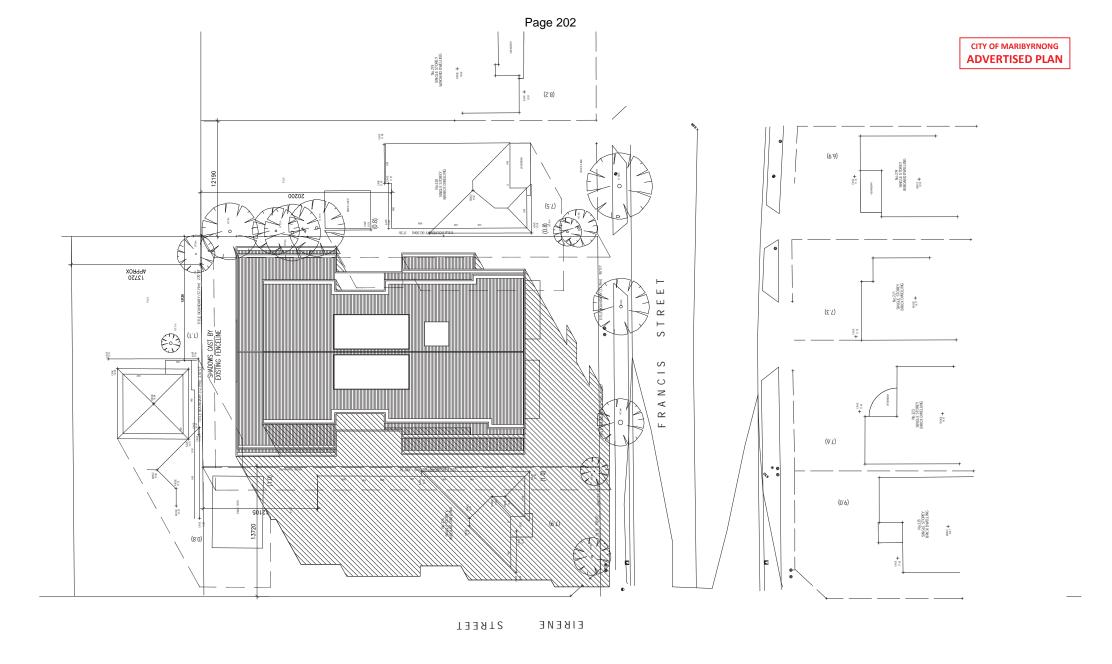






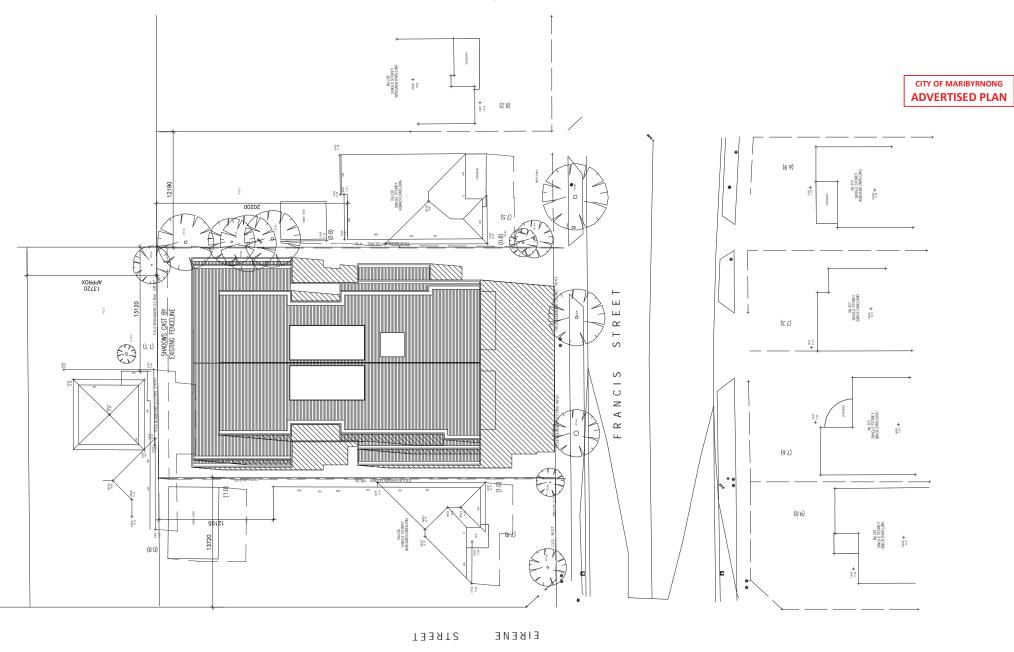
222 - 224 francis st, yarraville, vic 3013





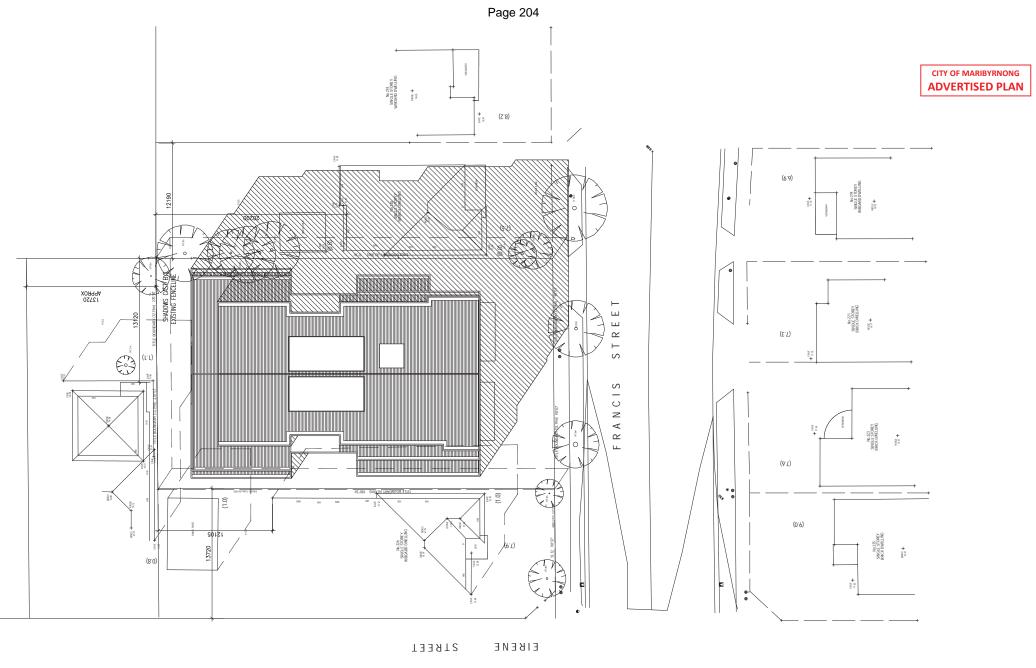








tp15d



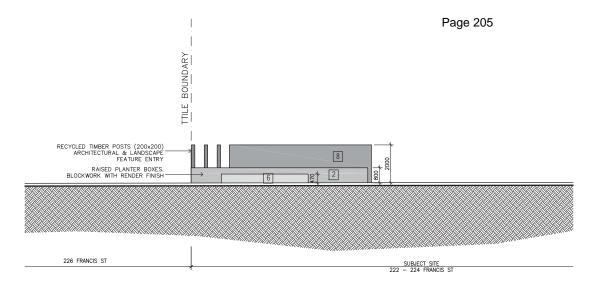


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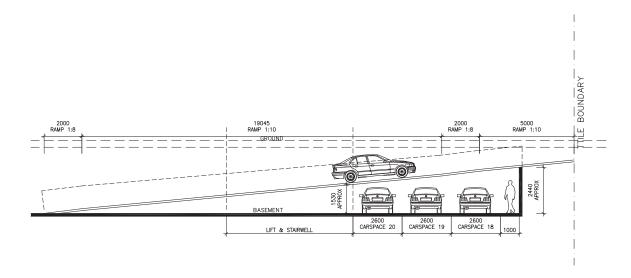


town planning submission

10019



fence elevation



basement carpark ramp section



fence elevation & carpark ramp $_{\text{town planning submission}}$ 10019



MATERIALS LEGEND

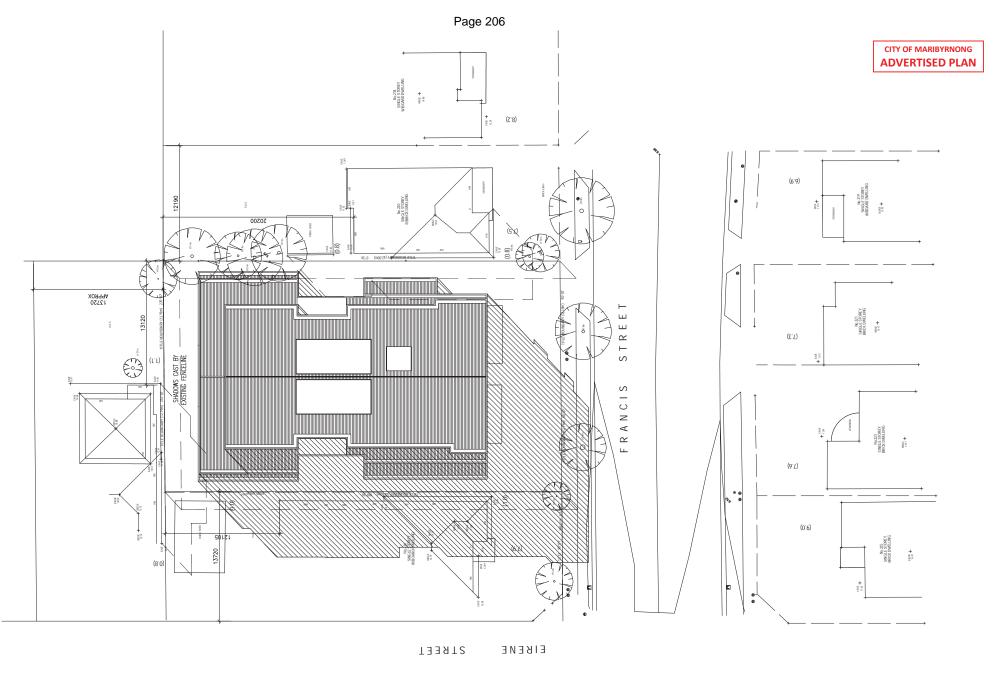
PAINTED/RENDER FINISH TO BALCOMY PRODUCT: DULUX - NATURAL WHITE RENDER FINISH
PRODUCT: CONCRETE FINISH

GLASS BALUSTRADE TOUGHENED GLASS

FC SHEET - WITH EXPRESSED JOINTS PAINTED/RENDER FINISH PRODUCT: TAUBMANS - 'GREY DUSK'

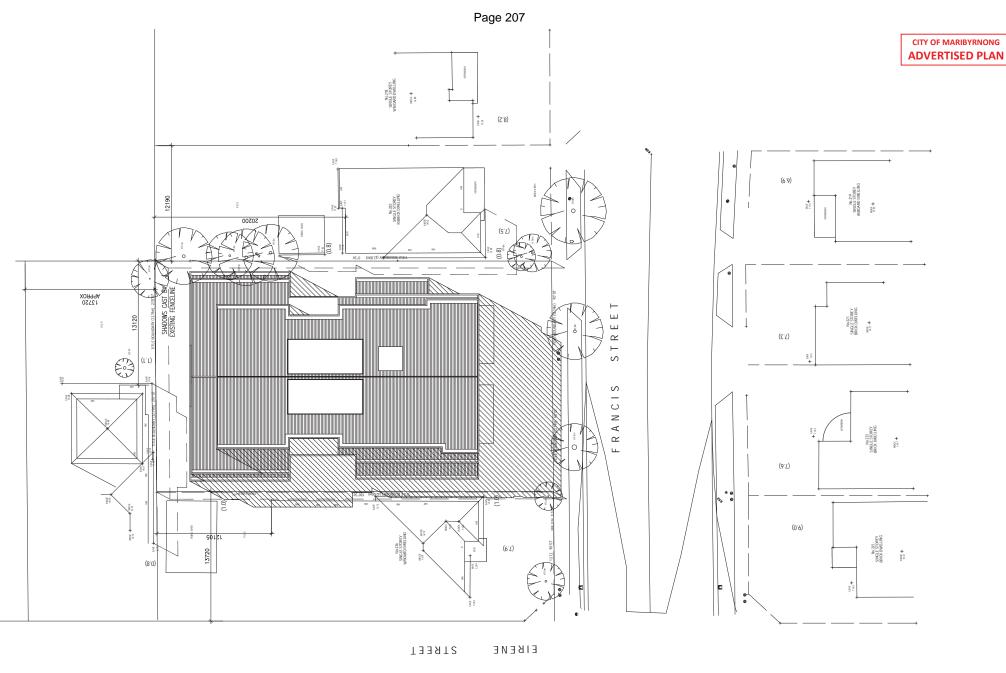
7 BLOCKWORK WALL PRODUCT: AUSTRAL MASONRY 'PEWTER' PAINTED/RENDER FINISH PRODUCT: DULUX - 'KLAVIER' TIMBER BATTERN SCREEN PRODUCT: WOODFORM - CONCEPT CLICK SPOTTEN GUM - OIL STAIN FINISH CITY OF MARIBYRNONG **ADVERTISED PLAN**

TIMBER CLADDING (OR SIMLAR APPROVED)
PRODUCT: WOODFORM - EXPRESSIONS CLADDING
SPOTTEN GUM - OIL STAIN FINISH





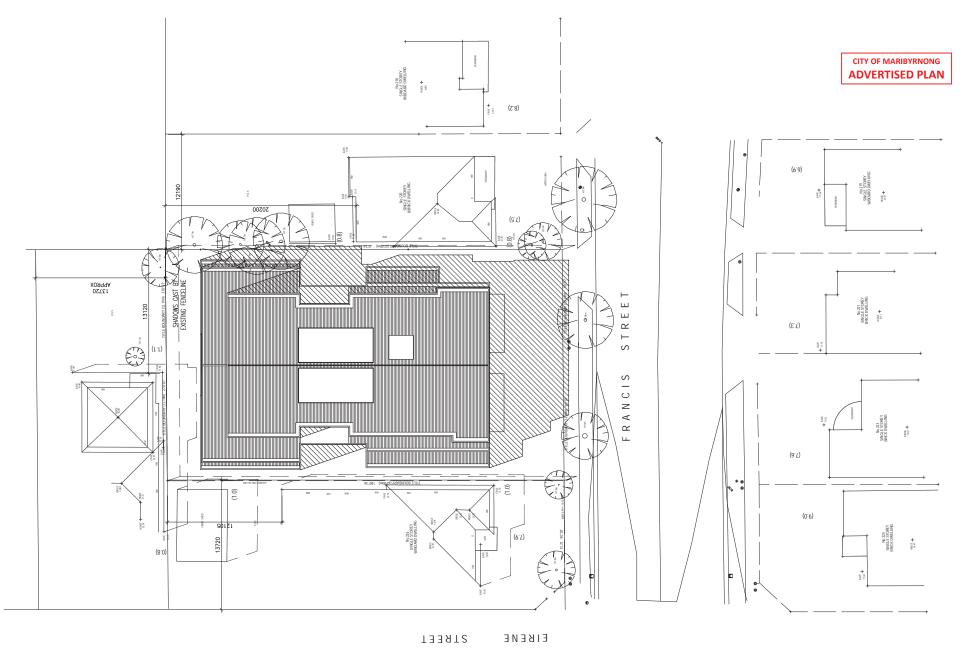






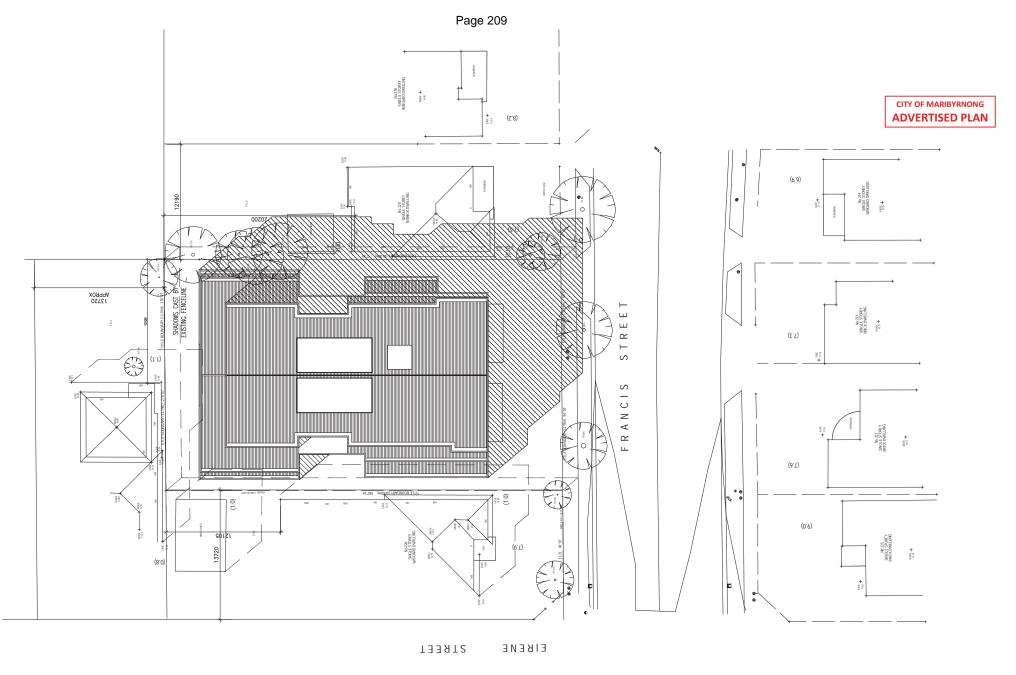


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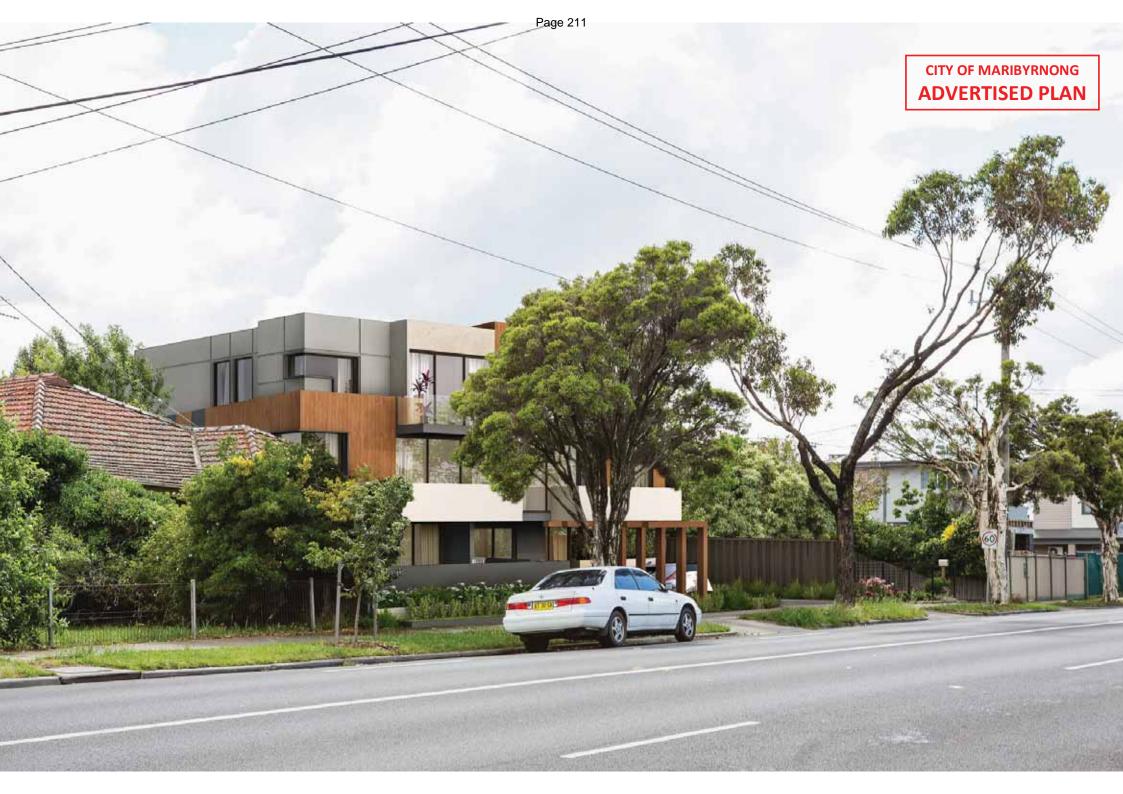


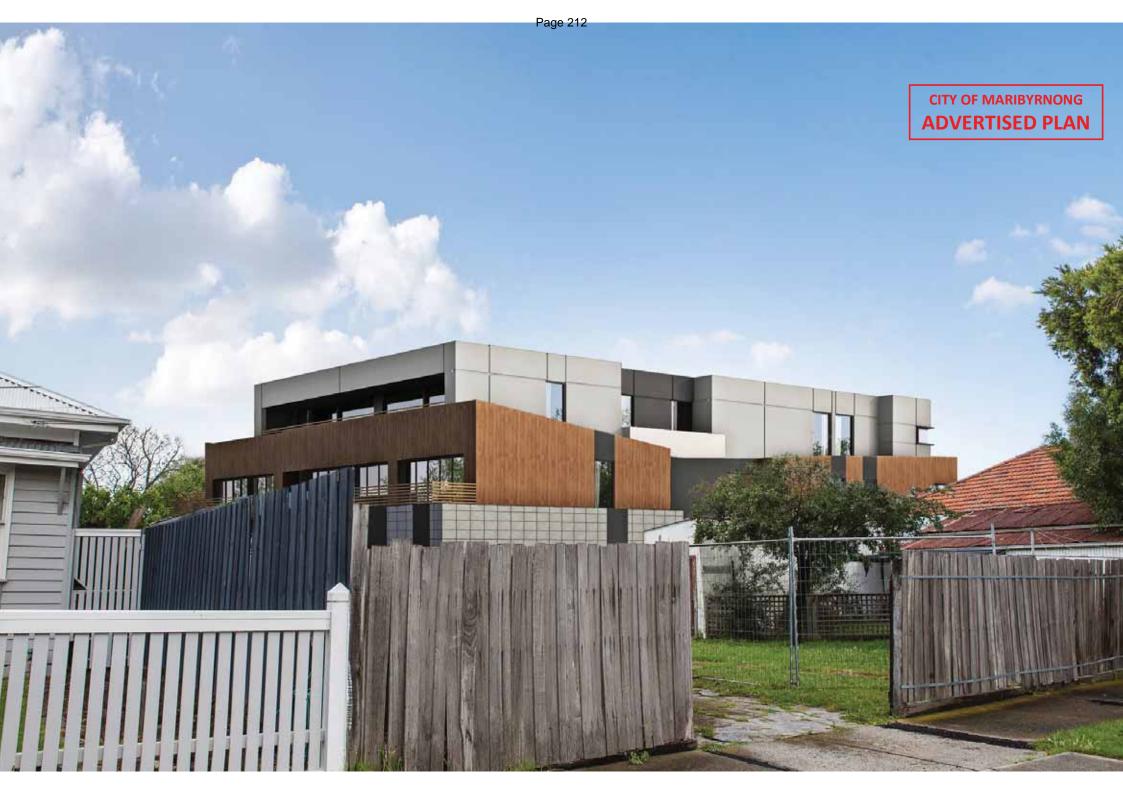


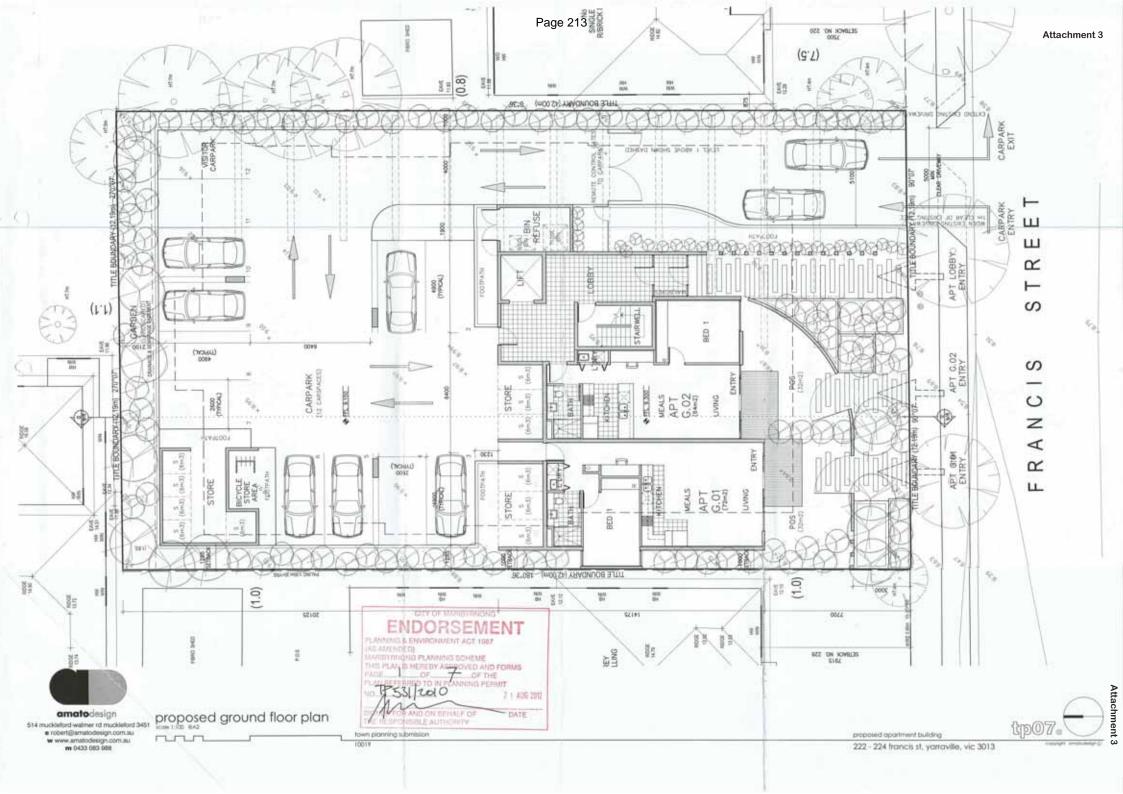
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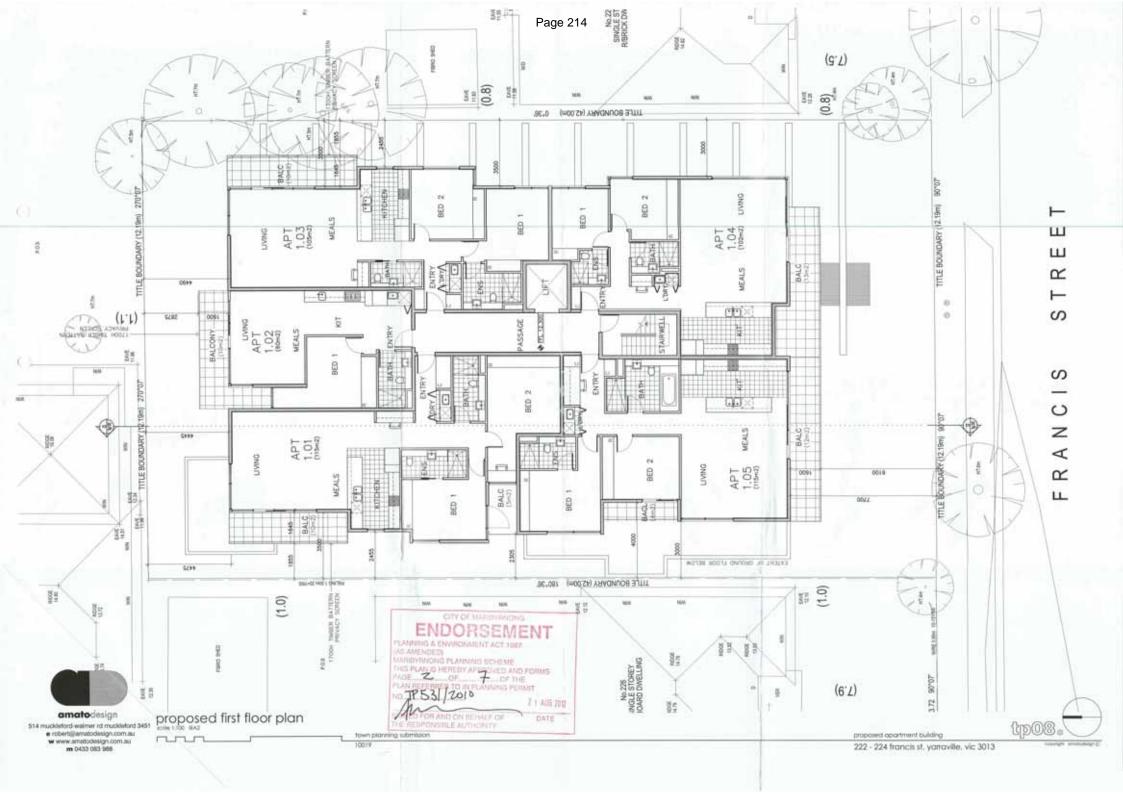
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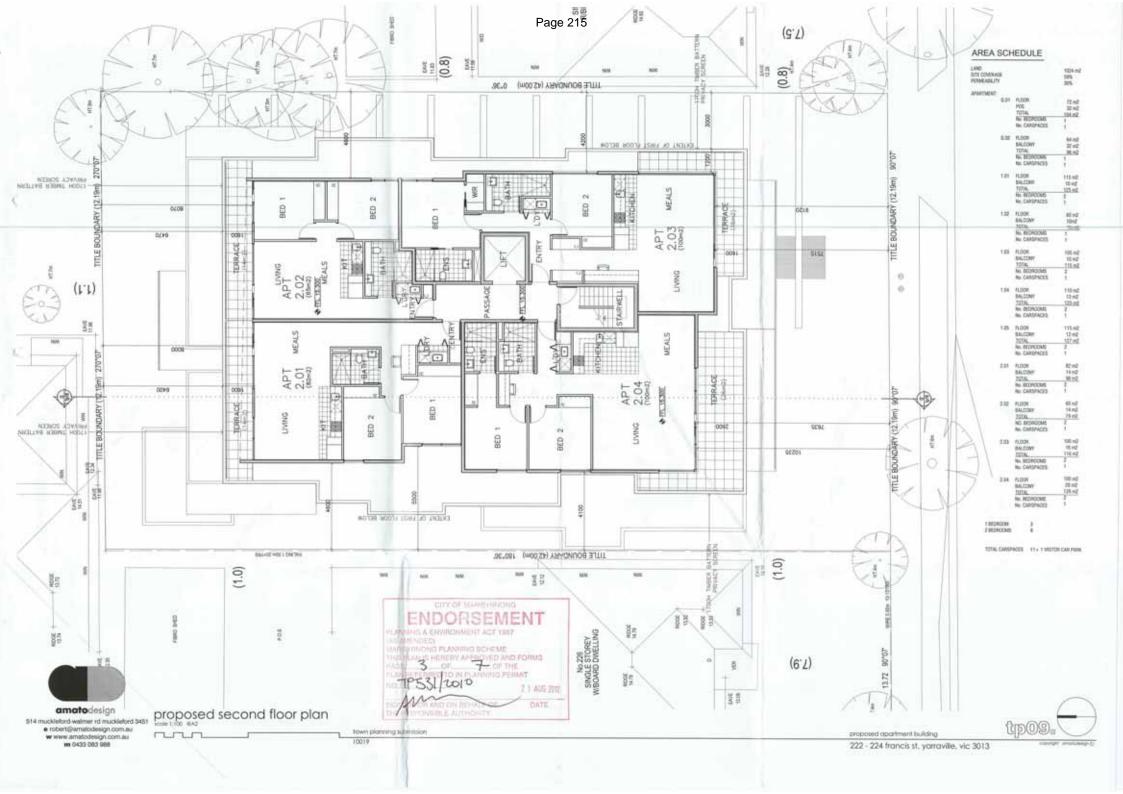


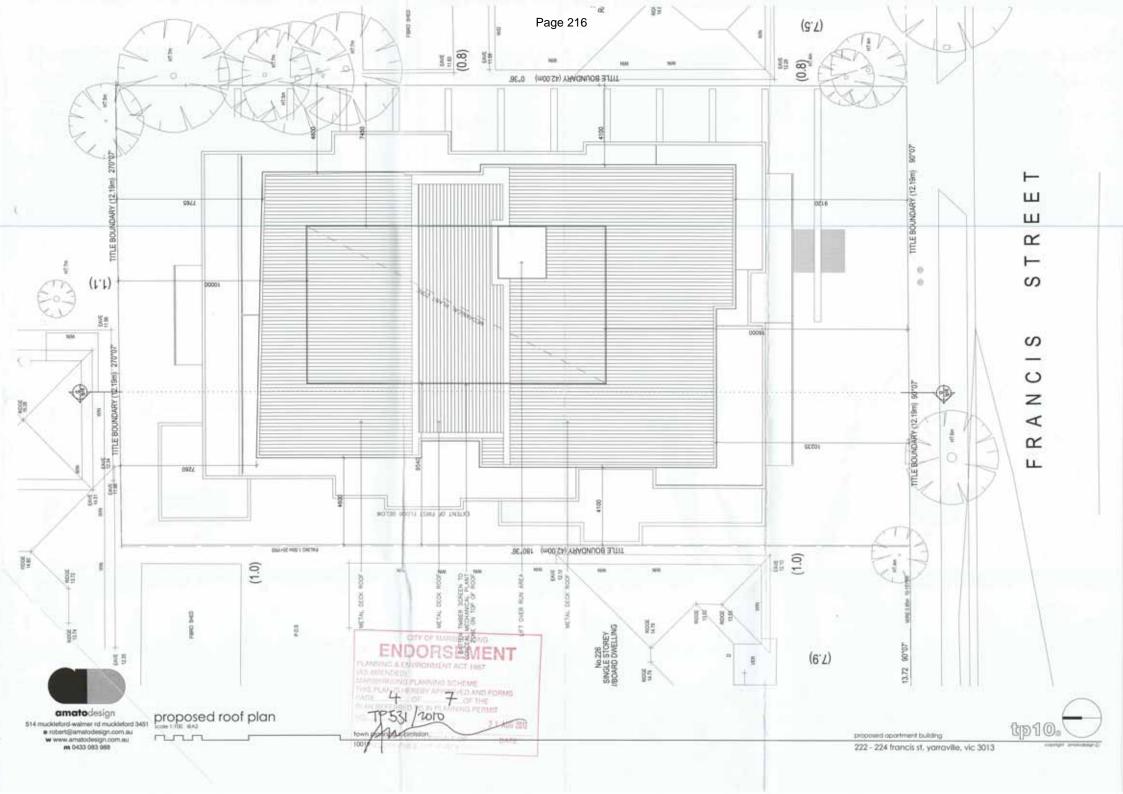


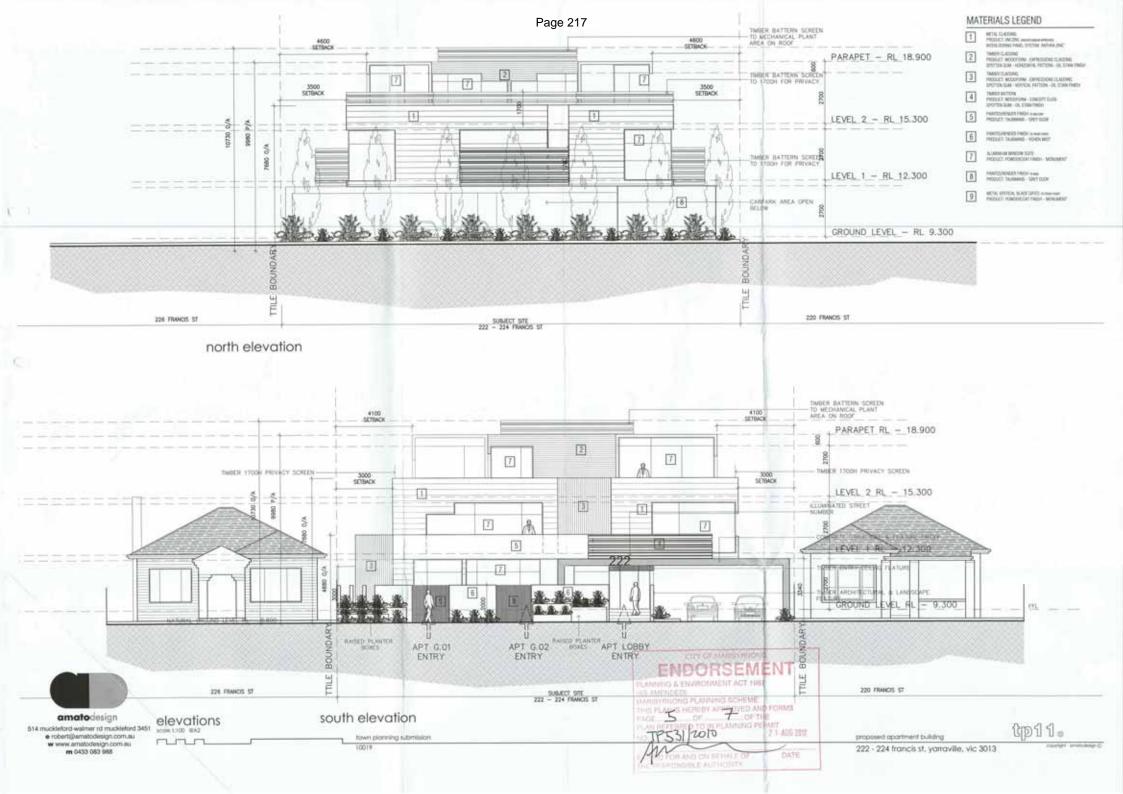


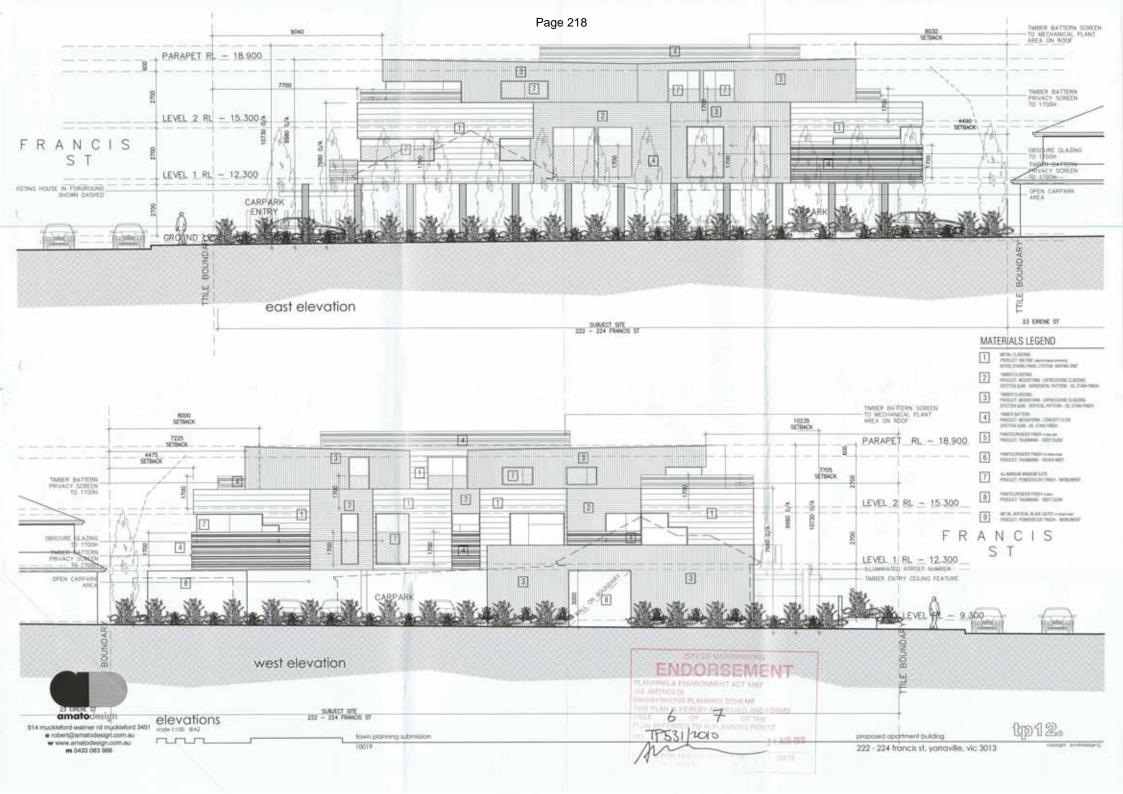


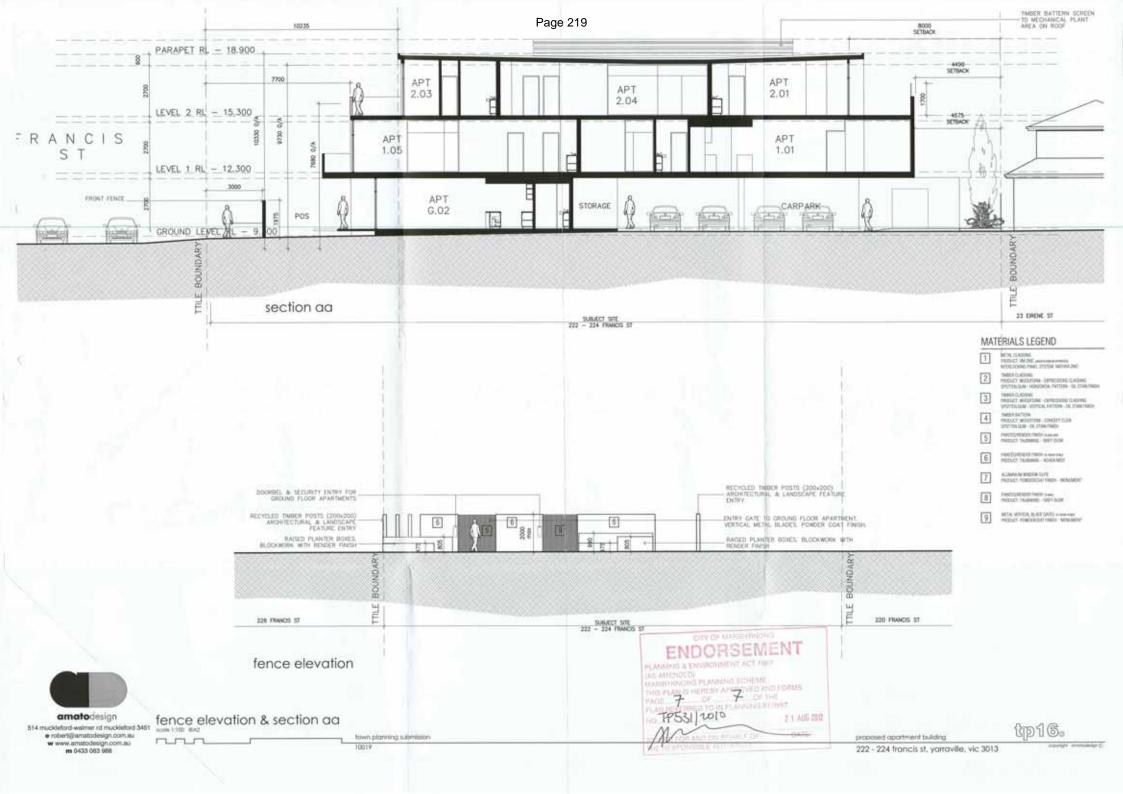












VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL ADMINISTRATIVE DIVISION

PLANNING AND ENVIRONMENT LIST

VCAT REFERENCE NO. P2342/2011 PERMIT APPLICATION NO. TP531/2010

CATCHWORDS

Section 77 of the Planning & Environment Act 1987; Maribyrnong Planning Scheme; Residential 1 Zone; Development Contributions Plan Overlay Schedule 6; Eleven dwellings in a three-storey building; Neighbourhood character; Amenity; Parking

APPLICANTS Stavros Iakovidis, Constantinos Iakovidis, Ilario

Candusio & Panos Iakovidis

RESPONSIBLE AUTHORITY Maribyrnong City Council

REFERRAL AUTHORITY VicRoads

RESPONDENTS Greg Wray and others

SUBJECT LAND 222-224 Francis Street, Yarraville

WHERE HELD Melbourne

BEFORE Geoffrey Code, Member

HEARING TYPE Hearing

DATE OF HEARING 21 March 2012

DATE OF ORDER 29 March 2012

CITATION Iakovidis & Ors v Maribyrnong CC [2012]

VCAT 352

ORDER

- 1 The Application and permit application are amended as follows—
 - For the name of the Applicant and the permit applicant, substitute 'Stavros Iakovidis, Constantinos Iakovidis, Ilario Candusio & Panos Iakovidis'.
- The decision of the Responsible Authority in relation to permit application no. TP531/2010 is set aside.
- A permit is granted in relation to land at 222-224 Francis Street, Yarraville. The permit will allow—
 - Construction of eleven dwellings in a three-storey building over two lots and creation of access to land in a Road Zone Category 1

4 The permit is subject to the conditions contained in Appendix A to these reasons.

Geoffrey Code

Member

APPEARANCES

For Applicants Mr Daniel Bowden, town planner, Daniel Bowden Town

Planning Pty Ltd. He called the following expert witness:

• Mr Leigh Furness, traffic engineer, Traffix Group

Pty Ltd

For Responsible Authority Mr Gintaras Simkus, town planner, Direct Planning Pty

Ltd

For Referral Authority No appearance

For Respondents Mr Greg Wray, in person. There was no appearance by

other Respondents.¹

I have considered the statements of grounds filed by parties not appearing, in accordance with s 98 of the *Victorian Civil and Administrative Tribunal Act 1998*.

INFORMATION

Description of Proposal Eleven dwellings in a three-storey apartment building

Nature of Proceeding Application under section 77 of the *Planning and*

Environment Act 1987

Zone and Overlays Residential 1 Zone (R1Z)

Development Contributions Overlay Schedule 6

(DCPO6)

The subject land abuts Francis Street which is in a

Road Zone Category 1 (RDZ1)

Permit Requirements Clause 32.01-4 (construction of two or more dwellings

on a lot in R1Z)

Clause 52.29 (creating access to a road in RDZ1)

Relevant Scheme policies

and provisions

Clauses 11, 15, 16, 21.03, 21.04, 21.06, 21.07, 22.05,

52.34, 52.29, 55 & 65

Land Description The land is on the north side of Francis Street, about

125 m west of Williamstown Road, Yarraville. The land is between the intersections of Eirene Street and Bena Street. It comprises two separate lots. Together they are rectangular with a frontage of about 24.2 m, a depth of about 42 m and an area of about 1,023 sq m. It is currently occupied by two single-storey, interwar, weatherboard dwellings both setback 7.6 m from Francis Street. There are two vehicle crossovers. It is

flat with no significant vegetation. It is in an

established residential area. Buses, public open space, primary schools and local shopping facilities are

within walking distance.

Tribunal Inspection 22 March 2012 (unaccompanied inspection of subject

land and the neighbourhood, and accompanied

inspection of 23 Eirene Street)

REASONS

What is this proceeding about?

- The Applicants applied to the Maribyrnong City Council for a permit to construct eleven dwellings in a three-storey apartment building at the subject land. The Respondents objected to the Council against the grant of a permit.
- The Council's planning staff recommended the grant of a permit subject to conditions. The Council decided to refuse to grant a permit on grounds relating to neighbourhood character and car parking. The Applicants have applied to the Tribunal to review the Council's decision.
- The main issues for determination are the neighbourhood character, external and internal amenity impacts, and visitor parking. I have decided to set aside the Council's decision and grant a permit subject to conditions. My reasons follow.

Neighbourhood character

- The land is in an incremental change area under local policy. An incremental change area has no heritage significance and no identified residential character that warrants protection by overlays. In an incremental change area, objectives include providing opportunities for new residential development, a mix of housing and affordable housing. The proposal is broadly consistent with State and local policy.
- The land is in a residential area but the existing neighbourhood character reflects two very different contexts. The first is that the front boundary abuts a main road (Francis Street). The second is that the rear boundary abuts a residential hinterland. The character is evolving both along Francis Street and in the hinterland.
- Along Francis Street, older single-storey interwar era dwellings have pitched roofs with eaves. Some dwellings are not so well maintained, given the main road location. Combined with narrow side setbacks, there is a limited sense of streetscape openness. Corner lots, eg those on the nearby north-east, south-west and north-west corners of Bena Street and Francis Street, have recently redeveloped with up to four double-storey dwellings.
- In the hinterland, dwellings are well maintained but there is dwelling renewal, with rear and first floor extensions and some replacement contemporary dwellings. There is greater openness in the side setbacks and rear gardens.
- Under local policy, the land is in a 'garden suburban 6' precinct. The future character statement encourages retention of older dwellings and new development that respects the 'low-scale horizontal emphasis' of existing

- development. There should be side setbacks that accord with the predominant pattern and low front fences are encouraged.
- I do not apply the preferred neighbourhood character statement rigidly in this proceeding because it does not recognise the very different context and character of a larger infill site on Francis Street. I give the statement limited weight.²
- Although a three-storey building is a new built form in the near surrounds of the precinct north of Francis Street,³ I am satisfied it responds to local policy and existing or preferred character in respect of the Francis Street interface, for the following main reasons:
 - There is good side boundary separation at ground level and to a greater extent at upper levels. It maintains a horizontal emphasis, given the generous width of the subject land.
 - The frontage reinforces the street pattern. For example, the front fence is not dominant and the replacement of two crossovers with one adds to the opportunities for additional plantings.
 - The street wall is articulated. The building contributes to a mix of architectural styles. Building materials respond to the prevalence of weatherboard along Francis Street and in the hinterland to the north.
- However, the design response as it affects the residential hinterland to the north is problematic because of building height and bulk.
- The material loss of the rear yard is not unreasonable due to the policy framework and because greater site coverage is the character of recent development on lots facing Francis Street. The rear setbacks at ground and first floor level are reasonable at about 20 m⁴ and 4.5 m⁵ respectively. The second floor is only setback 4.5 m (including a wall-length, north-facing balcony with a 1.7 m high screen projecting 1.6 m into that setback) which projects bulk into the hinterland that does not respect existing character or contribute to preferred future character.
- I agree with the report of the Council's planning staff that rear and (in part) side setbacks need to be increased (to 6.4 m to the north-facing balcony, and to 4.6 m) respectively, to reduce building bulk. Floor to ceiling heights

See eg the similar view expressed by the Tribunal in *Marotti v Maribyrnong CC* [Proceeding P2012/2010] (Martin M) at [30] in relation to a proposal for six dwellings in a two and three storey building at 247 Williamstown Road.

There is, however, a five storey building on the south-east corner of Francis Street and Williamstown Road.

Excluding a store in the north-east corner that is setback about 2 m.

Excluding a balcony about 7 m long for dwelling 1.02.

can also be reduced to a maximum of 2.7 m to help reduce overall building height.⁶

Amenity

- The main potential external amenity impacts are to 222 & 226 Francis Street and 23 Eirene Street. The changes needed on character grounds, referred to above, will lessen visual bulk. The impact on 222 Francis Street needs to be considered in light of it being a potential corner redevelopment site. The impact on 220 Francis Street is mitigated by dense vegetation and outbuildings at the rear.
- It has a double-storey rear extension that adjoins that part of subject land known as 224 Francis Street. It has a south-facing kitchen, WC and bathroom window (at ground level) and south-facing ensuite and stairwell window (to the upper floor bedroom). These are all non-sensitive, non-habitable room windows. It has an east-facing highlight window in a ground-floor living room. The main living area has east-facing windows and doors adjoining a north-facing outdoor living area that is separated from the subject land by the ground floor extension. There is a first floor east-facing bedroom window. It has a 45 degree angled view of the north-east corner of the subject land to a depth not exceeding about 9 m. That room has larger north-facing windows. The main secluded private open space is to the north of the dwelling (ie its outdoor living area) and the rear has more a services (eg clothes drying) and outbuildings function.
- Having regard to these factors, the increased setbacks at the second floor level that I consider are needed, and the north-facing balcony and window screens at first and second floor, the proposal comfortably complies with overlooking standards.
- Internal amenity is reasonable given the provision of a lift, adequate secluded private open space, safe and secure car parking with forwards movement to exit the subject land, good access to daylight, generous bicycle storage, and dwelling storage areas.

Visitor parking

- For three one-bedroom, seven two-bedroom and one three-bedroom dwellings, twelve car space for residents and two spaces for visitors must be provided.
- Mr Furness' evidence is that a waiver of the two visitor spaces is reasonable given the availability of on-street parking and 'reasonable' public transport in two nearby bus services and a train service about 1.3 km away.

At the hearing, Mr Bowden confirmed this would reduce the overall height by to about 9 m at the north-west corner and about 9.1 m at the south-west corner, both excluding the recessed 900 mm high recessed rooftop services projection.

- While there are adequate parking spaces on Francis Street at peak visitor times, its traffic volumes and truck route status (noting that non-local trucks are banned on weekday evening and part of the weekend) make it an inconvenient location for visitor parking. In practice, most visitors would park in Eirene Street and it is unsatisfactory that all visitors park in that street when the design can be modified so that the extent of the waiver can be reduced.
- If the three-bedroom dwelling was redesigned to a two-bedroom dwelling, one visitor space could be provided on the subject land and a waiver of only one space would be required. All cars can leave the subject land in a forwards direction. This is a major benefit in a main road location. The reduction from two crossovers to one increases on-street parking by one space. Nonetheless, on balance, the provision of one on-site visitor car space is a more satisfactory outcome.

Permit conditions

- 22 I will also include conditions:
 - Reducing the height of the 3 m long wall on the west boundary to 3 m.
 - Moving the bin store from the north-west corner (near the dwelling at 23 Eirene Street) to a more central location.
 - Removing the west-facing balcony at the first floor so that this dwelling relies on a south-facing balcony.
 - Ensuring all balconies have a minimum width of 1.6 m.
 - Ensuring all relevant window and balconies are appropriately screened.

Conclusion

- Subject to conditions mainly to reduce bulk around the residential hinterland northern interface, the proposal respects existing, and contributes to the preferred, neighbourhood character.
- The proposal is a satisfactory planning outcome for a consolidated site with no overlays (including heritage), a main road frontage and in a housing policy incremental change area. Traffic and parking arrangements will be safer and more convenient.
- I have ultimately agreed with the assessment of the proposal by the Council's planning staff.

26	The decision of the Council will be set aside and a permit granted subject to
	conditions.

Geoffrey Code **Member**

APPENDIX A

PERMIT APPLICATION NO:	TP531/2010	
LAND:	222-224 Francis Street, Yarraville	
WHAT THE PERMIT ALLOWS:	Construction of eleven dwellings in a three-storey building over two lots and creation of access to land in a Road Zone Category 1	

CONDITIONS

- Before the development starts, amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:-
 - (a) The second floor building envelope modified as follows:
 - (i) A minimum setback of 6.4 metres (to the balcony) from the northern boundary.
 - (ii) Dwellings 2.01 and 2.02 with a minimum setback of 4.6 metres from the eastern and western boundaries.
 - (iii) Dwelling 2.03 containing only two bedrooms.
 - (iv) Dwelling 2.04 reorientated to face Francis Street and subsequently the deletion of the balcony along the western elevation.
 - (b) As a result of Condition 1(a)(iii) the provision of one onsite visitor parking space.
 - (c) Maximum internal ceiling heights for each floor of 2.7 metres and the overall reduction in the building height.
 - (d) The boundary wall along the western boundary with a maximum height of 3 metres from natural ground level.
 - (e) All balconies with minimum dimensions of 1.6 metres.
 - (f) All habitable room windows for the first and second floors along the northern, western and eastern elevations with screening to a height of 1.7 metres above finish floor in accordance with Standard B22.

- (g) Notation indicating the maximum height of the fences associated with the courtyards of Dwellings G.01 and G.02.
- (h) The incorporation of acoustic protection measures to all dwellings within the building in accordance with Condition 15.
- (i) Modifications to the vehicle crossover in accordance with condition 24 (VicRoads condition).
- (j) The bin refuse area relocated in the area currently shown on the plans as 'bicycle store area' with the bicycle parking relocated accordingly.
- (k) The garbage storage area capable of accommodating 1 x 1100 Litre garbage skip & 1 x 660 Litre recycling skips and a minimum 1400mm wide doorway.
- (l) Notation on the plans that the street tree will be retained with a minimum clearance of 1 metre from the vehicle crossover.
- 2 The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
- Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 4 Prior to the issue of the Building Permit, the owner of the land must pay a development contribution levy of \$4,050 based on 9 net new dwellings to the Maribyrnong City Council in accordance with Schedule 2 to the Development Contributions Plan Overlay under the Maribyrnong Planning Scheme.
- The walls on the boundary of the adjoining properties shall be cleaned and finished to the satisfaction of the Responsible Authority.
- All pipes, fixtures, fittings and vents excluding downpipes, servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
- No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the building(s) without the written consent of the Responsible Authority.
- 8 Service units, including air conditioning units, must not be located on any of the balconies unless appropriately visually and acoustically screened to the satisfaction of the Responsible Authority.
- 9 Before the development starts, a landscape plan generally in accordance with the City of Maribyrnong Landscape Guidelines dated August 2005 must be submitted and be to the satisfaction of the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided.

The plan must show:

- (a) The location of all existing vegetation to be retained and/or removed.
- (b) The location of buildings and trees on neighbouring properties within 3 metres of the boundary.
- (c) Details of surface finishes of pathways and driveways.
- (d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
- (e) The provision of dense landscaping along the frontage, pedestrian and vehicular accessways and the frontage setback.
- Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- Prior to any works commencing on the land a "Construction Management Plan" (CMP) must be prepared to the satisfaction of the Responsible Authority, detailing how the owner will manage the environmental and construction issues associated with the development. The "Construction Management Plan" when approved will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address:-
 - the contact name and phone number(s) of the site manager;
 - any demolition;
 - bulk excavation;
 - management of the construction site;
 - land disturbance;
 - hours of construction;
 - noise;
 - control of dust;
 - public safety;
 - traffic management;
 - construction vehicle road routes;
 - soiling and cleaning of roadways;
 - discharge of any polluted water;
 - security fencing, disposal of site waste and any potentially contaminated materials;
 - crane locations during construction;
 - location of site offices;

- redirection of any above or underground services;
- site lighting during any night works.
- Prior to the commencement of the development a waste storage and collection management and recycling plan for the development must be prepared to the satisfaction of the Responsible Authority.

The management plan must have regard to the following matters:-

- Bin storage areas for the proposed dwellings.
- Owners Corporation waste management plan.
- Odour control from bin storage areas.
- Access for removal of waste bins.
- Delivery of bins to waste collection points and retrieval of bins once collected.
- Location and detail of organic waste collection.
- Work cover authority safety matters.
- Prior to the commencement of the development a qualified acoustics expert must prepare an acoustics report and a copy must be provided to the Responsible Authority that details the noise attenuation measures required to all habitable room windows within the dwellings to ensure minimal impacts from external noise sources. The recommendations of the acoustic report must be implemented prior to the completion of the development to the satisfaction of the Responsible Authority.
- Vehicular crossing(s) must be constructed and/or modified to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority.
- All disused or redundant vehicle crossings must be removed and the area reinstated with either/or footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- Before the use and/or occupation of the development starts, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be to the satisfaction of the Responsible Authority and be:-
 - (a) Constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all weather seal coat;
 - (d) drained:
 - (e) line marked to indicate each car space and all access lanes;
 - (f) clearly marked to show the direction of traffic along access lanes and driveways;

- 17 Car spaces, access lanes and driveways must be kept available for these purposes at all times.
- The site must be drained to the satisfaction of the Responsible Authority and is subject to any requirements, conditions and subsequent approval from VicRoads. Stormwater run-off from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground stormwater system. Any cut, fill or structure must not adversely affect the natural stormwater runoff from and to adjoining properties.
- 19 No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority (Infrastructure Planning Section) drainage plans to the legal point of discharge requirements.
- No existing title boundary levels adjacent to the site are to be altered without the consent and approval of the relevant authority.
- Before construction is commenced on any building in the development, an Environmental Sustainable Design report and appropriate plans or Sustainable Tools for Environmental Performance Strategy (STEPS) report for the building must be submitted to and approved by the Responsible Authority. Once approved, the report and appropriate plans will be endorsed and will then form part of the permit. The report and appropriate plans must show that the particular building passes all components of the STEPS criteria and achieves a sustainability score for this type of development to the satisfaction of the Responsible Authority. All recommendations of an approved Environmental Sustainable Design report must be fully implemented to the satisfaction of the Responsible Authority.
- Vehicular movements off and onto Francis Street must be able to be made in a forward direction.
- To the satisfaction and at no cost to VicRoads, the proposed crossover shall be constructed with a minimum width of 5m and in accordance with the attached Drawing A to the satisfaction of the Responsible Authority.
- 25 Minimum sight distance for pedestrian safety at crossover shall be in accordance with Australian Standard As 2890.1-2004 'Parking Facilities Part 1: Off-street car carparking.
- All redundant crossovers to the development from Francis Street shall be removed and the kerb and channel, footpath and nature strip reinstated to the satisfaction of the Responsible Authority.
- All works within the declared road must be preformed at no cost to VicRoads.

- To the satisfaction of and at no cost to VicRoads, the developer shall be responsible for the relocation and reinstatement of any trees, road furniture and any other services that may be required in this work.
- Work site traffic management shall be in accordance with 'Road Management Act 2004 Worksafe Safety Traffic Management Code of Practice' and AS 1742.3-2009 Part 3: Traffic Control Devices for Works on Roads. If traffic congestion becomes excessive at any time, the contractor must undertake measures to ease congestion.
- A traffic management plan is to be submitted to VicRoads for its consideration at least 14 days prior to commencement on the road reserve. No traffic management devices are to be erected on Francis Street until VicRoads issues authorisation for the erection of those devices in accordance with the traffic management plan.
- 31 This permit will expire if:
 - The development is not started within two years of the date of this permit.

Or

• The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

--- End of Conditions ---

2 CORAL AVENUE, FOOTSCRAY

Director: Nigel Higgins

Director Planning Services

Manager: Steven Lionakis

Manager Urban Planning

PURPOSE

To seek Council's support on the amended plans and conditions for 2 Coral Avenue, Footscray which was circulated through Victorian Civil and Administrative Tribunal (VCAT) during a VCAT compulsory conference (mediation) for planning application TP573/2016.

ISSUES SUMMARY

APPLICATION RECEIVED:	21 September 2016		
APPLICATION NUMBER:	TP573/2016		
APPLICANT:	Ask Planning Services Pty Ltd		
SITE ADDRESS:	2 Coral Avenue, Footscray		
PROPOSAL:	Construction of six dwellings and a reduction of		
	parking requirement		
ZONING:	General Residential Zone – Schedule 1 (GRZ1)		
OVERLAYS:	DCPO6 - Development Contributions Plan		
	Overlay (Schedule 6)		
PERMIT TRIGGERS	Clause 32.04-6 – Construction of two or more		
	dwellings on a lot		
	Clause 52.06-3 – Reduction in the required		
	carparking spaces		
INTERNAL REFERRALS:	Engineering Services		
	Transport Planning		
	City Design		
EXTERNAL REFERRALS:	None		
COST OF DEVELOPMENT:	\$1.32 million		
WARD:	River		
ADVERTISED:	Yes – Plans considered by Council		
NUMBER OF OBJECTIONS:	14 (None of the objectors are party to the VCAT		
	Appeal)		

ISSUES SUMMARY

- This is an application currently under consideration by VCAT.
- The application was determined at the 6 December 2016 City Development Special Committee (CDSC) meeting. The application was subsequently refused at the CDSC on four grounds.
- The permit applicant lodged an Application for Review with VCAT to review Council's Refusal on 5 January 2017.
- The application is listed on VCAT's major case list given the applicant has sought to expedite the resolution.
- A VCAT mediation hearing will be held on 18 April 2017.

- The applicant for review is seeking Council support for the amended plans (Attachment 2) and to allow for this application to be settled at the mediation.
- The amended plans and revised conditions in Attachment 1 seek to resolve the refusal grounds.
- While 14 objections were received to the application none of the objectors are party to the VCAT appeal.
- It is considered that the revised conditions and plans address Council's refusal grounds and should be supported to facilitate a mediated outcome.

ATTACHMENTS

- 1. Revised Permit Conditions (Based on the Amended Plans)
- 2. Amended Plans
- 3. Plans, considered at the 6 December 2016 Council meeting

OFFICER RECOMMENDATION

That Council resolve to support the proposal in accordance with the revised permit conditions contained in Attachment 1 and the Amended Plans contained in Attachment 2 for the upcoming VCAT mediation and hearing.

BACKGROUND

1. Current Approval for the Site (TP464/2010)

Planning Permit TP464/2010 was issued on 21 January 2013 by VCAT allowing for the construction of four double storey dwellings. The permit is due to expire 21 January 2018.

2. History of application (TP573/2016)

Planning Application TP573/2016 was lodged 21 September 2016 which sought approval for the construction of six dwellings and a reduction of the parking requirement. The application received a total of 14 objections.

The City Development Special Committee (CDSC) considered the application on 6 December 2016, where it resolved to refuse the application on the following grounds:

- 1. The proposal does not appropriately respond to the strategies of incremental change areas contained within Clause 21.07-1 (residential capacity and location) of the Maribyrnong Planning Scheme.
- 2. The proposal does not respond to the features of the prevailing neighbourhood character, failing to satisfy the preferred character statement of the Garden Suburban Precinct 4 contained in Clause 22.05-3 of the Maribyrnong Planning Scheme.
- 3. The proposal fails to meet Standards B1, B6 and B17 and corresponding objectives of Clause 55 of the Maribyrnong Planning Scheme.
- 4. Insufficient carparking is provided on site to meet the anticipated demands for the proposal failing to respond appropriately to Clause 52.06 (Carparking).

3. VCAT proceedings

An appeal was lodged by the Applicant at VCAT against Council's refusal on 5 January 2017. While 14 objections were received during the course of the application, none of the objectors chose to be party to the VCAT proceedings.

The matter is listed on VCAT's Major Case List and a mediation is scheduled for 18 April 2017. Where the matter could not be mediated; a full hearing was also listed for 31 May 2017.

The Applicant for Review has submitted revised plans which seek to resolve Council's refusal grounds and concerns of objectors. As will be discussed, the amended plans address the refusal grounds and should be supported to facilitate a mediated outcome.

According to Clause 1.2.7 of the Urban Planning delegation protocols, Council Officers do not have authority to consent to any revised scheme without the approval of Council.

4. Revised Proposal

The key changes made to the original plans presented to Council on 6 December 2016 include:

- The original ground floor had varying setbacks from 2.73 metres to 4.17 metres. Minimum front setbacks increased from 2.73 metres to 3.76 metres.
- The first floor front setback of Dwelling 6 increased from 5.1 metres to 5.5 metres from Coral Avenue.

- The relocation of the balcony for Dwelling 5 to its north-eastern corner, reducing perceived bulk as viewed from the street frontage.
- The relocation of bin facilities associated with Dwelling's 5 and 6. The bins are removed from the front setback and hidden from the street frontage.
- Increased landscaping opportunities within the front setback to all dwellings along Coral Avenue.
- The removal of southern boundary wall for dwelling 6 and is now provided with a setback of 1 metre from this boundary.
- Internal reconfigurations reducing the second floor footprint by the deletion of the rumpus rooms associated with Dwelling's 2 to 4. These spaces cannot be used as a third bedroom.
- As a consequences the second floor setbacks for dwellings 2-4 have increased as follows:
 - Dwelling 2 increased from 6.4 metres to 7.7 metres.
 - Dwelling 3 increased from 4.7 metres to 6 metres.
 - Dwelling 4 increased from 3.3 metres to 4.3 metres.
- The addition of a highlight window to the staircase for Dwelling 1 designed to meet Standard B22 (Overlooking).

Refer to Attachment 1 for the revised plans.

5. Notification

No notification from Council is required as the revised plans have been submitted during the VCAT mediation process.

6. Human Rights Consideration

The report and its content do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

7. Conflicts of Interest

No officer responsible for or contributing to this report has declared a direct or indirect interest in relation to this report.

DISCUSSION

The key issues are related to Council's refusal grounds and therefore it is necessary to consider whether the amended plans and associated conditions respond appropriately to these:

- Incorporating an increased, staggered front setback ranging from 3.76 metres to 4.90 metres allows for greater transition to neighbouring properties to the south and increased landscaping opportunities to Coral Avenue. Addresses refusal grounds 2 and 3.
- While the proposal remains non-compliant with the minimum 5.52 metre setback requirement of Standard B6 (Street Setback), the current approval (Planning Permit TP464/2010) allows for a front setback of 4.0 metres. This setback is not graduated through a staggered effect and will allow a porch encroachment. Comparatively, the revised proposal allows for greater transition and does not allow porches to encroach within this space.

- Landscaping opportunities are increased further through increased setbacks and the relocation of bin facilities from the front setback. Addresses refusal ground 2.
- An increase in the first floor front setback of Dwelling 6, coupled with the relocation of the balcony of Dwelling 5 to its north-eastern corner reduces perceived visual bulk from the street frontage. Addresses refusal grounds 2 and 3
- The ground floor of Dwelling 6 set back 1 metre from the southern ensures no part of the development is constructed on the southern boundary. This provides a better transition to neighbouring properties and ensure the height and scale is responsive to the adjoining building at 4 Coral Avenue. Addresses refusal ground 3.
- These changes are responsive to the Garden Suburban 4 preferred character statement, which encourages development to respect the low-scale nature of buildings, meeting the requirements of Standard B1 (Neighbourhood Character). Addresses refusal ground 2.
- With changes via condition in Attachment 2, the side and rear setbacks meet Standard B17 with appropriate relief in built form along the southern and western interfaces.
- Originally the applicant was seeking a reduction of four spaces under the requirements of Clause 52.06. With the deletion of the rumpus rooms, the parking requirement for onsite residents have been meet and only the reduction of one visitor spaces is being sought. Address refusal ground 4.
- The reduction of one visitor carparking space is considered appropriate given:
 - The site is directly adjacent to a local activity centre.
 - The reduction relates to only one visitor space with all resident spaces provided on site.
 - Restricted on and off-street carparking is available within a short distance of the site.
- The proposal responds to the Incremental Change Area addressing refusal ground 1 as follows:
 - It forms a transitional element between the identified activity centre to the north and the residential properties to the south.
 - There is a reduction in built form adjacent to the dwelling at No. 4 Coral Avenue.
 - The second floor element is well recessed from the street frontage with increased setbacks from the southern boundary.
 - The proposal will provide housing diversity (through this introduction of a different living arrangement) and a high level of amenity to future occupants.
 - A net increase of the number of dwellings at this site is provided with strong strategic and policy support, particularly Clause 21.07 (Housing), which identifies a need to provide an additional 14,000 to 16,000 households throughout the municipality by 2031.

CONCLUSION

Overall, it is considered the revised permit conditions and amended plans outlined in Attachments 1 and 2 adequately respond to Council's refusal grounds. On balance the proposal will produce an acceptable outcome for the site and surrounding area and should be supported by Council.

ATTACHMENT 1: REVISED PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP573/2016	
SITE ADDRESS:	2 Coral Avenue, Footscray	
PROPOSAL:	Construction of six dwellings and reduction of car parking.	
DATE OF COUNCIL MEETING:	26 April 2017	

Amended Plan Condition -

- 1. Before the development starts, amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the revised without prejudice plans circulated by the applicant on 20 March 2017 (Grove Architecture Revision J, dated 20 March 2017) but modified to show:
 - (a) First floor of Dwelling 1 to comply with Standard B17 along the western boundary.
 - (b) All openable first floor windows on the southern elevations below 1.7 metres with restrictive openings and appropriate screening in accordance with Standards B22 and B23 of Clause 55.
 - (c) 6 cubic metres of external storage sheds for Dwellings, 2, 3 and 4
 - (d) The relocation of the external storage (over bonnet) for dwelling 6 to the garden/patio.
 - (e) Lighting plan along the laneway adjacent to Dwellings 1-5.
 - (f) Street tree protection methods.
 - (g) The crossover, affected street assets and relevant clearances on Coral Avenue.
 - (h) A notations stating the abutting ROW to be constructed in accordance with Condition 11.
 - (i) A landscape plan to the satisfaction of the Responsible Authority (refer to Condition 7).

General Conditions -

- 2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3. Prior to the issue of the Building Permit, the owner of the land must pay a development contribution levy of \$450 per net new dwelling to the Maribyrnong

- City Council in accordance with Schedule 6 to the Development Contributions Plan Overlay under the Maribyrnong Planning Scheme.
- 4. The walls on the boundary of the adjoining properties shall be cleaned and finished to the satisfaction of the Responsible Authority.
- 5. All visual screening and measures to prevent overlooking to adjoining properties must be erected prior to the occupation of the buildings to the satisfaction of the Responsible Authority.
- 6. All pipes, fixtures, fittings and vents excluding downpipes servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Landscape Plan and Street Tree Conditions -

- 7. Before the development starts, a landscape plan generally in accordance with the City of Maribyrnong Landscape Guidelines dated August 2005 must be submitted and be to the satisfaction of the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
 - (a) The location of all existing vegetation to be retained and/or removed
 - (b) The location of buildings and trees on neighbouring properties within 3 metres of the boundary
 - (c) Details of all surface finishes of pathways and driveways including along the proposed laneway.
 - (d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
 - (e) Street tree protection measures on Coral Avenue.
 - (f) Provision of two canopy trees selected from the City of Maribyrnong Landscape Guidelines within the front setback to Coral Avenue and 1 in each rear courtyard of Dwellings 1, 2 3 and 4.
- 8. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.

Infrastructure conditions -

- 9. Vehicular crossings must be constructed and/or modified to the road to suit the proposed driveway to the satisfaction of the Responsible Authority.
- 10. All disused or redundant vehicle crossings must be removed and the area reinstated with either/or footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- 11. Prior to the occupation of the development, the abutting bluestone right-of-way is to be fully re-constructed between Coral Avenue and Summerhill Rd to

Council's standards and satisfaction. The re-constructed pavement must be compatible with existing boundary levels on both sides, and with proposed path and garage floor levels. Detailed engineering plans (at 1:200 scale) are to be submitted to Council's Engineering Services team for checking and approval. All costs associated with the re-construction of the right-of-way and associated drainage works, including plan checking and supervision fees, are to be borne by the developer. The site must be drained to the satisfaction of the Responsible Authority. Storm water run-off from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground storm water system. Any cut, fill or structure must not adversely affect the natural storm water runoff from and to adjoining properties.

- 12. Concurrent with the endorsement of plans, a waste storage and collection management and recycling plan for the development must be prepared to the satisfaction of the Responsible Authority. Once submitted, the Waste Management Plan will be endorsed to form part of the permit.
- 13. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 14. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority (Infrastructure Planning Section) drainage plans to the legal point of discharge requirements.

Permit Expiry -

- 15. This permit will expire if one of the following circumstances applies:
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before or within 6 months after the permit expiry date, where development allowed by the permit has not yet started; and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Notes -

- This application has been assessed under Clause 55 (ResCode provisions) of the Maribyrnong Planning Scheme.
- A Stormwater Discharge Permit is required from the Infrastructure Planning and Construction section.
- The owner shall be responsible for the loss of value or damage to Council's
 assets as a result of the development. Reinstatement or modification of the
 asset to Council's satisfaction will be required or compensation to the value of
 Council's loss paid by the Developer.

- A road-opening permit from the Responsible Authority is required for any work and road openings within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- Materials are not to be stored on the road reserve without Responsible Authority approval.
- Protection of Council's street trees shall be in accordance with Council's Street Tree Policy and Protocol.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.

Page 243 Attachment 2

FOR COMPULSORY CONFRENCE WITHOUT PREDJUDICE











NEW TOWN HOUSE DEVELOPMENT

2 CORAL AVENUE **REVISION J MARCH 2017** VCAT/TOWN PLANNING FOR COMPULSORY CONFRENCE



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Revisions	•		
Rev		D.	Date
Rev	Description	Ву	Dale
Α	PRELIMINARY ISSUE	JMG	15/04/2016
В	MINOR AMENDMENTS	JMG	22/04/2016
С	UPDATED ISSUE	JMG	10/06/2016
D	TOWN PLANNING ISSUE	JMG	17/08/2016
E	TOWN PLANNING ISSUE	JMG	06/09/2016
F	FOR DISCUSSION	JMG	09/11/2016
G	FOR DISCUSSION	JMG	14/11/2016
Н	SOUTHERN BOUNDARY UPDATE	JMG	14/11/2016
l	FOR COMPULSORY CONFRENCE	JMG	07/03/2017
J	FOR COMPULSORY CONFRENCE	JMG	20/03/2017

NEW TOWNHOUSE DEVELOPMENT 2 CORAL AVENUE **FOOTSCRAY**

Project Number

COVER PAGE Drawing Number TP000 Project Status **TOWN PLANNING**



FOR COMPULSORY CONFRENCE WITHOUT PREDJUDICE entry with top of chimney bitumen TBM nail Single Storey RL 33.33m AHD W/B House out0.10 car parking gates lawn ROAD concrete paved top of chimney concrete crossing garden 0°04' 23.67 lawn Single Storey W/B House No 2 , 1.83m wide drainage & sewerage Single Storey fence in0.09 W/B House 35.65 Top of gutter 10.67 80°0 39.05 ridge paved 33.63F.L./ shed 36.85 ridge top of chimney 38.65 ridge out0.04 pit fence lawn Single Storey out0.08 36.30 Top of gutter W/B House power (33.41)38.95 35.30 ridge top of chimney 270°04' lawn addition 36.40 Top of gutter 39.15 ridge 37.40 ridge shed No 4 Single Storey lawn h35.70 s34.55 W/B House

SITE PLAN EXISTING SCALE 1:100 @ A1 1:200@A3



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FOR COMPULSORY CONFRENCE JMG 20/03/2017

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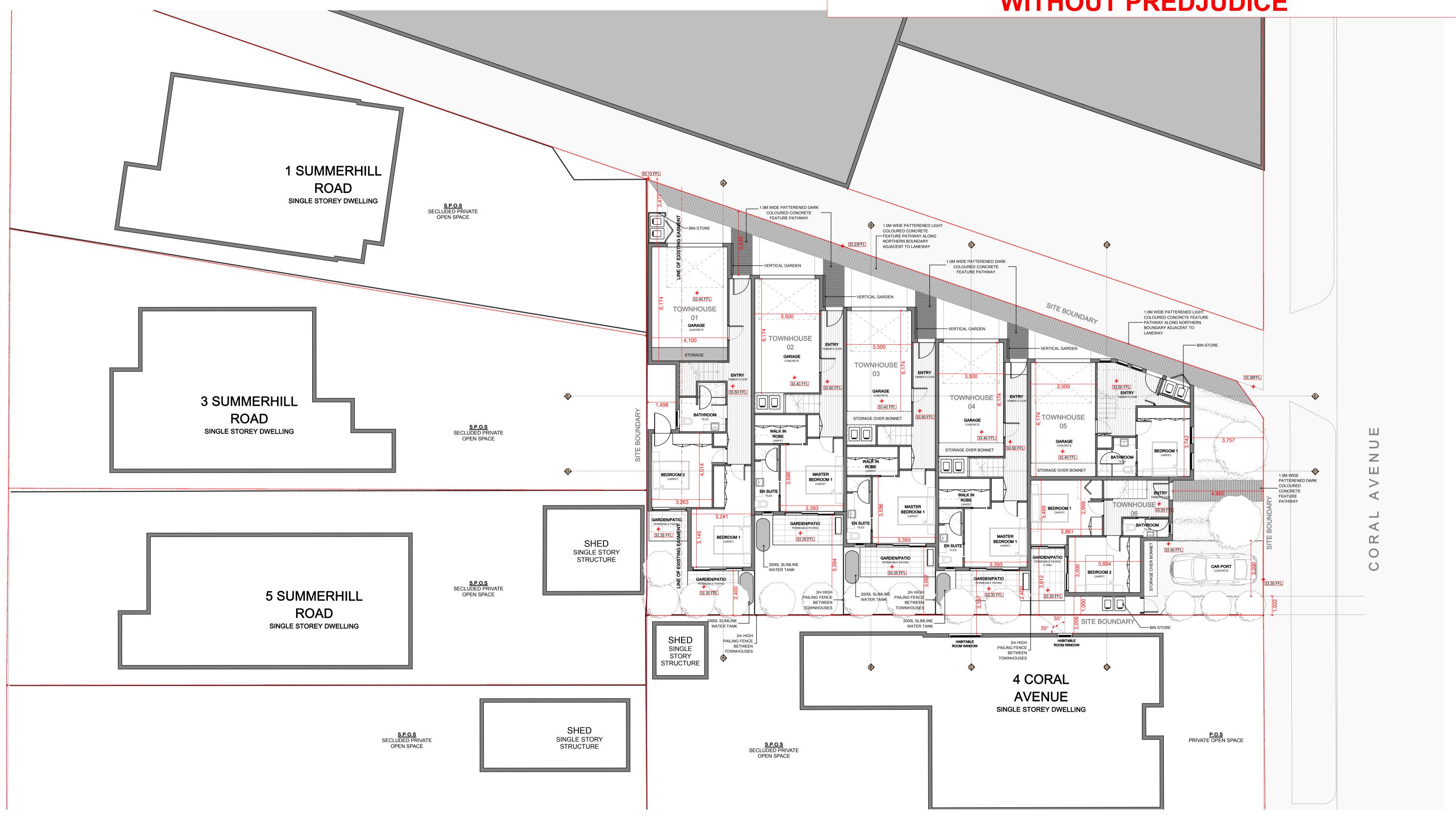
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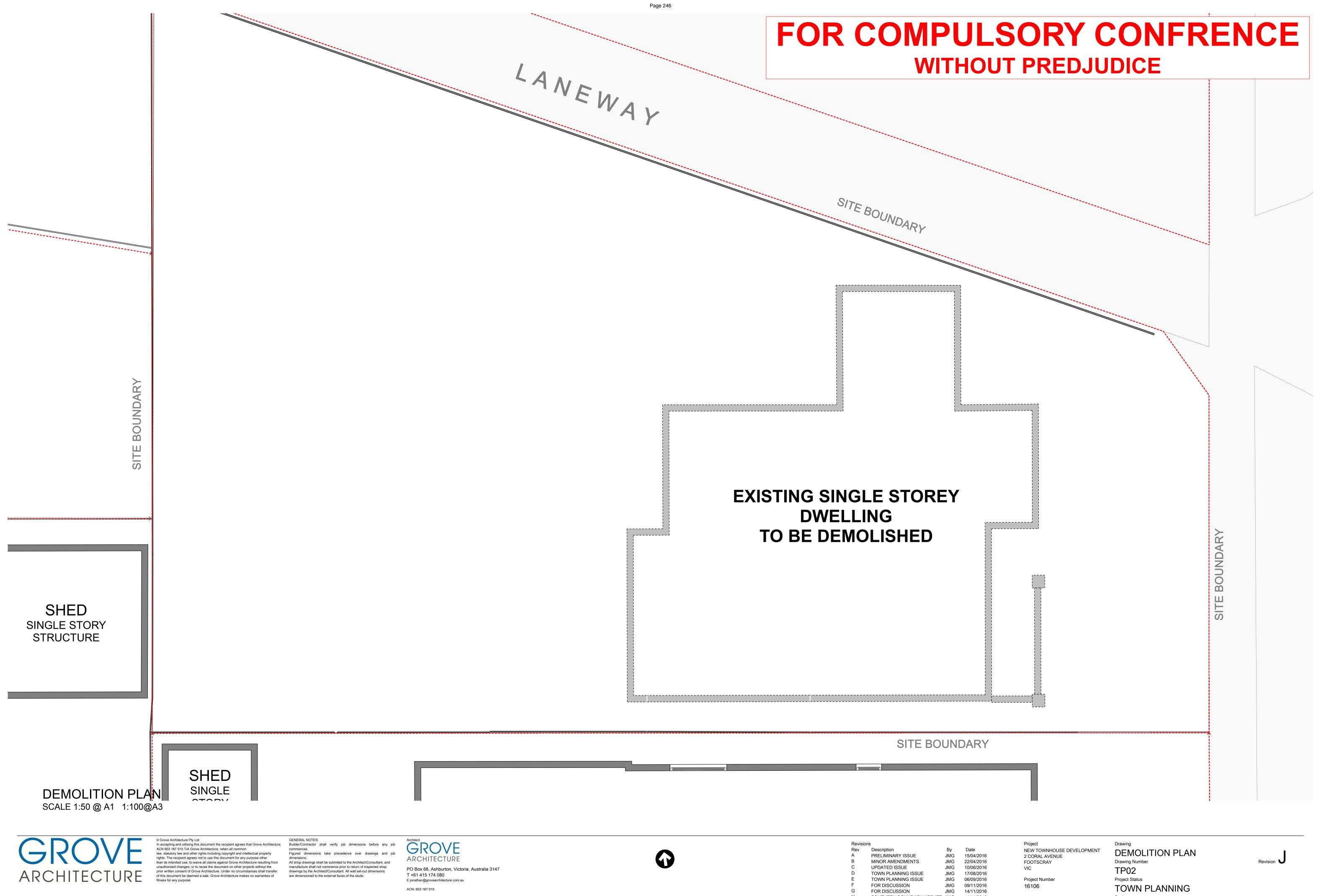
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NEW TOWNHOUSE DEVELOPMENT 2 CORAL AVENUE FOOTSCRAY Project Number

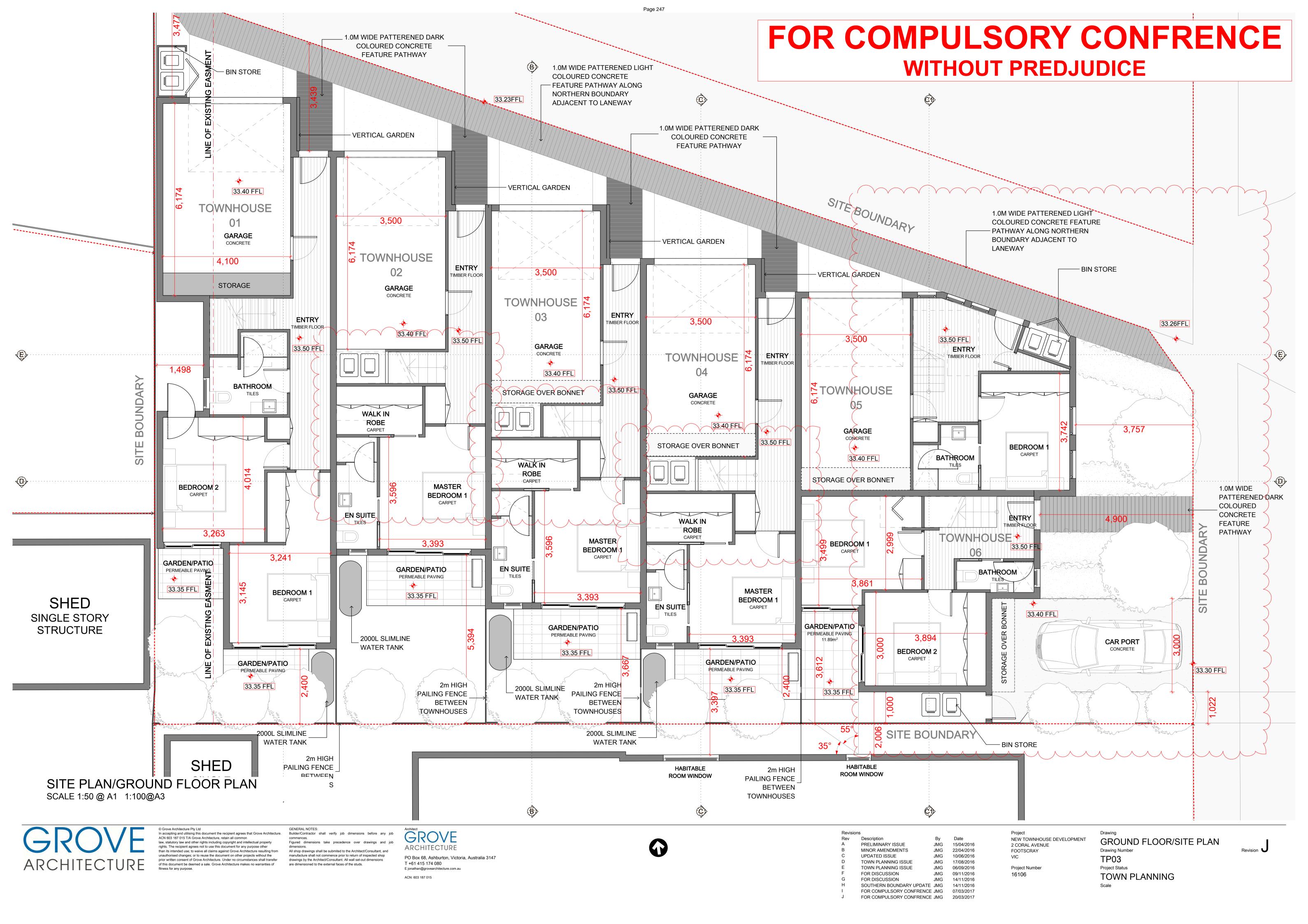
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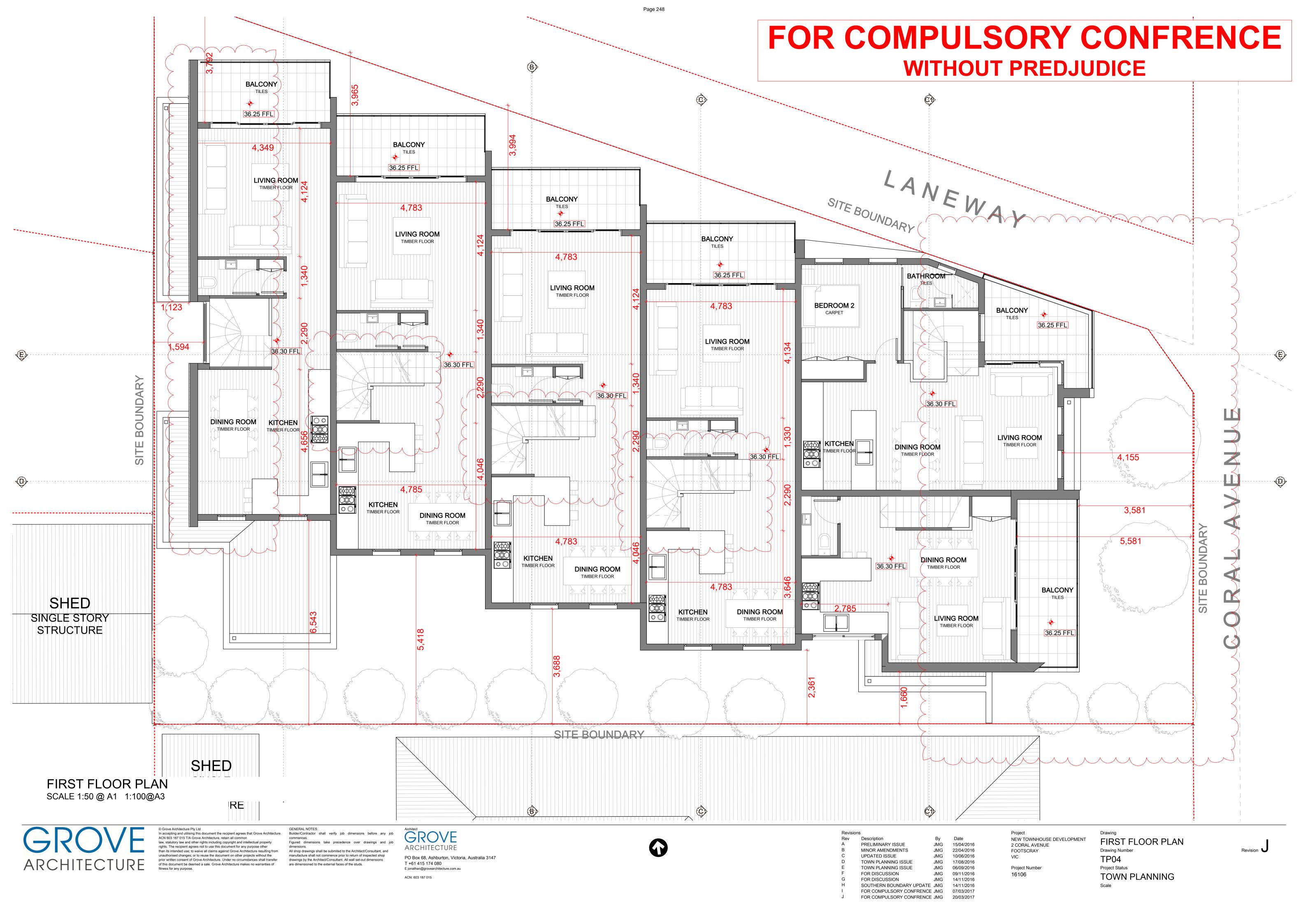
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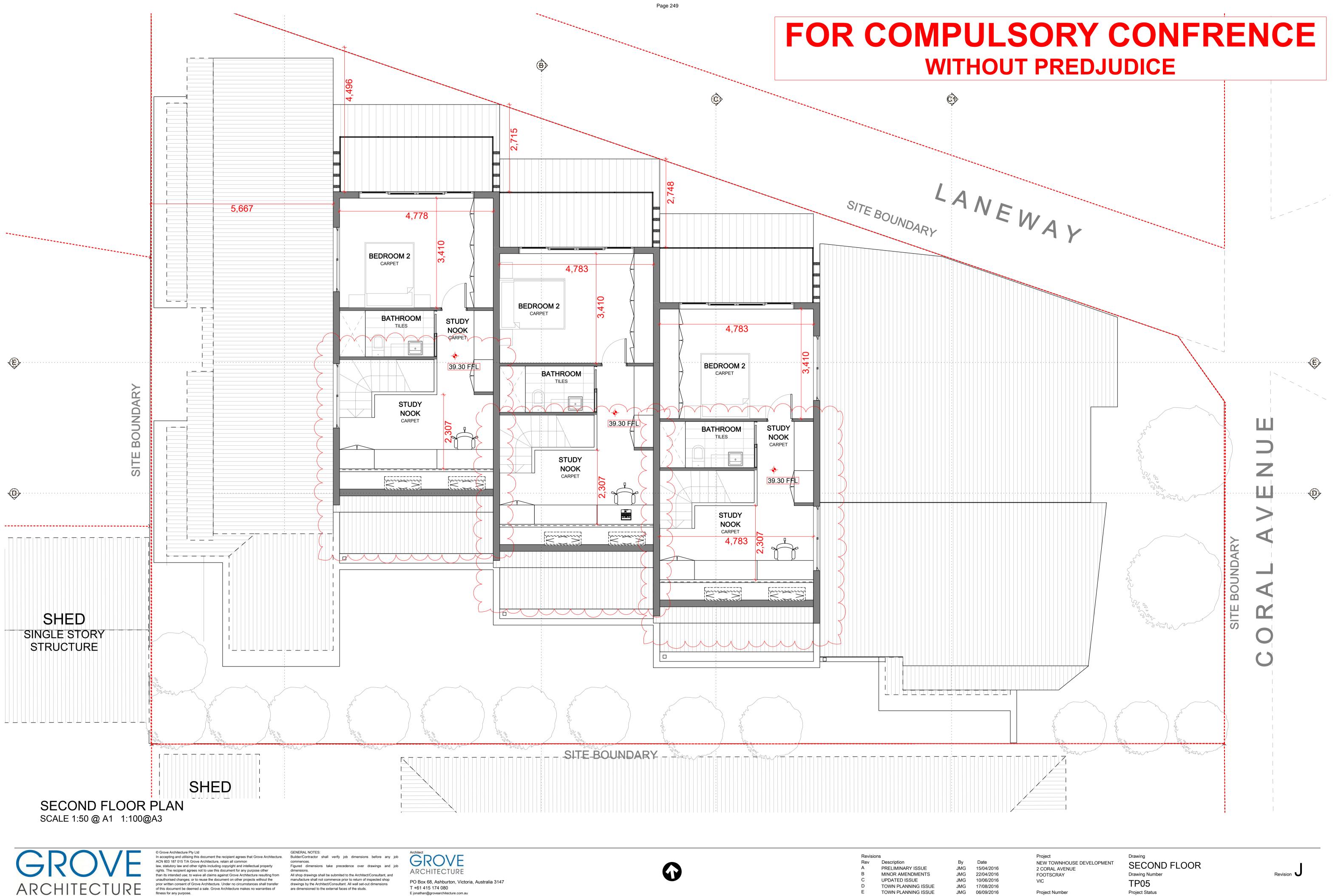




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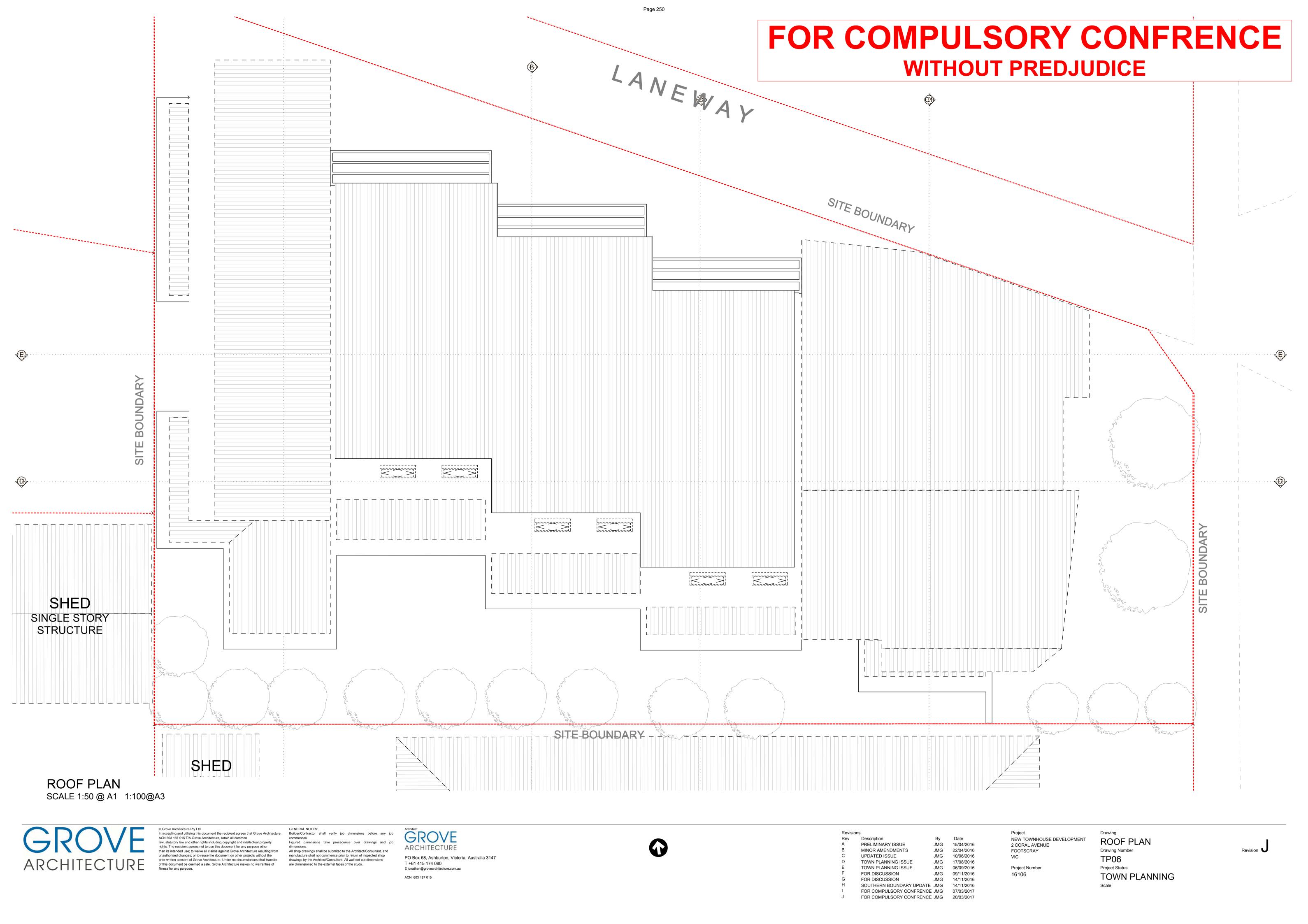


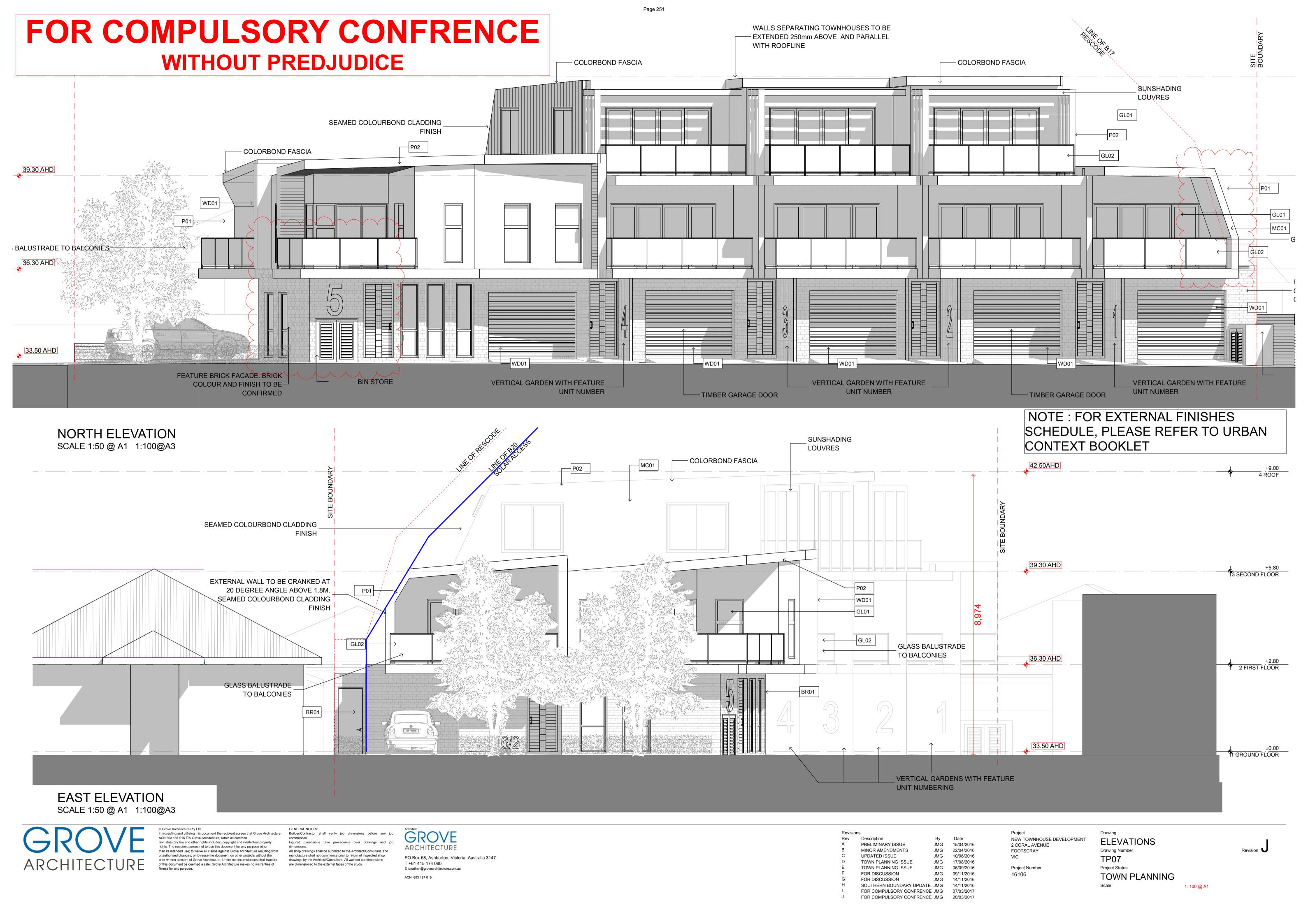


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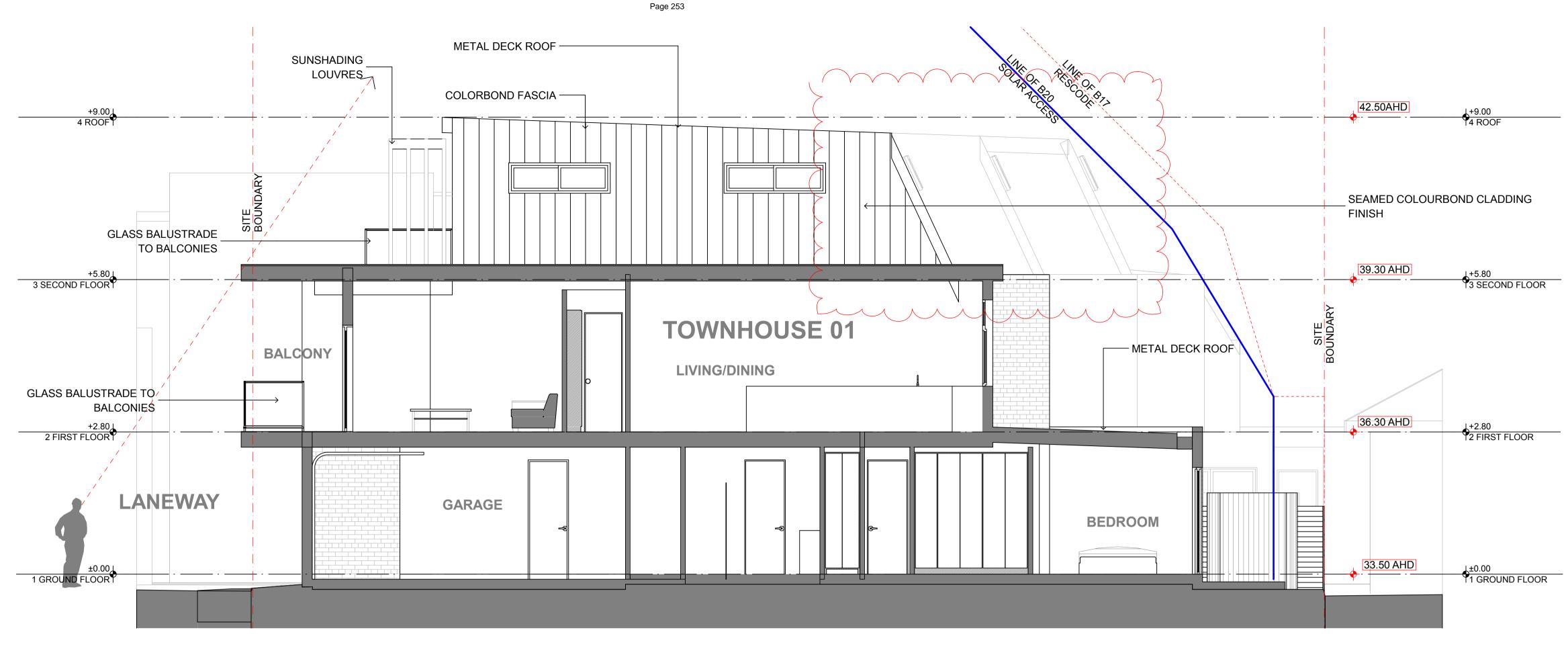
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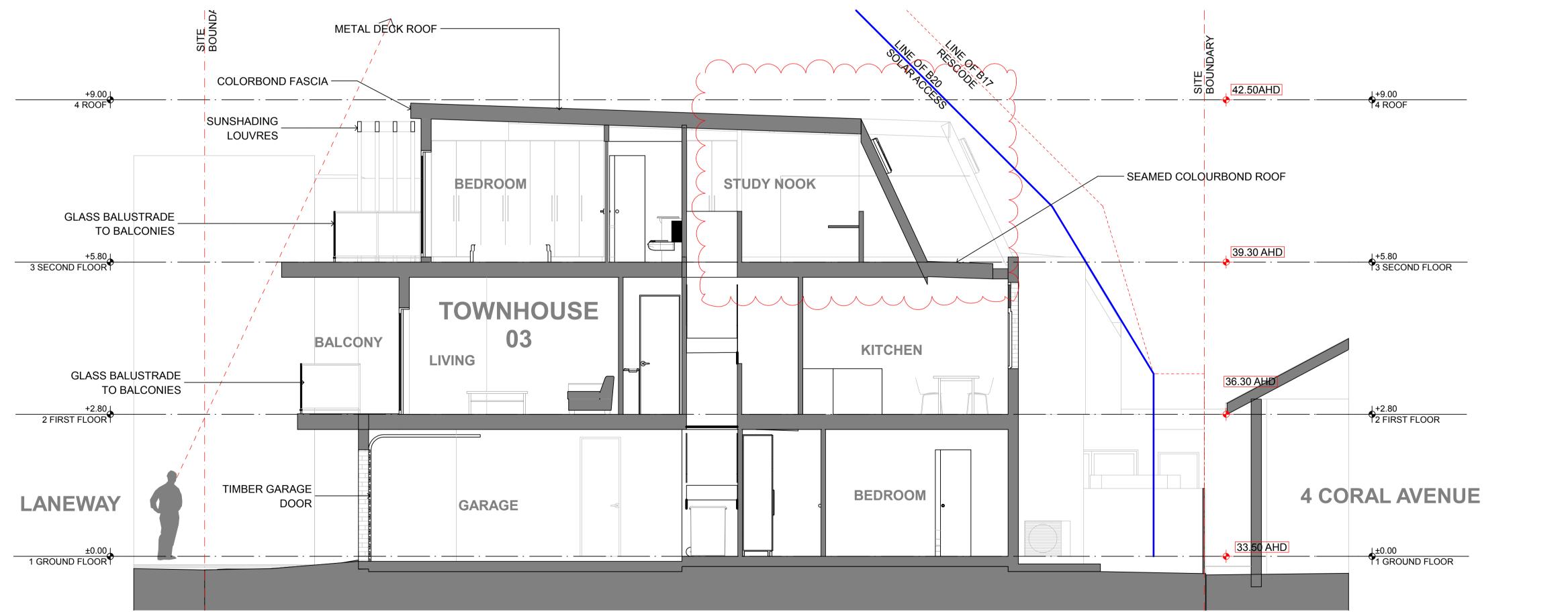
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SECTION A SCALE 1:50 @ A1 1:100@A3



SECTION B SCALE 1:50 @ A1 1:100@A3

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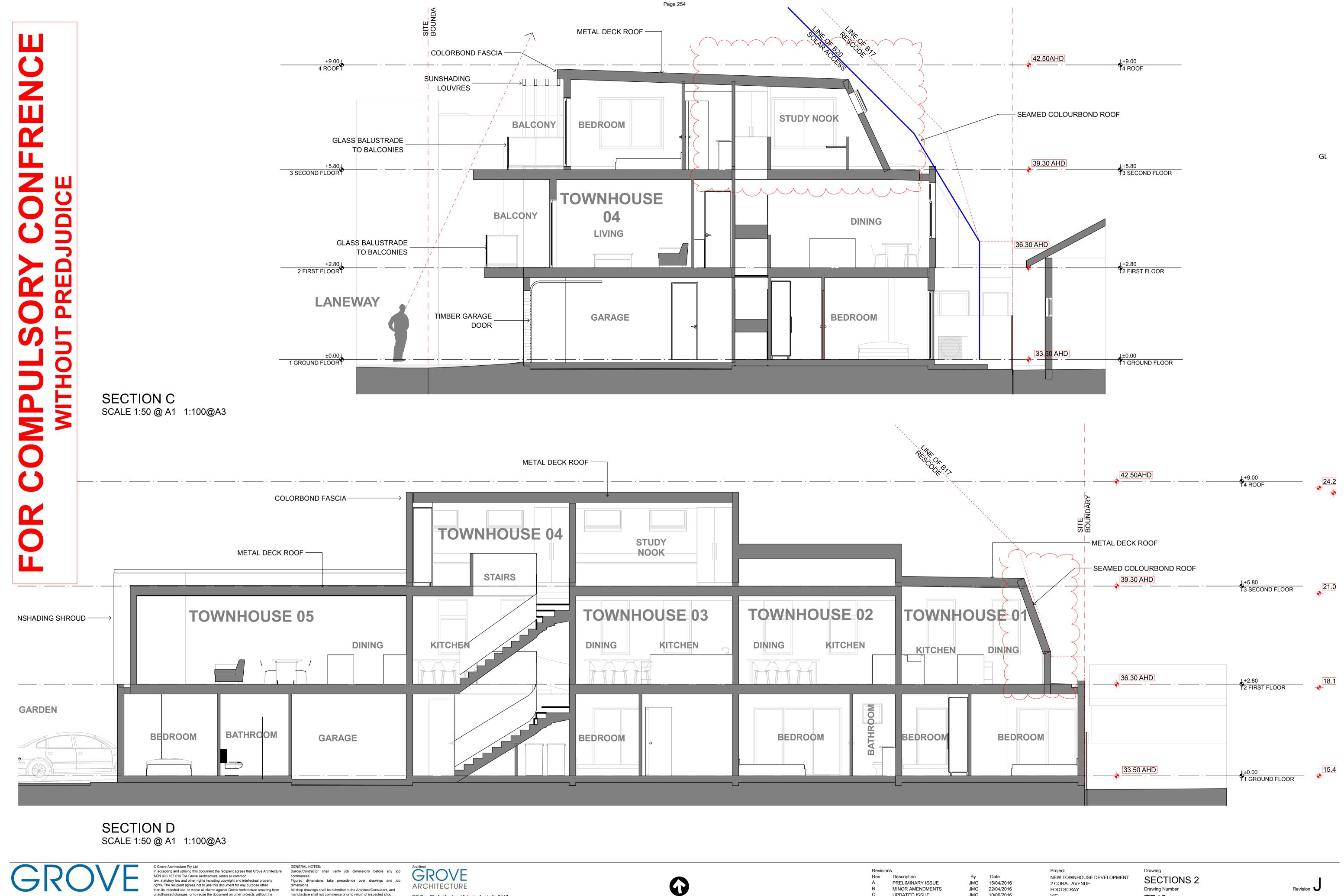
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Project
NEW TOWNHOUSE DEVELOPMENT
2 CORAL AVENUE
FOOTSCRAY
VIC

Project Number
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FOOTSCRAY Project Number 16106

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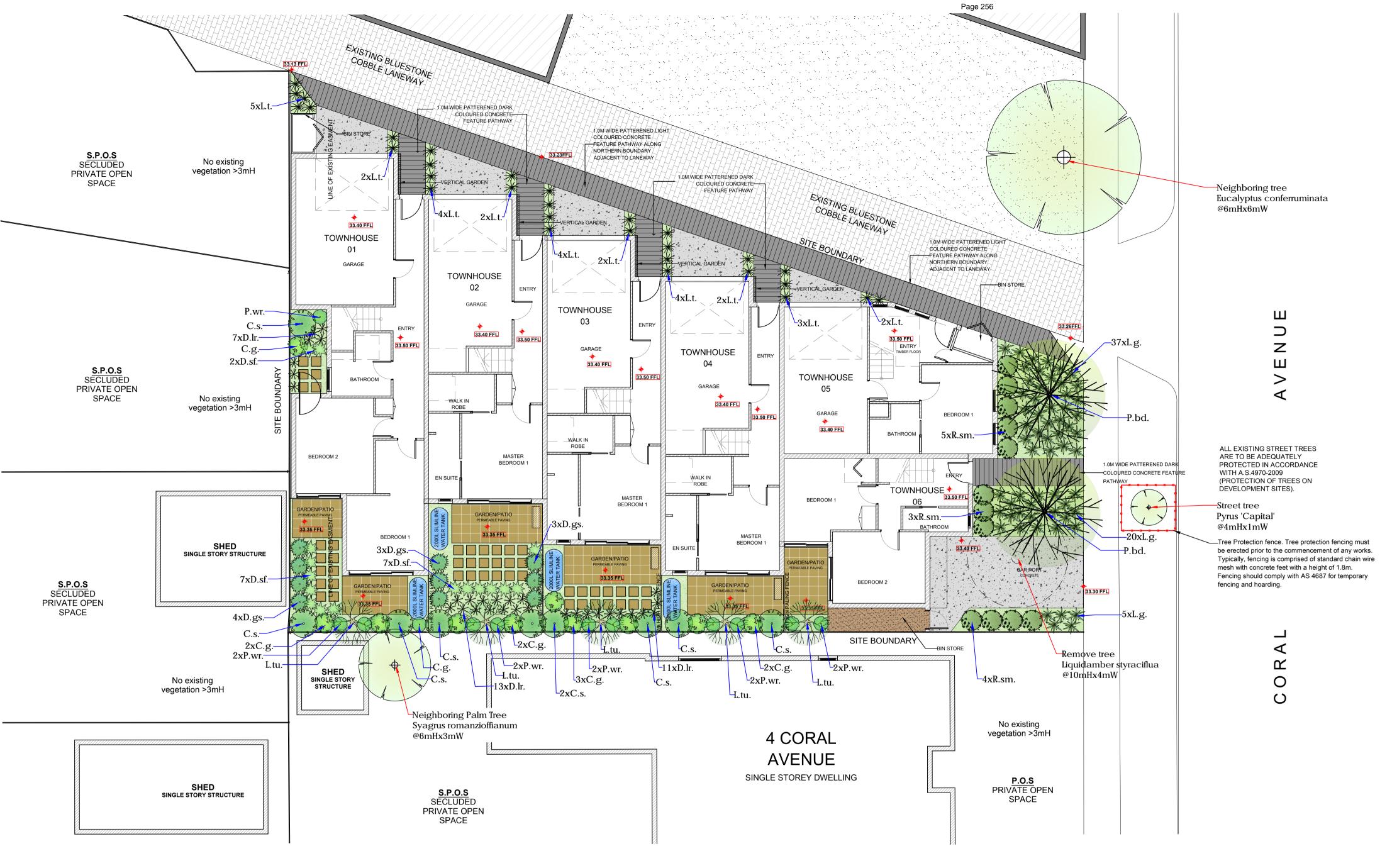


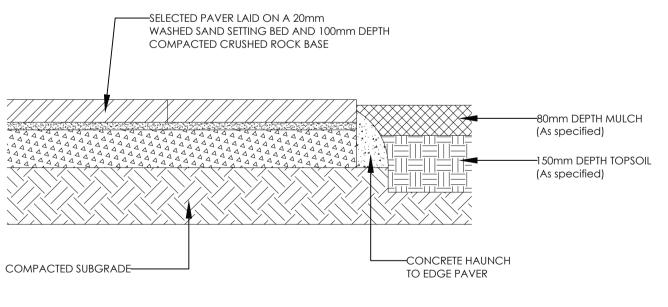
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FOR COMPULSORY CONFRENCE JMG 20/03/2017

NEW TOWNHOUSE DEVELOPMENT 2 CORAL AVENUE FOOTSCRAY Project Number 16106

SECTIONS 3 Drawing Number Project Status **TOWN PLANNING**





TYPICAL DETAIL OF PERMEABLE PAVING (SCALE 1:10)

PLANT KEY

Code	Botanical Name	Common Name	Ht. x Width at Maturity	Pot Size / Planted Height	No. Req
CANOR	PY TREES			· ·	
L.tu.	Lagerstroemia 'Tuscarora'	Tuscarora	5-6x3-4m	50cm/2m	5
P.bd.	Pyrus betulaefolia 'Dancer'	Dancer	7-8x5-6m	50cm/2m	2
LARGE	SHRUBS				
C.s.	Callistemon 'Slim'	Slim Bottlebrush	3-4x2-3m	30cm	9
D.gs.	Dodonaea 'Green Sheen'	Green Sheen	2-3x1-2m	30cm	10
SHRUBS	5 / PERENNIALS / GROUNDO	COVERS			
C.g.	Correa glabra	Rock Correa	2x1.5m	20cm	10
D.sf.	Dichondra 'Silver Falls'	Silver Falls	0,.1x1.2m	15cm	16
P.wr.	Philotheca 'Winter Rouge'	Winter Rouge	1.2x1m	20cm	11
R.sm.	Raphiolepis 'Snow Maiden'	Snow Maiden	1.2x0.8m	20cm	12
ACCENT PLANTS / RUSHES / GRASSES					
D.lr.	Dianella 'Little Rev'	Little Rev	0.3x0.4m	15cm	31
L.g.	Liriope Evergreen Giant'	Giant Turf Lily	0.5x0.6m	15cm	62
L.t.	Lomandra 'Tanika'	Tanika	0.6x0.6m	15cm	30

ESTABLISHMENT & MAINTENANCE NOTES

1. The site is to be cleared of all debris and builders rubble.

2.All weed species on site shall be eradicated.

3. Soils shall be incorporated into garden bed areas. A 5-way 'Landscape Blend' soil mix, or any weed free sandy loam/clay mix with added compost, should be added to a minimum depth of about 150mm. 4.Plant species shall be true to type and there should be no alterations or substitution of nominated species or cultivars without the written consent of the Landscape Architect.

5.All plant stock shall be checked by Contractor and must be healthy and disease free.

6.Planting must be undertaken in accordance with sound horticultural practices, with holes dug to twice the size of the root ball. Holes should be backfilled, to top of root ball. Avoid excessive compaction of soil. 7.All plants must be thoroughly hand watered just after planting.

8. Slow release fertiliser, suitable for mixed plant species (eg: 9-month osmocote), shall be applied at time of planting in accordance with manufacturer's recommended dose rates and application methods. 9.All garden bed areas shall be mulched to a minimum depth of 80mm with a fine grade 'pine bark/euca

10. An automated 20mm PVC irrigation system to be installed to all garden bed areas. Typically use 'Netafilm Scapeline' 2lph non pressure compensating 13mm 'Trickle Tube' irrigation system @ 300mm centres for garden beds (or similar). Use pressure reducing valves after the solenoids.

11. All concrete driveway/path paving to be to Architects / Engineers detail.

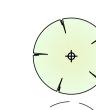
12. 'Lilydale Toppings' as a permeable trafficable surface to have a min compacted depth of 80mm.

13. All 'Permeable' paving to be 'Adbri Masonry' 'Eurostone' 'Riverina color' 40m thick (or similar) pavers - in sizes as nominated on plan. Pavers to be laid on a porous base of 100mm compacted crushed rock and 20mm washed sand setting bed. Butt joint pavers and brush washed sand into joints. Lay stepping stones on 40mm thick mortar pads on compacted subgrade. (Adbri Masonry - 1300365565).

14. The Landscape Contractor should provide a minimum 13 week establishment maintenance program during which time any dead, dying or diseased plant material is replaced, litter is removed and weeds

15. Accent plants to be pruned of old leaves only. Allow natural shape to develop. Maintain at sizes no greater than those listed in the plant key. Cut back small accent plants biannually after main flowering period. Evergreen shrubs as hedges to be maintained at size nominated in plant key.

LEGEND



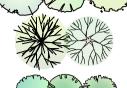
EXISTING TREE (TO BE RETAINED) None on Subject site



EXISTING TREE (TO BE REMOVED) One on subject site



PROPOSED EVERGREEN **CANOPY TREE**



PROPOSED DECIDUOUS



CANOPY TREE

LARGE SHRUBS OR SMALL TREES

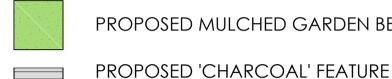




GRASSES, LILLIES & OTHER ACCENT PLANTS



GROUNDCOVERS



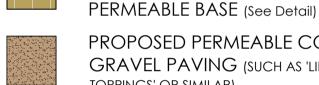
PROPOSED MULCHED GARDEN BEDS



'SAW-CUT' CONCRETE PAVING (To Architects Detail) PROPOSED 'CHARCOAL' EXPOSED



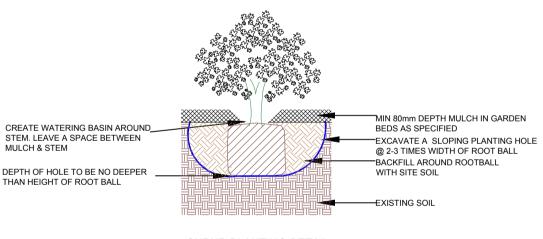
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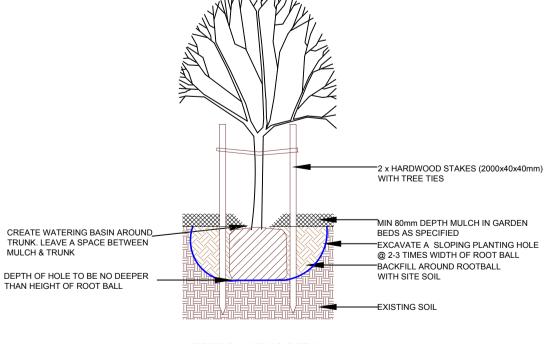
PROPOSED PERMEABLE COMPACTED GRAVEL PAVING (SUCH AS 'LILYDALE TOPPINGS' OR SIMILAR)



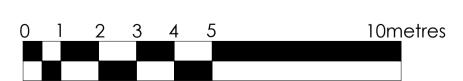
PROPOSED 400x400x50mm COLORED CONCRETE PAVERS AS STEPPING STONES



SHRUB PLANTING DETAIL



TREE PLANTING DETAIL







Faulkner & Chapman landscape design

106 Cole St., Brighton, Vic. 3186 ph: 9596 0059 mb: 0417 381 304 e-mail: faulknerchapman@optusnet.com.au

Landscape Architecture and Horticultural Consultancy Members of The Australian Institute of landscape Architects, Landscape Industries Association of Victoria

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Attachment 3 Page 257











CITY OF MARIBYRNONG

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NEW TOWN HOUSE DEVELOPMENT

2 CORAL AVENUE REVISION E SEPTEMBER 2016 TOWN PLANNING ISSUE

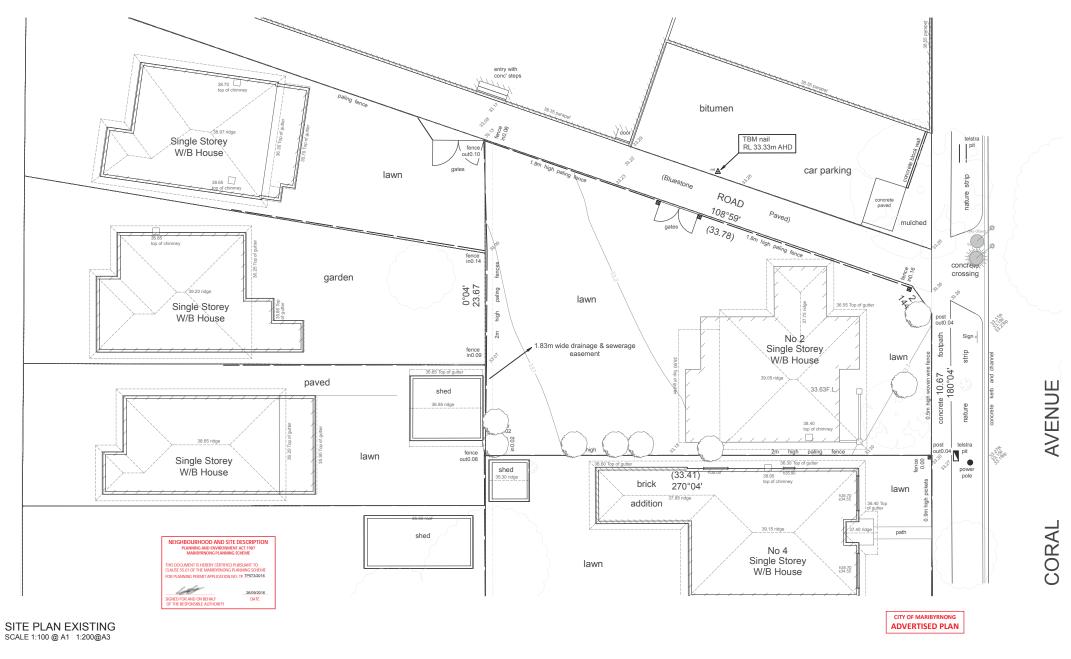


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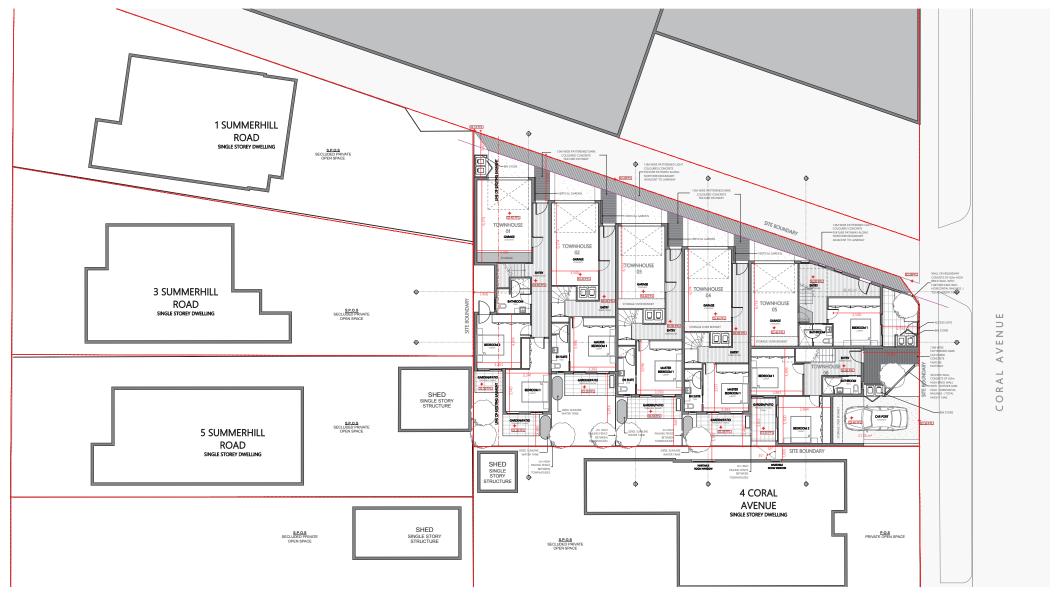
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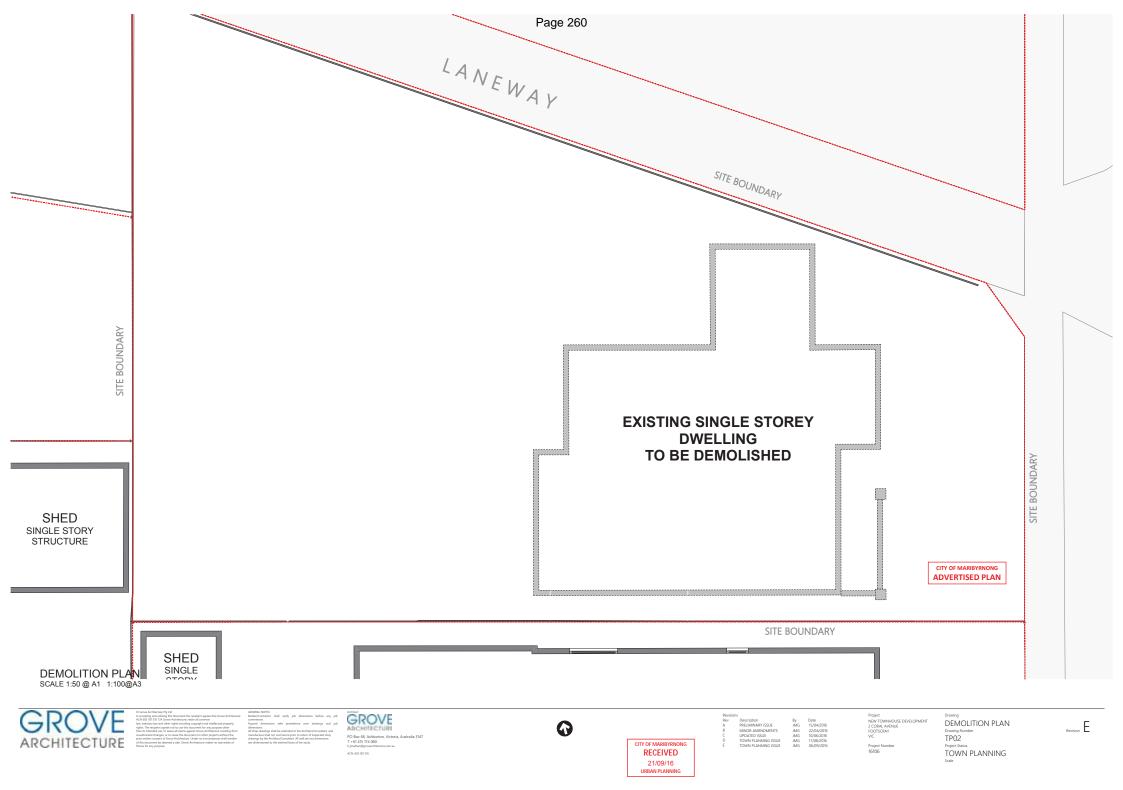
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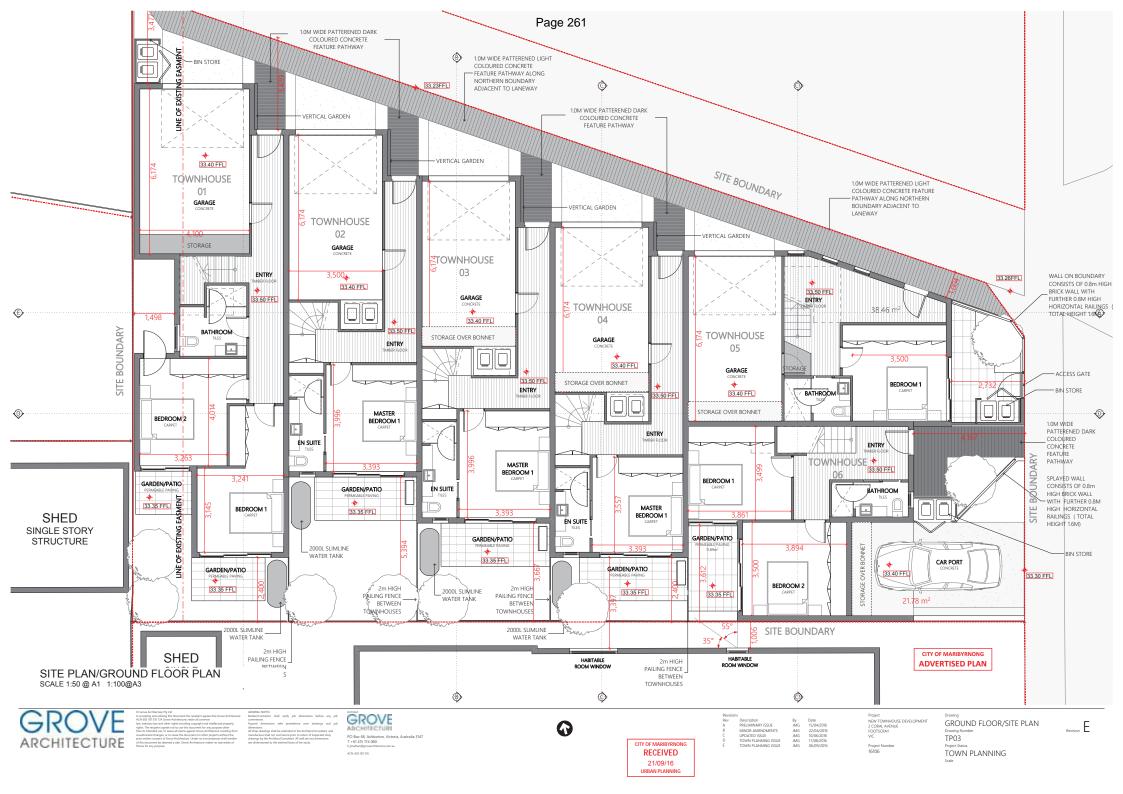
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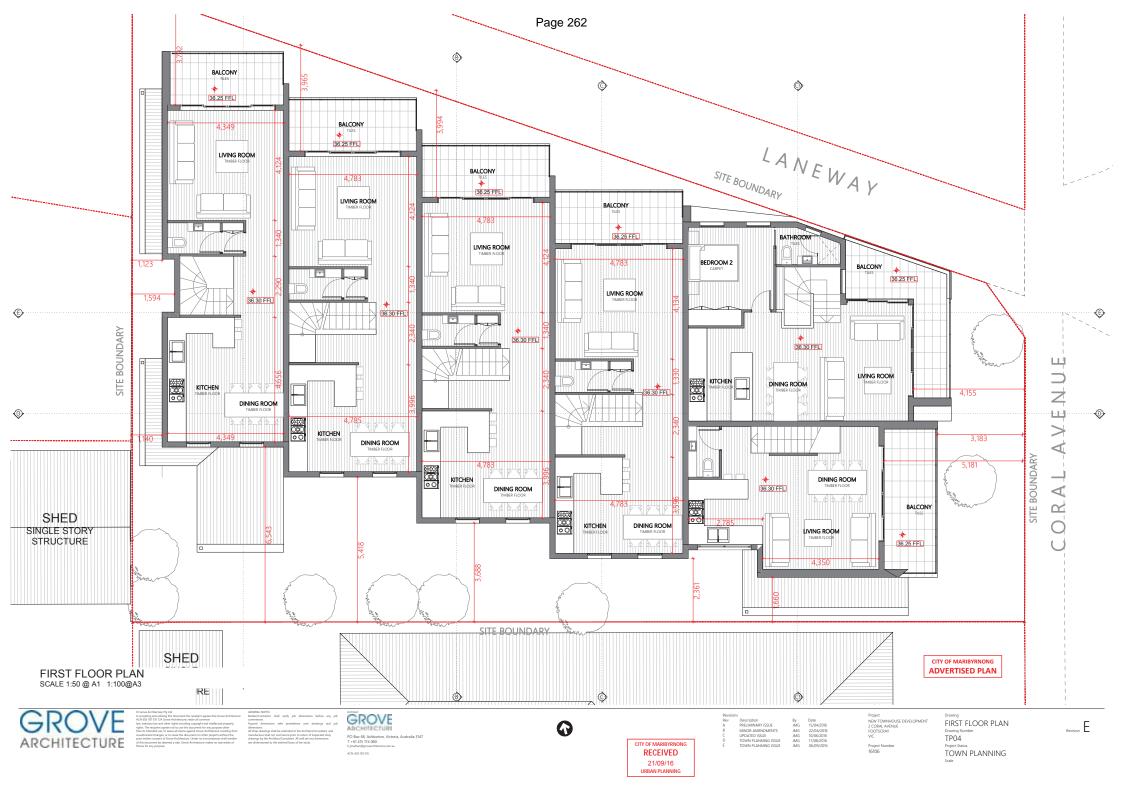


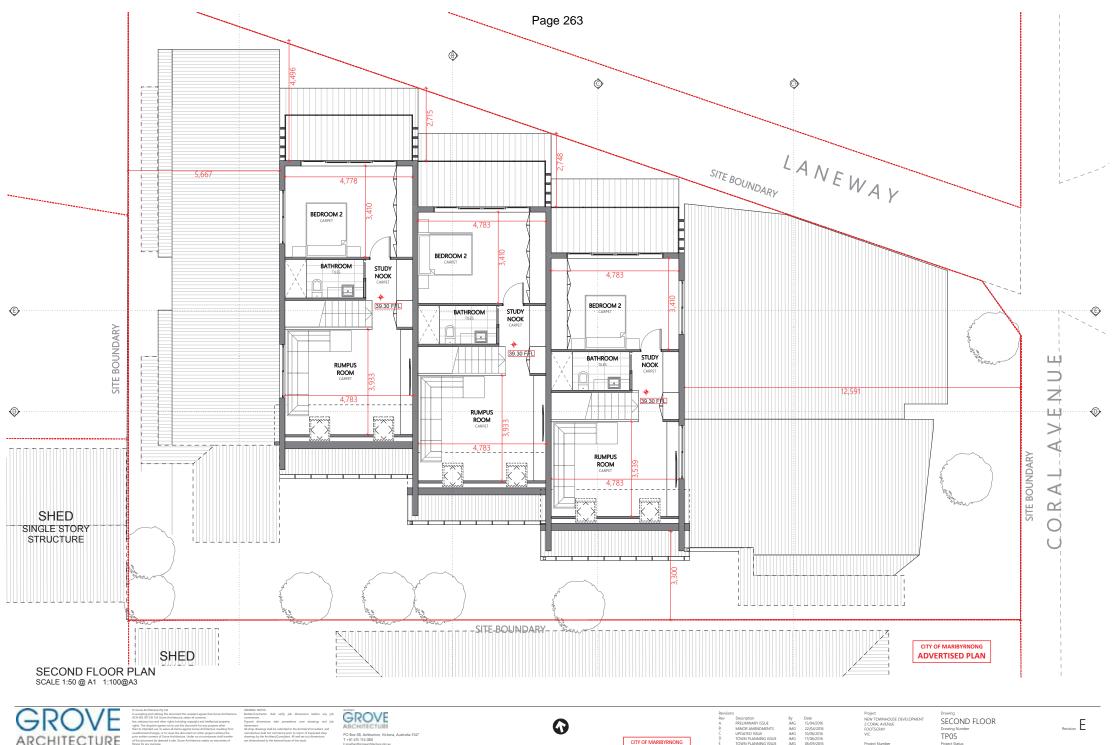
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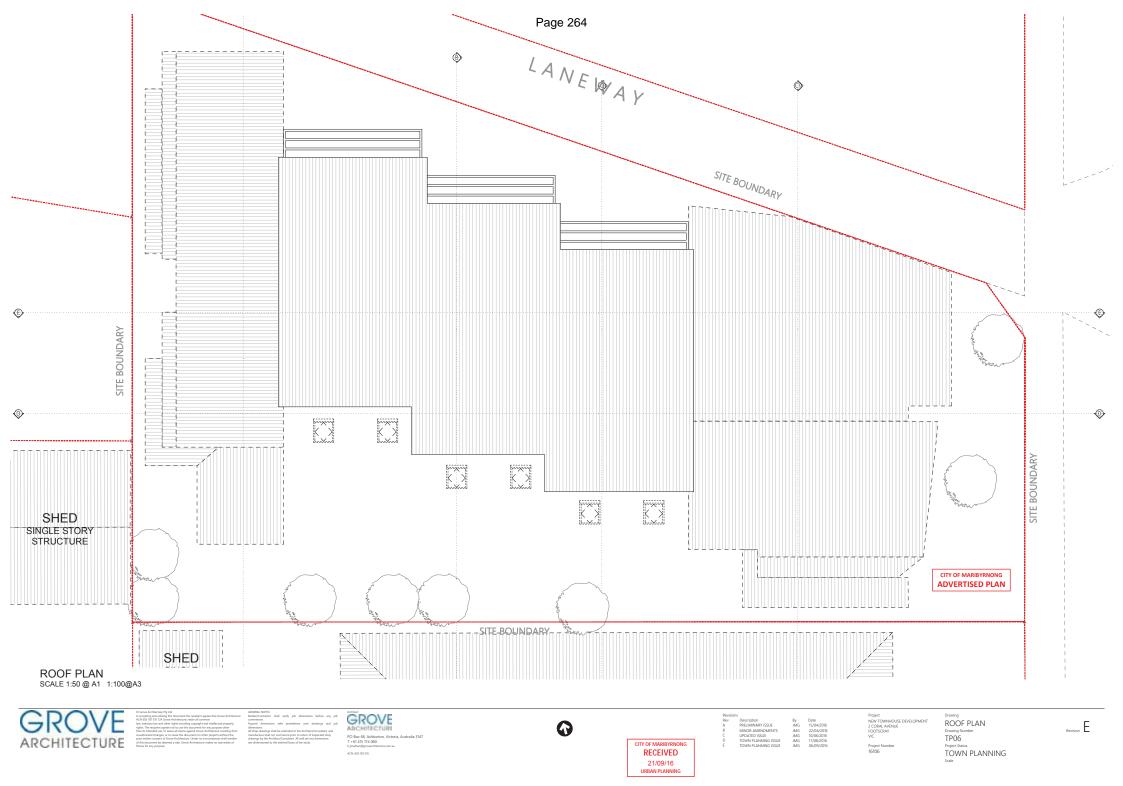


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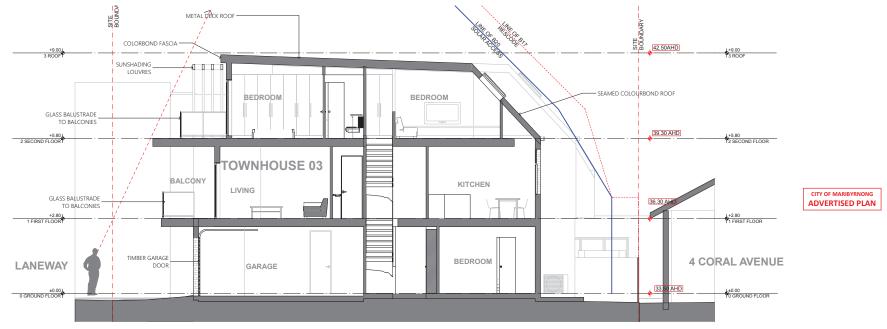
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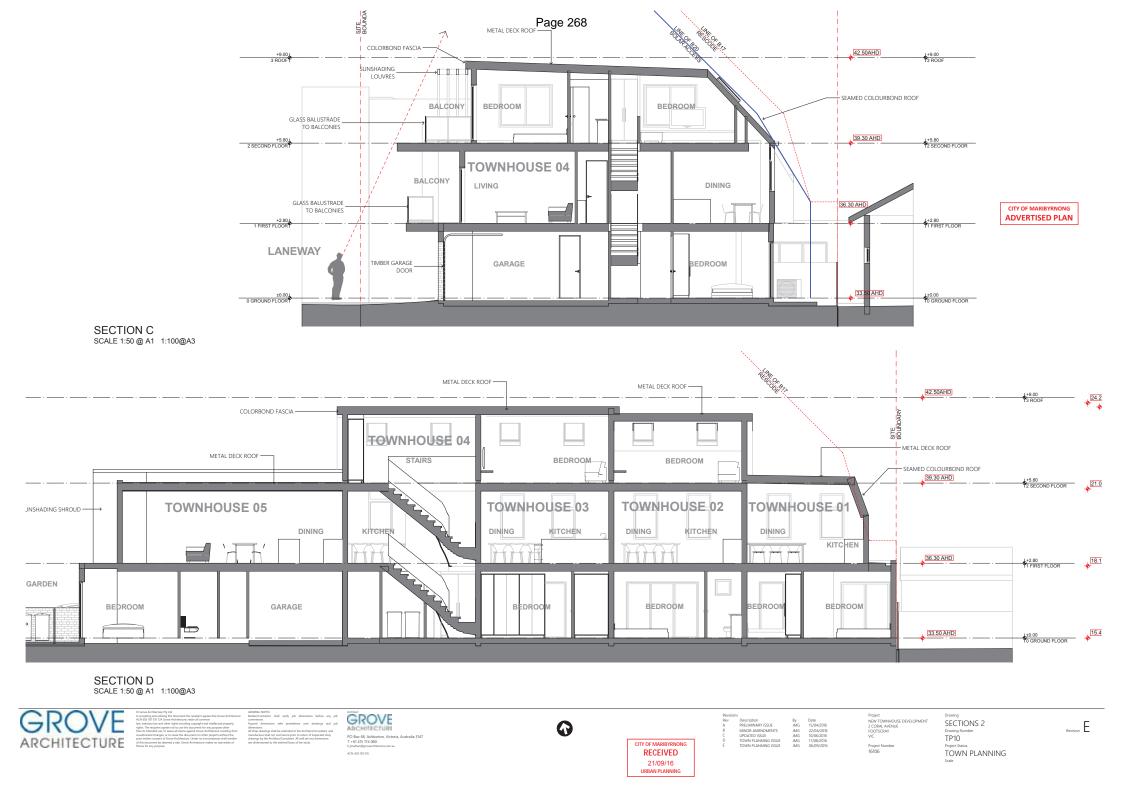
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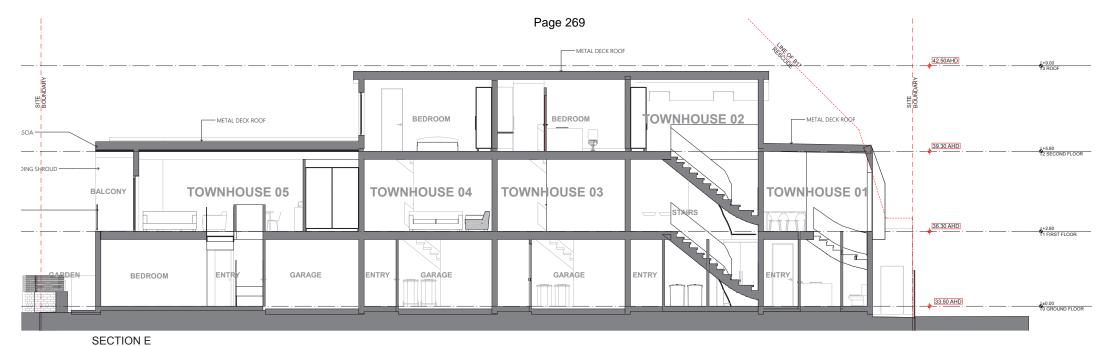
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21/09/16 URBAN PLANNING

34 COWPER STREET, FOOTSCRAY

Director: Nigel Higgins

Director Planning Service

Manager Steven Lionakis

Manager Urban Planning

PURPOSE

To present for consideration a planning application for 34 Cowper Street, Footscray (TP438/2016) for the construction of a mixed use development comprising multiple dwellings (townhouses and apartments), commercial tenancies and a reduction in carparking requirements.

APPLICATION RECEIVED	14/07/2016	
APPLICATION NUMBER:	TP438/2016(1)	
APPLICANT	Hellier McFarland P/L	
SITE ADDRESS	RESS 34 Cowper Street Footscray	
PROPOSAL	Buildings and works for the construction of a	
	mixed use development comprising multiple	
	dwellings (townhouses and apartments) and	
	commercial tenancies and a reduction in	
	carparking requirements.	
ZONE	Activity Centre Zone – Schedule 1 (ACZ1)	
OVERLAYS	Parking Overlay – Schedule 1 (PAO1)	
	Environmental Audit Overlay (EAO)	
	Development Contributions Plan – Schedule 6	
	(DCPO6)	
INTERNAL REFERRALS	Urban Design	
	Engineering Services	
	Waste Services	
	Transport Planning	
	City Design	
	City Strategy	
EXTERNAL REFERRALS	Public Transport Victoria (PTV)	
	VicTrack	
COST OF DEVELOPMENT	\$100,000,000	
WARD	River	
ADVERTISED	Yes	
NUMBER OF OBJECTIONS	13 objections	
DATE OF PLANNING FORUM	22 March 2017	
REASON FOR CONSIDERATION Cost of development works exceeds \$10 mi		
BY COUNCIL:	Exceeds preferred height along Cowper Street	
	More than 13 objections	

ISSUES SUMMARY

 The application seeks to construct a mixed use develop comprising multiple dwellings (townhouses and apartments), commercial tenancies and a reduction in car parking requirements.

- The proposed layout comprises four precincts with maximum heights ranging from 3 to 10 storeys.
- The subject site represents a significant strategic redevelopment opportunity in the context of the Footscray Activity Centre (FAC). The key issues with this proposal relate to built form, traffic and parking, internal and external amenity impacts and public realm considerations.
- The proposed buildings heights are generally in accordance with the preferred maximum building heights detailed in Schedule 1 to the ACZ (Precinct 2J). The proposed built form features good modulation of scale and massing assisting in breaking down the visual bulk, particularly at the street level.
- The built form provides a distinct transition throughout the site, from the robust built form at the corner of Hopkins and Cowper Street to the sensitive interface of dwellings fronting Talbot Street with the three storey townhouses.
- The architectural expression also features good definition and the choice of materials convey a high quality and interesting architectural theme.
- The proposed interface to Cowper Street and the public realm improvement works will also provide a high quality pedestrian environment.
- The proposed traffic impacts are acceptable and, subject to the construction of a continuous median-strip adjacent to the subject site, the surrounding street network has sufficient capacity to handle traffic volumes generated by the proposed development.
- The amount of onsite car parking is satisfactory and appropriate given its location adjacent to Footscray Train Station (which is a regional intermodal transport node) and Clause 21.09 which encourages sustainable alternatives.
- The proposal will create a diverse city block and will provide an important physical and visual link between Footscray Train Station and the western end of the Josephs Road precinct.

ATTACHMENTS

- 1. Proposed Permit Conditions
- 2. Advertised Plans.

OFFICER RECOMMENDATION

That Council issue a Notice of Decision to Grant a Permit to develop the land at 34 Cowper Street, Footscray, with a mixed use development comprising multiple dwellings (townhouses and apartments) and commercial tenancies and a reduction in car parking requirements, subject to conditions contained in Attachment 1.

BACKGROUND

1. Proposal

The proposal is for the construction of a mixed use development comprising 412 dwellings (townhouses and apartments), commercial tenancies and a reduction in car parking requirements.

Proposed Layout

The proposed layout comprises four precincts. The key elements of each precinct are follows:

- Precinct 1 16, three storey townhouses, adjacent to the Talbot Street properties (southern edge).
- Precinct 2 Six storey building containing office and commercial premises at ground and 72 apartments.
- Precinct 3 10 storey building along the rail interface containing 162 apartments with ground level car parking abutting the railway corridor.
- Precinct 4 10 storey building at the corner intersection at Hopkins Street and Cowper Street containing 162 apartments with commercial floor spaces at ground floor level.

The ground floor levels of the proposed buildings will comprise a mix of retail and cafés (515 square metres), dwellings and lobby areas, with access provided via Cowper Street and the new internal access road.

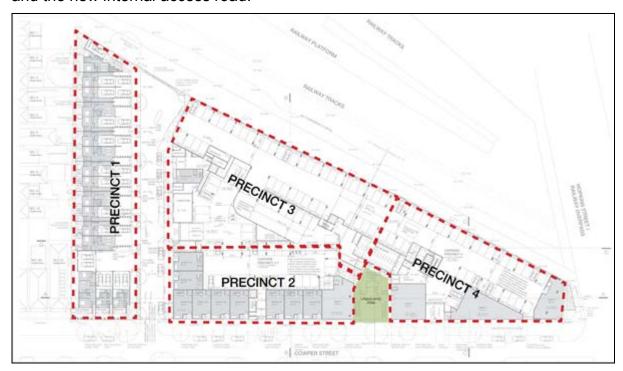


Figure 1: Precinct Boundaries And Ground Floor Layout

Access, Parking and services

208 parking spaces provided within the sub-basement and podium levels.

A new Council road servicing the townhouses and the buildings in Precinct 2 and 3 is proposed on an east west axis connecting with Cowper Street. Access to the building within Precinct 4 will be via Cowper Street.



Figure 2: Cowper Street Elevation

Refer to Attachment 2 for a copy of the advertised plans

2. Site and Surrounds

Subject Site

The subject site is located on the south-west corner of Hopkins Street and Cowper Street and is known as the former Binks Ford site. The site features a triangular shape and has a major frontage of 166.75 metres to Cowper Street and a 13.39 metre frontage to Hopkins Street to the north. The land was been cleared of any buildings or structures and is devoid of any significant vegetation.

Abutting Properties

North: Directly to the north is Hopkins Street and the railway overpass. Hopkins Street, in this location represents the main gateway and entry point to Footscray from the east.

South: Directly to the south are the residential properties fronting Talbot Street with one residential parcel facing Cowper Street. The properties on Talbot Street comprise of a row of predominantly single fronted Victoria dwellings with rear yards abutting the subject site.

East: Directly to the south is Cowper Street. Cowper Street functions as a local access road running north-south between Hopkins Street and Harris Street providing one traffic lane in each direction separated by a landscaped central medium strip. Parking restrictions (one hours parking) currently apply along the western side of Cowper Street adjacent to the site.

West: Directly to the west is the western rail corridor and Footscray train station. The land slopes steeply away in this location as the railway line travels under Hopkins Street.

Surrounding Area

The subject site is located within the Footscray Central Activities Area (FCAA) and is surrounded by predominantly residential and commercial land uses, with the commercial uses located in the FCAA

A number of sites have already been redeveloped into high rise residential and mixed use developments. In particular, the Josephs Road precinct includes buildings heights ranging from 10 to 30 storeys, while land to the west of Footscray train station (which encompasses the Footscray Market site) has preferred heights of 25 storeys under the ACZ1.

Cowper Street is characterised by traditional single storey dwellings interspersed between more recent two and three storey townhouses development. The exception being the seven storey building at the corner of Cowper Street.

The site is in proximity to the following:

- Footscray train station 150 metres south west of the site.
- St Monica's Primary School 250 metres east of the site
- Footscray Market 250 metres north west of the site
- Footscray Community Arts Centre 450 metres east of the site
- Maribyrnong River 400 metres east of the site

3. Policy Context and Permit Triggers

The site is located within the Activity Centre Zone (ACZ1) and is affected by the following overlays:

- Parking Overlay Schedule 1 (PO1)
- Development Contributions Plan Overlay (DCPO6).
- Environmental Audit Overlay (EAO)

A Planning Permit is required for the following:

- Clause 37.08-2 A permit is required for a shop.
- Clause 37.08-5 Construct a building and carry out works (ACZ1)
- Clause 52.06-3 Reducing the number of car parking spaces required under the Parking Overlay (PO1)

State Planning Policy Frameworks

The following State policies are applicable to the proposal:

- Clause 11 (Settlement) in particular Clauses 11.01 (Activity Centres) and 11.04 (Metropolitan Melbourne)
- Clause 15 (Built Environment and Heritage) in particular Clauses 15.01 (Urban Environment) and 15.02 (Sustainable development)
- Clause 16 (Housing) in particular Clauses 16.01 (Residential Development) and 16.02 (Housing form)
- Clause 18 (Transport), in particular Clause 18.01 (Integrated Transport).

Local Planning Policy Framework

The following clauses are applicable to the proposal:

- Clause 21.04 (Settlement) in particular Clauses 21.04-1 (Activity Centre Planning) and 21.04-2 (Housing growth)
- Clause 21.06 (Built Environment and Heritage) in particular Clause 21.06-1 (Urban design)
- Clause 21.07 (Housing) in particular Clauses 21.07-1 (Residential Capacity and Location) and 21.07-2 (Housing Diversity and Affordability)
- Clause 21.09 (Transport)

 Clause 21.11 (Local Areas) in particular Clause 21.11-1 (Footscray Metropolitan Activity Centre).

Particular Provisions

Clause 52.06 (Carparking)

Pursuant to Clause 52.06-3, a planning permit is required to reduce the prescribed carparking rate nominated under PO1. The following table demonstrates the parking provision and requirement:

Use	Minimum statutory rate of spaces	No. of dwellings	Parking requirement	Parking provided
Dwellings	0.5 spaces per 1 bedroom dwelling	192	96	39
	0.8 spaces per 2 bedroom dwelling	204	163	129
	1 space per 3 bedroom dwelling	14	14	24
	2 Spaces per 4 bedroom dwelling	2	3	4
Visitors associated with dwellings	0.1 per 10 dwellings	412	41	8
Retail	Minimum 0.5 spaces	128sqm	0	0
	to each 100m2 of LFA	387sqm	1	1
Total			319	208

The proposal to provide 208 car spaces results in a statutory shortfall of 111 car spaces, comprising 78 resident car spaces and 33 visitor spaces for the development

The PO1 also requires the provision of one motor cycle space for every 25 car spaces provided. A total of 8 motorcycle spaces are required, whereas 10 spaces are proposed.

Clause 52.34 (Bicycle parking)

Clause 52.34 requires the provision of one bicycle space to each 5 dwellings and one visitor space to each 10 dwellings in developments of four or more storeys. The proposal results in a requirement for 79 resident bicycle spaces and 29 visitor bicycle spaces. The proposal has been provided with a total of 100 bicycle spaces, including 84 resident spaces and 16 visitor spaces.

4. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertised pursuant to Section 52 of the *Planning and Environment Act 1987*. 13 objections were received and the grounds of objections related to:

- Overlooking to rear yards and invasion of privacy.
- The proposal blocks sunlight to the properties to the south.
- The impact on the availability of parking in the vicinity of the site.
- Additional cars in the area and impacts on traffic.
- The heights of the buildings are excessive and do not respond to the existing built form context.

A planning forum was held on 22 March 2017 at Council offices attended by Cr McGregor and 12 residents. The residents at the forum raised the following matters:

- Parking issues
- Open space for new residents
- Impact on heritage area
- Increase in the car share spaces within the development
- Greater housing diversity (3 bedroom dwellings)
- Supportive of the overall design, however greater landscaping should be incorporated into the new road.

7. Referrals

The application was referred internally to:

- City Design
- Engineering services
- Transport planning
- Waste Services
- Parks and Gardens

In summary, the referral comments were:

- Council's Urban Designer was generally supportive of the application.
- Council's infrastructure and waste departments were generally supportive of the application subject to a number of permit conditions contained in Attachment 1.
- Concerns were raised by Transport regarding the parking reduction.
- Council's Parks and Gardens department are generally supportive of the proposal subject to the removal of the existing street trees to be replaced with a new quality and consistent streetscape to this edge, using a tree species suited to the conditions.

The application was referred externally to PTV and VicTrack. No significant issues were raised in relation to the proposal, subject to the conditions detailed in Attachment 1.

DISCUSSION

The subject site is located within the FACC. The Maribyrnong Planning Scheme identifies the site as providing a significant, strategic redevelopment opportunity adjoining Footscray Station and the Central Activities District commercial core area which is in close proximity to the Joseph Road Precinct, Footscray Market and the Maribyrnong River.

The -site -forms part of an identified 'gateway location' at the main entry point to Footscray from the east, together with several strategic redevelopment sites in this locality, on both sides of the main Hopkins Street corridor.

This is an area where significant growth can occur supporting the overall urban consolidation objectives outlined in the State Planning Policy framework on a site that is not constrained in terms of an established character or heritage considerations.

It is considered that the key issues for the proposed development relate to built form, traffic and parking, pedestrian amenity, internal and external amenity impacts and public realm considerations.

Built Form Analysis

One of the principal issues in this application is the appropriateness of the built form having regard to the site context and the relevant planning controls, including the prescribed heights within the ACZ1.

The proposal seeks approval for buildings with the following maximum building heights:

Precinct	1	2	3	4
Max Building height (above street level)	9.2 m	20.2 m	32.6 m	36.9 m

The proposed buildings heights are generally in accordance with the preferred maximum building heights detailed in the ACZ1 (Precinct 2J) and the proposed built form provides a range of building heights and styles that provide for a distinct built form that relates reasonably well to the surrounding context.

In terms of creating a dominant streetscape scale within Cowper Street, the important issue is the height of the buildings within precinct 2 and 4. The proposed building within Precinct 2, has been designed as a moderator of scale between the lower scale townhouses (to the south) and the buildings within precinct 3 and 4, abutting the railway corridor and the corner of Hopkins and Cowper Street.

The proposed building within precinct 2 provides a lower presence to Cowper Street relating to the adjacent proposed townhouses (approx. 22 metres Cowper Street) and provides a graduation in height to the 10 storey building within precinct 4.

The proposed building within precent 4, features a two storey podium element and is then setback between 4.5 and 6.4 metres to a height of 10 storeys. Whilst this does not strictly comply with the six storey requirement (abutting Cowper Street), this aspect of the design provides for human scale and is commensurate with the height of existing and proposed multi-storey development in the vicinity of the site. It is also noted that the interface with Cowper Street is not a particularly sensitive one (with the additional height occurring adjacent to the intersection of Cowper Street and Wingfield Street and the development at 55 Hopkin Street). Furthermore, the proposed development is only incrementally higher that the development at 55 Hopkins Street (on the opposite side of Cowper Street).

One of the key benefits of the composition of heights provided is the clear graduation of heights with a lower presence to the street providing for pedestrian amenity (wind, pedestrian scale, smaller tenancies). The variety of scales helps to distinguish the different buildings in the precincts and provided an effective transition between the higher built form along the railway interface and at the corner of Hopkins and Cowper Street.

There is some concern regarding the uniform building height (10 storeys) within precincts 3 and 4, particularly when viewed from across the railway corridor. The buildings create a homogenous volume which reads as a large residential enclave rather than a diverse city block. The proposed buildings will be dominant; however, they feature good articulation (balconies together with horizontal and vertical modulation) and a break in the built form between the two buildings reduces the visual bulk.

The building within Precinct 2 is also setback from the railway corridor and therefore lies on a different axis to the neighbouring building within precinct 4. Consideration has been given to reducing the height of the building within precinct 3 to break up the uniformity of building heights. However, the uniformity of building heights along the railway corridor is envisaged by the ACZ and the interface to the railway corridor.

In terms of the far-distance views (where these exist), the proposed buildings would be viewed in the context of other tall buildings within the station precinct (which anticipates heights of up to 25 storeys).

Many objectors were critical of the transition from the single storey heritage dwellings along Cowper Street and Talbot Street to the south and the proposed three storey townhouses. While the townhouses are taller than the neighbours to the south, the additional height is of an increment that is capable of being absorbed by the adjoining streetscape without unreasonable visual impacts.

The townhouses will be between 2.9 to 3.3 metres higher than the dwellings fronting Cowper Street. The overall layout of townhouses including height is consistent with the preferred heights within the ACZ1.

Overall, the built form of the proposal represents an appropriate layout for the site through the introduction of an active, attractive gateway building on a site that is currently underutilised. The proposed design response presents a high quality and innovative design solution for the site which includes a range of building materials, surfaces and design techniques to help articulate and add visual interest to the built form.

Are the public realm outcome acceptable?

The proposal is for a mixed use development with fine grain development at the ground floor level to create a clear pattern of access and movement.

The residential buildings feature three separate and distinct building entrances. The main entrance is delineated by a landscaped courtyard leading to a lobby.

Importantly, the carparking within the development has been concealed within the development (within the basement and podium levels), maintaining 'hard edges' to all street frontages. In particular, the frontage to Cowper Street features three commercial tenancies (shops) and seven SOHO apartments (i.e. hybrid apartments for residential and commercial purposes and allow people to work and live in the same dwelling). The proposal will also facilitate the relocation of the existing overhead powerlines which will significantly improve the streetscape conditions.

The applicant has provided a public realm plan which details the streetscape improvement works which has been reviewed by Councils' City Design unit. It is recommended a number of improvements, including the removal of all existing street trees to establish a

new quality and consistent streetscape to this edge, using a tree species suited to the conditions. This is considered appropriate, noting that many of the existing street trees have poor structure/form or condition and have been heavily pruned due to the overhead wires.

The proposed public realm outcomes are, therefore, acceptable.

Are there any adverse impacts on adjoining properties?

Most development brings with it amenity impacts; however, the potential for unreasonable external amenity impacts is greatly reduced owing to the road abuttal to the north and east and the railway abuttal to the west.

Directly to the south, are the residential properties fronting Talbot Street and Cowper Street. These properties comprise predominantly single fronted Victoria dwellings with rear yards abutting the subject site. An assessment of many of the key amenity issues relies on a detailed appreciation of the nature of these adjoining properties.

Notwithstanding that, this is a site which is designated for higher densities and the potential impact on adjoining properties must be assessed on balance with the built form objectives under the ACZ1.

Overshadowing

Overshadowing of the private open spaces of adjoining properties has been addressed by the siting of the building. Further, the applicant presented amended plans during the planning forum which sought to address the concerns of objectors.

The shadow diagrams accompanying the amended plans detail that there would be some additional overshadowing of the adjoining courtyards to the south at 9am on the equinox. However, by 10am the shadow would be captured by the existing boundary fence and therefore there is no additional overshadowing between the hours of 10am and 3pm. The extent of overshadowing to adjoining residential properties is, therefore, acceptable and satisfies the numerical requirements of Standard B29 of Clause 55. Given the specific context of the site, the public realm will not be unreasonably impacted by overshadowing.

Overlooking

The properties at 1-10 Talbot Street and 54 Cowper Street are all within 9m of the subject site and could potentially be overlooked by the proposed development.

A range of devices including timber screening, translucent glass, solid walls and setbacks are provided to the townhouses where there is the potential for overlooking within nine metres of adjoining properties. Conditions within Attachment 1 will require the screening of any balconies and windows within 9m of adjoining private open space or habitable room windows, in accordance with the requirements of Clause 55.

The 10 storey building within Precinct 2 is setback approximately 32 metres from the Talbot Street properties and therefore screening is not required.

Visual Bulk

The proposed scale of development is considered acceptable and is within the preferred heights of the ACZ1. It is noted that the applicant has responded to concerns with the proposal and has introduced additional setbacks to the town houses resulting in a

decrease in the perceived bulk, when considered in relation to the advertised scheme. The height of the proposed townhouses (at three storeys) delivers the sense of transition.

No doubt there an appreciable change to the outlook from these dwellings would occur.

It is considered, however, that the proposal is adequately setback and articulated so as not to impose an unreasonable amount of bulk on neighbouring properties. The minimum setback of 3.5 metres at the first floor level and 5.5 metres at the second floor level well exceeds the requirements of Standard B17.

Taking the above into account, the proposal will cause no unreasonable off site amenity.

Does the proposed provide appropriate internal amenity for residents?

The development comprises a mix of one and two bedroom apartments (including SoHo apartments and three and four bedroom townhouses) that offer a diversity of housing for the varied needs of future occupants.

The particular design response that has been adopted, coupled with the non-sensitive interfaces along the rail corridor and Cowper Street provide a high standard of amenity for future residents including access to sunlight, daylight and privacy as sought by clause 21.07.

The dwellings are relatively well proportioned and commensurate with the anticipated number of occupants and are arranged to make the most efficient use of space. The dwellings will be provided with secluded private open spaces accessed from living rooms in the form of balconies of over 8 square metres while the proposed townhouses have ground floor open spaces within a rear courtyard.

Overall, the proposal will achieve appropriate levels of internal amenity for future occupants as:

- The proposed apartments are appropriately dimensioned and include open plan living/dining areas; and will achieve good daylight access and ventilation to bedrooms and living areas.
- The apartment sizes (of between 48sqm and 78sqm) are reasonable for one and two bedroom apartment.
- All apartments will be provided with terrace/balcony areas with direct connectivity from living/dining areas. These areas will be sufficient to meet the reasonable recreational needs of future occupants and will range from 8sqm to 30sqm in area.
- The proposed balcony spaces will be complimented by rooftop terraces, an internal communal courtyard and a resident gym.
- The proposal provides three separate and secure entry lobbies providing access to all apartments.
- All dwellings will be provided with convenient lift access from ground floor to all levels.
- All habitable rooms/units are provided with adequate self-contained facilities.
- The proposed apartments all incorporate design measures to attenuate against noise associated with the operation of the rail corridor.
- Appropriate bicycle parking is provided at ground floor level to meet the reasonable needs of future occupants and to promote sustainable modes of transport. The bicycle parking layout is functional, and allows for safe and efficient access within the site – additional bicycle parking spaces will be requested by way of a condition.

- All site services are located at ground level and are easily accessible within the building by all residents, emergency services and maintenance workers.
- The pedestrian entrance providing clear and appropriate access to the street.

The proposal provides an appropriate presentation to the street but would also benefit from a more obvious entry treatment, particularly for precinct 3. This may be achieved through the installation of an additional canopy structure over the entrance and has been addressed as a condition within Attachment 1.

The proximity of the development to the various services and conveniences of the Footscray Activity Centre, the proximity to Footscray Train Station and the abundant areas of public open space, combined with the design of the apartments will provide for an acceptable standard of living amenity for future residents.

Is adequate parking provided on site to cater for residents and visitors?

Motor-vehicles

The proposal provides a total of 208 car spaces, comprising 28 spaces for the town houses and 176 spaces for the apartment buildings located within the basement and podium levels of the building and 4 for the retail component. The proposal is seeking a waiver of 120 parking spaces.

Clause 21.09 seeks to promote sustainable transport and alternatives to the motor car by allowing car parking dispensations for developments well served by the Principal Public Transport Network.

Further support for the reduction in parking is found within the precinct guidelines of the ACZ, which contemplated a reduction in off street carparking in proximity to public transport.

The reduction in parking is considered appropriate having regard to the physical and policy context of the site, noting:

- The site is located within a substantial change activity centre with a wide provision of services and infrastructure.
- The site is within proximity to fixed rail, light rail and bus public transport options, which operate within the centre and all within walking distance. The site also adjoins the Footscray Train station.
- The proposal seeks to provide a car share program within the new access road, which will be available to the wider public.
- There are approximately 22 car spaces available along the sites frontage to Cowper Street.
- A parking survey of the wider area identified between 47 and 66 vacant spaces available in a vicinity of the site (34-52 per cent occupancy).

The provision a parking space allocated to a car share program is considered to be a positive attribute of the proposal and is emerging as an important alternative means of travel and is also consistent with Clause 21.09. With regard to the retail component, it is considered there is sufficient short term parking available within the area to accommodate the demands of customers as most visitors and patrons will likely be locals who may choose to walk to the site.

Bicycles

The provision of bike parking fails to satisfy the requirements under Clause 52.34 and it is recommended that the additional bicycle spaces be provided in lieu of the shortfall in car parking. A condition is; therefore, recommended requiring the provision of additional bicycle parking spaces in a location convenient to future residents.

Motor-cycles

Clause 45.09-1 (Parking Overlay – Schedule 1), states that all buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 25 carparking spaces, unless the responsible authority is satisfied that a lessor number is sufficient. Based on the above rates the development generates a requirements of:

- 1 motorcycle space for the Precinct 1 (28 car spaces)
- 4 motorcycle spaces for Precinct 2-3 (100 car spaces)
- 3 motorcycle spaces for Precinct 4 (72 car spaces)

The proposed development provides for 10 motorcycle parking spaces which accords with the above requirements.

Taking the above into account, it is reasonable to conclude that the policy specifically encourages a reduced parking rate for the site and the physical context is such that there are probably no better development sites within the FCAA where a reduced parking rate should be contemplated and supported.

Vehicle Access

The overall functionality of the proposed carparks appears reasonable. The proposed parking bay dimensions, aisle widths and clearances are generally in accordance with the design standards contained at Clause 52.06-8. Corrective manoeuvres will be required to access or exit some spaces; however, Councils Engineering department have advised that this is generally considered acceptable for resident parking.

The new road satisfies Councils standards and allows for waste collection vehicles to turn around at the western end of the new road.

Objection/concerns not previously addressed

In response to the grounds of objections not addressed in the above discussion, the following comments are provided:

Issue	Officers Response
Overshadowing	The issue of overshadowing has largely been addressed by incorporating the additional setbacks to the proposed townhouses. As a result the extent of overshadowing satisfies the numerical requirements of B29 of Clause 55.
Overlooking	A range of devices including timber screening, translucent glass, solid walls and setback are provided in almost all locations where there is the potential for overlooking from open space or windows within 9 metres of neighbouring private open space or windows.
Inadequate carparking	Parking and traffic related issues have been discussed above. Concerns raised in the planning forum related, primarily, to the lack of resident parking within Talbot Street, which is currently restricted to 2 hour parking. The lack of

Pedestrian connectivity to Footscray train station	resident parking within Talbot Street is a legitimate concern, however, it is not a matter that can be specifically addressed through this permit application. Any application to reclassify the parking restriction within Talbot Street would need to be considered on the merits and initiated by the residents of Talbot Street. The pedestrian connection to Footscray station from northern end of new road requires coordination with VicTrack to achieve access and would be subject to a leasehold agreement over the land. The proposed development future proofs this provides for stage one of this link
Lack of housing diversity	Whilst the buildings within precincts 2, 3 and 4 include a concentration of one and two-bedroom apartments, the proposed development, as a whole, does provide a mixture of house types and sizes including a provision of three and four bedroom townhouses and shop top living opportunities. The proposal is, therefore, considered to provide real housing choice compared to the emerging form of housing in the actively centre, which comprises primarily one and two bedroom apartments (particularly when you look at the lack of diversity emerging within Josephs Road). It is also noted that removing the smaller one bedroom apartments in favour of larger more expensive three bedroom apartments would conflict with the aims and objectives of Clause 21.07-3 in that choice and affordability would be reduced. It is further acknowledged that the floor plates of each building have the ability to be reconfigured if purchasers come forward for three bedroom units. The proposal, therefore, retains the flexibility to respond to demand for three bedroom apartments should it arise in the future which is a reasonable way address the issue.
The lack of activation on the northern side of the new road way	The interface to the new road way has been designed to provide intermittent visual activation while also balancing the need for back of house service areas which are required to support building operation such as fire hydrants, substations, storage areas, access, loading and the like. The proposal is considered to strike a reasonable balance and provides a number of small office/home office dwellings complimented by a gymnasium and residential apartments on the levels above. The proposed interface to the new road is; therefore, considered acceptable and will provide for reasonable activation and surveillance of the new roadway.

CONCLUSION

The proposal meets the overall intent and objectives of the State and Local Planning Policy Frameworks, including the objectives of Activity Centre Zone of the Scheme. The application should, therefore, be supported subject to the conditions outlined in Attachment 1.

ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP438/2016	
SITE ADDRESS:	34 Cowper Street, Footscray	
PROPOSAL:	Buildings and works for the construction of a mixed use development comprising multiple dwellings (townhouses and apartments) and commercial tenancies and a reduction in car parking requirements.	
DATE OF COUNCIL	26 April 2017	
MEETING:		

Amended Plan Condition

- 1. Before the development starts, amended plans must be submitted to the satisfaction of the Responsible Authority. The plans must be drawn to scale and must be generally in accordance with the plans circulated by the applicant on 7 March 2017 (Clarke Hopkins Clarke Revision H) but modified to show:
 - (a) The first floor of the proposed townhouses setback a minimum of 4.5 metres from the southern boundary.
 - (b) The second floor level of the proposed townhouses setback a minimum 6.4 metres from the southern boundary.
 - (c) Additional bicycle parking spaces to comply with Clause 52.34 in a convenient location near the entrance to the building within precinct 3.
 - (d) Extend the building canopy south of the main building entrance for Precinct 2
 - (e) A landscape plan to the satisfaction of the Responsible Authority (refer to Condition 7).
 - (f) A notation on the plans showing the location of the "Proposed dedicated car share space".
 - (g) Any changes required to satisfy the conditions from PTV and Victrack.
 - (h) Any changes required by the wind assessment report required to pursuant to Condition 6.

When approved, the plans will be endorsed and will then form part of the permit.

General Conditions

2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme.

NOTE: This does not obviate the need for a permit where one is required.

- 3. The walls on the boundary of the adjoining properties shall be cleaned and finished to the satisfaction of the Responsible Authority.
- 4. All visual screening and measures to prevent overlooking to adjoining properties must be erected prior to the occupation of the buildings to the satisfaction of the Responsible Authority.

5. All pipes, fixtures, fittings and vents excluding downpipes and air conditioning units servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Wind Assessment Report

- 6. Prior to the commencement of the development (excluding any demolition, bulk excavation, construction or carrying out of works), wind tests carried out by a suitably qualified consultant, must be carried out on a model of the approved building. A report detailing the outcome of the testing must be submitted to and be to the satisfaction of the Responsible Authority. The report must recommend any modifications which must be made to the design of the building to:
 - (a) Ensure the wind conditions will satisfy criterion acceptable for walking along the footpath adjacent to the site along Cowper Street and the criterion for standing at the building entrance areas.

The recommendations of the report must be implemented at no cost to the Responsible Authority.

Landscape Plan and Street Tree Conditions

- 7. Concurrent with the endorsement of plan, an amended landscape plan must be submitted to the satisfaction of the Responsible Authority. The plan must be drawn to scale with dimensions and be provided in a digital format. The plan must show:
 - (a) The location of all existing vegetation to be retained and/or removed
 - (b) The location of buildings and trees on neighbouring properties within 3 metres of the boundary
 - (c) Details of all surface finishes of pathways and driveways including along the proposed laneway.
 - (d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
 - (e) Provision of new canopy street trees selected from the City of Maribyrnong Landscape Guidelines along the frontage to Cowper Street and within the central medium strip.
 - (f) Provision of new canopy tree selected from the City of Maribyrnong Landscape Guidelines within the rear yard of each of the proposed townhouses.

When approved, the plan will be endorsed and will then form part of the permit.

8. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.

Public Realm Plan

- 9. Concurrent with the endorsement of plans, a public realm plan generally in accordance with the public realm plan circulated by the applicant on 7 March 2017 (Clarke Hopkins Clarke Revision H) but modified to show:
 - (a) Footpath cross-sections at 10-metre intervals along the Cowper St frontage, to demonstrate satisfactory footpath cross-falls, and compatibility with the proposed FFLs.
 - (b) The relocation of the existing overhead along the western side of Cowper Street to below ground.
 - (c) A new generation of landscaping along the street frontage and the central medium strip in accordance with the landscape plans at Condition 7.
 - (d) Any traffic calming measures as agreed by Council.

When approved, the plan will be endorsed and will then form part of the permit.

10. All works outlined in the Public Realm and Landscape Plan must be completed to the satisfaction of the Responsible Authority and with all costs borne by the owner/developer.

Infrastructure conditions

- 11. Prior to the commencement of any development within Precincts 1, 2 or 3, detailed engineering plans (at 1:200 scale) must be submitted and approved by the Responsible Authority. The plans must show all proposed works including kerbs, road pavement, crossovers, footpaths, underground drainage, street lighting, parking signs & line-marking and landscaping. All costs associated with the works, including plan checking and supervision fees, are to be borne by the developer.
- 12. Prior to the occupation and/or subdivision of Precinct 1, 2 or 3 (whichever occurs first), the proposed road and associated works approved under condition 10, must be constructed to the satisfaction of the Responsible Authority.
- 13. Vehicular crossings must be constructed and/or modified to the road to suit the proposed driveway to the satisfaction of the Responsible Authority.
- 14. All disused or redundant vehicle crossings must be removed and the area reinstated with either/or footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- 15. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 16. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority (Infrastructure Planning Section) drainage plans to the legal point of discharge requirements.

17. Prior to the occupation of the development, the section of new roadway, located within the application site, must be declared as Public Road and vested in Council as Road on plan of subdivision. The developer must pay all cost and expenses.

Environmental Audit Overlay

- 18. Prior to the commencement of any use or development, buildings and works or certification under the Subdivision Act 1988 either:-
 - (a) A Certificate of Environmental Audit must be issued for the land pursuant to Section 53Y of the Environment Protection Act 1970,

or

(b) A Statement of Environmental Audit must be issued for the land pursuant to Section 53Z of the Environment Protection Act 1970. The Statement must state that the land is suitable for the use and development allowed by this permit.

The Environmental Audit Report and Certificate of Environmental Audit or Statement of Environmental Audit must be submitted to the Responsible Authority.

- 19. Building works to facilitate remediation may commence prior to the completion of a Certificate of Environmental Audit or Statement of Environmental Audit provided that a Remediation Action Plan (RAP) and an Environmental Management Plan (EMP) for the subject site is prepared to the satisfaction of the Responsible Authority for the use and development allowed by this permit.
- 20. The Remediation Action Plan (RAP) and an Environmental Management Plan (EMP) for the subject site must be prepared:
 - With the written consent of the EPA appointed environmental auditor responsible for issuing the Certificate or Statement of Environmental Audit for the subject site and the Responsible Authority.
 - Prior to the commencement of any building works to facilitate remediation on the subject site, and must comply with EPA publication 480 "Environmental Guidelines for Major Construction Sites – February 1996",
 - and submitted to the EPA appointed environmental auditor for review and a written agreement.

Copies of the RAP & EMP (including any updated versions) and written agreement must be provided to the Responsible Authority prior to the commencement of any building works to facilitate remediation on the subject site. No changes shall be made to the RAP or EMP unless agreed to in writing by the EPA appointed environmental auditor, and the Responsible Authority.

- 21. All the conditions of the Statement of Environmental Audit and any associated plan must be to the satisfaction of the Responsible Authority and must be complied with to the satisfaction of the Responsible Authority.
- 22. Prior to the commencement of the use, issue of a certificate of occupancy under the Building Act 1993, or certification under the Subdivision Act 1988, a letter must be submitted to the satisfaction of the Responsible Authority, by a suitably qualified environmental professional to verify that the conditions of the Statement of Environmental Audit issued for the land have been complied with and any associated environmental management plan and remediation action plan, satisfactorily implemented.
- 23. Where a Statement of Environmental Audit or any associated plan details ongoing maintenance or monitoring conditions, prior to either certification of a Plan of Subdivision or the commencement of the use the owner of the land must enter into an Agreement with the Responsible Authority (and others, where necessary) made pursuant to Section 173 of the Planning & Environment Act 1987 to the satisfaction of the Responsible Authority to provide for the following:-
 - The owner and any subsequent owners must meet any ongoing maintenance or monitoring conditions detailed in the Statement of Environmental Audit and any associated environmental management plan and remediation action plan.

An application must be made to the Registrar of Titles to register the section 173 agreement on the title to the land under section 181 of the Act. The owner/operator under this permit must pay all costs associated to the preparation, (and) execution and registration of the section 173 agreement

Green Travel Plan

- 24. Before the use of the land commences, a Green Travel Plan must be prepared to the satisfaction of the Responsible Authority (following consultation with the Department of Infrastructure). The Plan must be prepared by a suitably qualified person and must encourage the use of non-private vehicle transport modes by the occupiers of the land. The Plan must include, but not be limited to the following:
 - (a) A description of the location in the context of alternative modes of transport and objectives for the Green Travel Plan;
 - (b) Outline Green Travel Plan measures for the development including, but not limited to:
 - (i) household welcome packs tram, train and bus timetables relevant to the local area must be included in the pack of information provided to purchasers upon a purchaser's occupation of an apartment;
 - (ii) bicycle parking and facilities available on the land;
 - (iii) monitoring & review; and
 - (iv) a plan showing:
 - the bicycle parking areas for use by residents and commercial occupiers of the building; and

the location of the proposed car share parking space.

The Green Travel Plan must not be amended without the written consent of the Responsible

Parking Allocation Schedule

25. Prior to the commencement of the use and development hereby permitted or the certification of the plan of subdivision (whichever occurs first), a Parking Allocation Schedule must be submitted to and approved by the Responsible Authority.

The schedule must detail the means by which the on-site car parking and bicycle parking spaces approved under this permit will be allocated and managed for the mix of uses hereby approved within the development.

Waste Management

26. The waste storage and collection arrangements must be carried out in accordance with the Waste Management Plan (WMP) prepared by Leigh Design dated 8 December 2016. The submitted WMP must not be modified or altered without prior consent of the Maribyrnong Council - Engineering Services.

Environmental Sustainable Design

27. All recommendations of the Environmental Sustainable Management Plan prepared by F2 Design dated 25 May 2016, must be fully implemented to the satisfaction of the Responsible Authority. The submitted Sustainable Management Plan must not be modified or altered without prior consent of the Maribyrnong Council - Engineering Services.

PTV Conditions

- 28. Without limiting the obligations of the permit holder under the Transport (Compliance and Miscellaneous) Act 1983 (Vic), before the development starts, including bulk excavation, detailed construction/engineering plans and computations must be submitted to, and must be to the satisfaction of, Public Transport Victoria and VicTrack for the protection of the railway corridor, and all transport infrastructure. The plans must show:
 - a) all excavation of the site and impacts on the rail corridor and all associated infrastructure,
 - b) no windows, doorways, balconies or openings from the buildings on the property boundary adjoining the rail corridor
 - c) suitable clearance demonstrated from electrical fields in consultation with Metro Trains and its requirements.

to the satisfaction of Public Transport Victoria and VicTrack.

29. All necessary construction control agreements and indemnity agreements must be in place with Public Transport Victoria and VicTrack at the full cost of the permit holder, prior to works commencing (including demolition and bulk excavation).

- 30. Before development starts, including bulk excavation, three (3) copies of a Construction Management Plan must be submitted to Public Transport Victoria and VicTrack which must be to the satisfaction of Public Transport Victoria and VicTrack. The Construction Management Plan must include details of (but not be limited to) management proposals to minimise impacts to VicTrack assets and the operation of the railway during construction and must set out objectives and performance and monitoring requirements for:
 - Access to the rail environment, including designation of any areas to be used under license during the construction process;
 - b) Approvals and permits required from Public Transport Victoria, VicTrack and the accredited transport operators prior to works commencing and prior to accessing the rail corridor
 - c) Rail safety requirements that must be adhered to by the permit holder;
 - d) Protection of all rail infrastructure to ensure rail infrastructure is not damaged during demolition or construction;
 - e) Minimising disruption to train services;
 - Management of drainage, effluent, material stockpiles, fencing, hoardings to ensure VicTrack land is not used for, or impacted on by these activities outside of the licence area;
 - g) Public safety, amenity and site security;
 - h) Operating hours, noise and vibration controls; and
 - i) Air and dust management.

All construction works must be carried out in accordance with the approved Construction Management Plan. The Construction Management Plan must be implemented at no cost to VicTrack, Public Transport Victoria and/or the Rail Operator.

- 31. Before development starts, including demolition and bulk excavation, a Traffic Management Plan must be submitted to Public Transport Victoria for endorsement, which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport including trains and buses to the satisfaction of Public Transport Victoria in consultation with the bus operators & Metro Trains Melbourne. All traffic management and mitigation costs must be at the full cost of the permit holder and in accordance with the approved Traffic Management Plan to the satisfaction of Public Transport Victoria.
- 32. Prior to the commencement of works in public transport areas, the public transport operator(s) (bus and train) must be contacted to obtain the operator's conditions and safety requirements for works on, over, under or adjacent to public transport land and/or easements and electrical infrastructure. Access to the public transport areas during construction must conform to all of the necessary public transport operator/s guidelines and instructions.
- 33. Building materials (including glass / window treatments) along the rail corridor must be non-reflective and avoid using red or green colour schemes that may interfere with driver operations.

Prior to occupation of the development

34. As built drawings for the foundations to the ground floor level and retention system must be provided to Public Transport Victoria prior to occupation of the development or at another time agreed in writing with Public Transport Victoria.

During construction

- 35. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Hopkins Street and rail operation is kept to a minimum during the construction of the development. Foreseen disruptions to bus and rail operations during construction and mitigation measures must be communicated to the Service Operator and Public Transport Victoria fourteen days (14) prior to the commencement of those works.
- 36. The permit holder must ensure transport infrastructure is not damaged as a result of the works and is not altered without prior consent of Public Transport Victoria. Any damage to public transport infrastructure must be rectified to the satisfaction of Public Transport Victoria and VicTrack at the full cost of the permit holder.

General / on-going

- 37. Permanent or temporary soil anchors must not be installed in rail land and/or easements without the prior permission of VicTrack and Public Transport Victoria.
- 38. No drainage, effluent, waste, soil or other materials must enter or be directed from the site to rail land/easement or stored or deposited on rail land/easements.

VicTrack Conditions

- 39. Prior to the commencement of any buildings and works, the permit holder shall obtain to the satisfaction of the responsible authority and VicTrack a report prepared by a qualified health, safety and noise engineer that assesses the noise and vibration impacts of the existing and future operation of the rail corridor upon the residential amenity of the future residents of the development. The assessment must include recommendations on the glazing, wall construction, footing construction and sealing of the buildings' openings to reduce the noise levels in bedrooms of dwellings should achieve an internal noise level of 50dB LAmax. The plans endorsed under this permit must comply with the recommendations of the engineer's report.
- 40. Prior to the occupation of any dwelling in the approved development the respective owner(s) must obtain written certification from a qualified noise engineer that the construction requirements of the noise engineer's report have been satisfactorily completed and the noise levels in bedrooms of dwellings will achieve an internal noise level of 50dB LAmax.

- 41. The permit holder must not enter any railway land without the written consent of the Rail Operator. If the permit holder has obtained the Rail Operator's written consent to enter the railway land, the permit holder must comply with the Rail Operator's Site Access Procedures and Conditions when accessing the railway land.
- 42. Before the commencement of the development, including demolition or bulk excavation, the permit holder must contact the Rail Operator through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to the railway land. The permit holder must comply with the Rail Operator's reasonable requirements for works on, over or adjacent to the railway land.
- 43. Prior to the commencement of works, including demolition and bulk excavation, the permit holder must enter into all necessary construction control and indemnity agreements as required by the Rail Operator.
- 44. The permit holder must not, at any time, interfere with or damage any railway infrastructure (including without limitation overhead power and supporting infrastructure for trains and trams, and underground telecommunication cables). The permit holder must, at its own cost, rectify any damage to railway infrastructure. or disruption to the rail operations, arising out of or in connection with the development to the satisfaction of VicTrack and the Rail Operator within fourteen (14) days of such damage or disruption occurring or such other time agreed by VicTrack and the Rail Operator.
- 45. During the construction of the development, including demolition and bulk excavation, the permit holder must:
 - (a) take all reasonable steps to avoid disruptions to rail operations; and
 - (b) comply with:
 - i. the Rail Operator's safety and environmental requirements; and
 - ii. the requirements of any construction control and indemnity agreement it has entered into with the Rail Operator.
- 46. The permit holder must, at all times, ensure that the common boundary with the railway land is fenced at the permit holder's expense to prohibit unauthorised access to the rail corridor.
- 47. The permit holder must not, at any time:
 - (a) allow any drainage, effluent, waste, soil or other materials to enter or be directed to the railway land; or
 - (b) store or deposit any waste, soil or other materials on the railway land.
- 48. The permit holder must not carry out, or allow to be carried out, any excavation, filling or construction on the common boundary between the subject land and the railway land unless it has obtained the prior written approval of VicTrack and the Rail Operator.

- 49. The permit holder must not at any time erect lighting (permanent or temporary) that spills light onto the railway tracks or which interferes with the visibility of signals and rail lines by train drivers.
- 50. The permit holder must not plant any plants or tree species that are likely to cause any future overhang onto the railway land or disturbance to the railway operations.
- 51. The permit holder must not install, or cause to be installed, any permanent or temporary ground anchors within the railway land.
- 52. Before the commencement of the development, excluding demolition and bulk excavation, the permit holder must prepare plans to be submitted to, and approved by, the Responsible Authority in consultation with VicTrack, which show the design features of the development (including appropriate screening to balconies) that will be implemented by the permit holder to ensure that objects cannot be projected into the rail corridor. The development must be constructed in accordance with the plans approved by the Responsible Authority.
- 53. Before the commencement of the development, including demolition and bulk excavation, amended plans must be submitted to, and approved by, the Responsible Authority in consultation with Victrack. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show that the development, including temporary structures, maintains all the clearances required to be maintained from all railway infrastructure (including without limitation 22kV AC lines and overhead wiring structures) under the Electrical Safety Act 2009 (Vic) and the Electrical Safety Regulations (including the Energy Safety (Installation) Regulations 2009 page 75 Table 313 Rows C and D). The development must be constructed in accordance with the plans approved by the Responsible Authority.
- 54. If the relocation of railway infrastructure (including without limitation 22kV AC lines and overhead wiring structures) is necessitated by the construction of the development, any works to relocate such infrastructure will be at the cost of the permit holder.

Time Condition

- 55. This permit will expire if one of the following circumstances applies: -
 - The development is not started within three years of the date of this permit.
 - The development is not completed within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before or within 6 months after the permit expiry date, where development allowed by the permit has not yet started; and within 12 months

after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Notations

- The proposed development will be subject to public open space contribution pursuant to Clause 52.01 of this scheme.
- The applicant is advised to liaise with Jemena to explore options for addressing the electrical asset issues and relocating the overhead power lines along the western side of Cowper Street.
- A Stormwater Discharge Permit is required from the Infrastructure Planning and Construction section.
- The owner shall be responsible for the loss of value or damage to Council's
 assets as a result of the development. Reinstatement or modification of the
 asset to Council's satisfaction will be required or compensation to the value of
 Council's loss paid by the Developer.
- A road-opening permit from the Responsible Authority is required for any work and road openings within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- Materials are not to be stored on the road reserve without Responsible Authority approval.
- Protection of Council's street trees shall be in accordance with Council's Street Tree Policy and Protocol.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.

Page 295 Attachment 2



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DDO Precincts Map / 4a Council's Preferred Heights - Map / 5 Future Developments: Map / 6 Elevations (Sheet 4) / TP26 Sections A, B & C / TP26 Sections D & E / TP27
Council's Preferred Heights - Map / 5 Future Developments: Map / 6 Sections D & E / TP26 Shadow Diagrams 9-10am / TP36
Future Developments: Map / 6 Sections D & E / TP27 Shadow Diagrams 9-10am / TP30
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Townhouse 1.01 1.02 / TP//
Street Elevations - Hopkins Street / TP04 Basement Floor Plan / TP05 Typical Layouts - Townhouse 1.16 / TP45
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External Finishes / 12a
Level 6 Plan / TP11
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Roof Plan / TP13 Perspective Image 2 / IM02
Perspective Image 3 / IM03
Perspective Image 4 / IM04
Perspective Image 5 / IM05
Perspective Image 6 / IM06

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LEGEND:



SUBJECT SITE



PRECINCT NUMBER



RAILWAY LINE













TRANSITION AREA TO LOWER BUILT FORM



PEDESTRIAN PRIORITY ROUTE



POTENTIAL PEDESTRIAN LINK







LEGEND:



DDO PRECINCT NUMBER



RAILWAY LINE



PRECINCT BOUNDARY

00.0 m

PREFERRED MAXIMUM BUILDING HEIGHT

00 st

PREFERRED MAXIMUM NUMBER OF

STOREYS

COLOR CODE:



60m TO 80m HEIGHTS



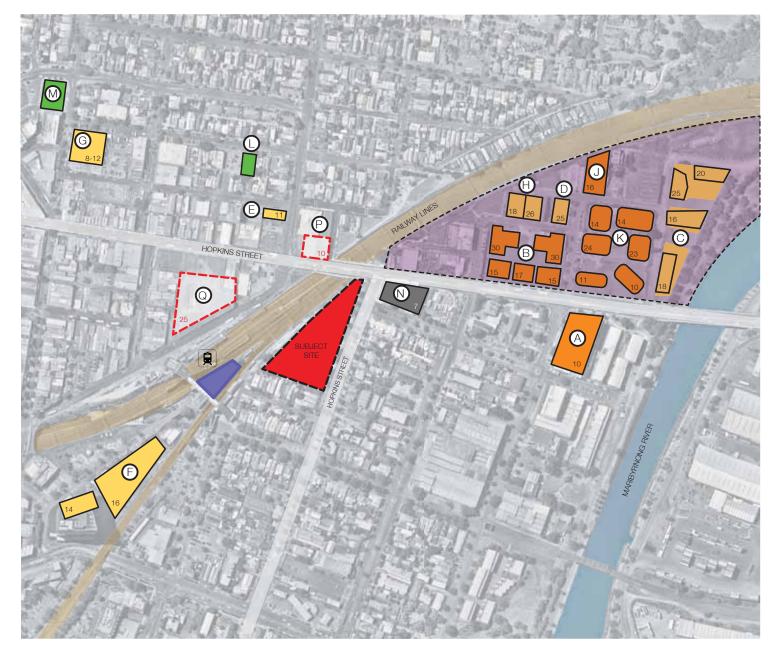
30m TO 48m HEIGHTS



9m TO 25m HEIGHTS







LEGEND:

SUBJECT SITE

A SITE REFERENCE NUMBER

9 NUMBER OF STOREYS

FOOTSCRAY TRAIN STATION

JOSEPH ROAD PRECINCT

POTENTIAL DEVELOPMENT SITES

Developments Under Construction:			
Reference #:	Address:	Storeys:	Dwellings:
А	1 Moreland Street	10	239
В	22 Hopkins Street	15 - 30	968
J	4 Neilson Street	16	134
K	8 Hopkins Street	10 - 24	939

Approved Developments:			
Reference #:	Address:	Storeys:	Dwellings:
С	2 Hopkins Street	16 - 25	753
D	10 Moreland Street	25	210
Е	78 Moore Street	11	129
F	72 Napier Street	14-16	350
G	63 Nicholson Street	8-12	260
Н	1 Warde Street	18-26	380

Developments Under Planning Assessment:			
Reference #:	Address:	Storeys:	Dwellings:
L	39 Ryan Street		9
М	56 Nicholson Street		22

Existing Developments:			
Reference #:	Address:	Storeys:	Dwellings:
N	57-65 Hopkins Street	7	

Potential Development Sites:			
Reference #:	Address:	Storeys:	Dwellings:
Р	58 Hopkins Street		
Q	81 Hopkins Street		































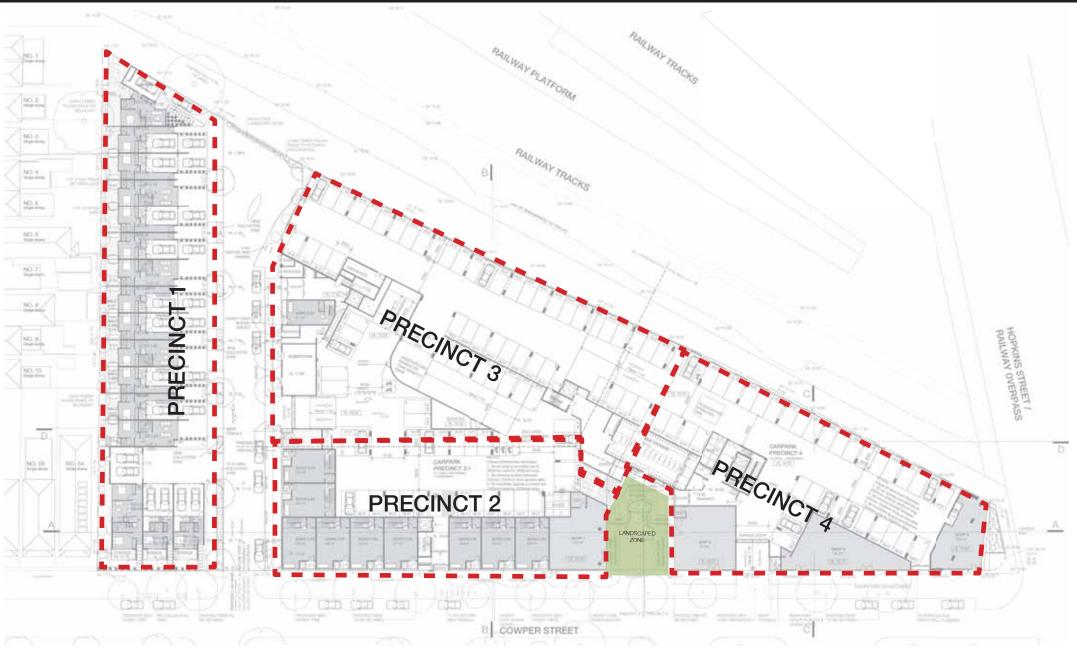










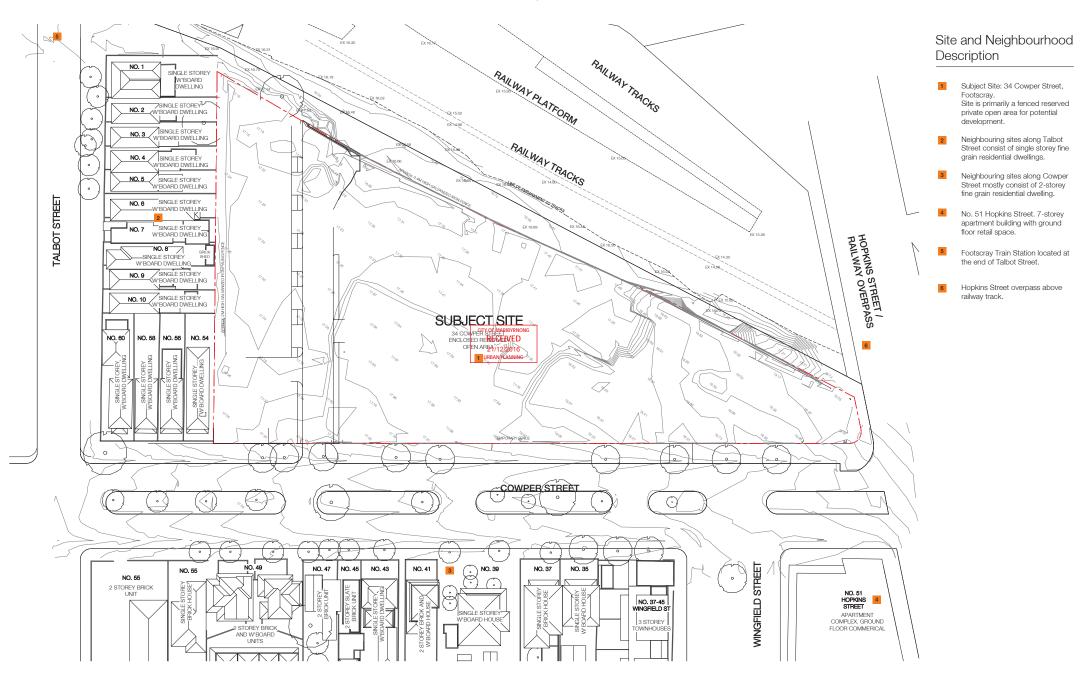


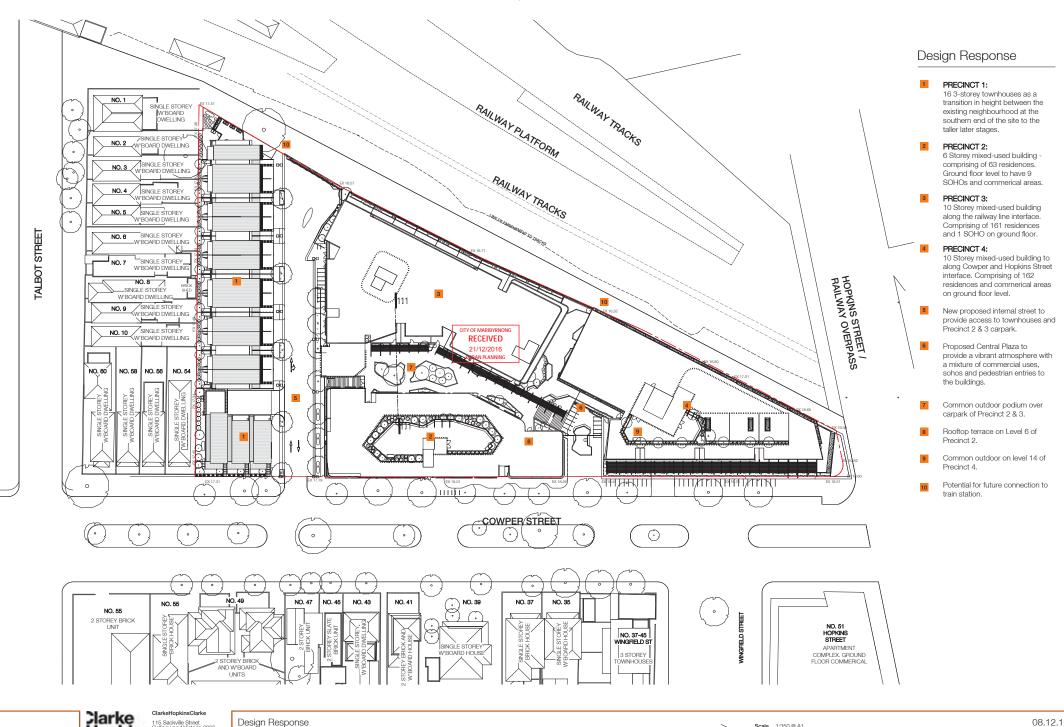














Existing Street Elevation - Cowper St

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Proposed Street Elevation - Cowper St.

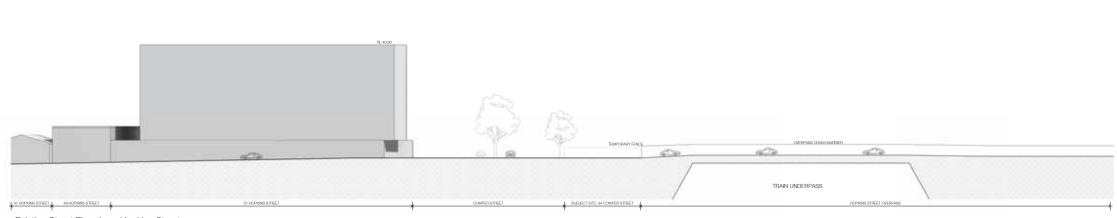


ClarkeHopkinsClarke

5 Sackville Street
Ollingwood Victoria 3066
elephone (03) 9419 4340
ccsimile (03) 9419 4345
Minail studio@cho.com.au

Street Elevations - Cowper Street
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

Scale 1:250 @ A1 1:500 @ A3 0 10 20 08.12.16 15160/TP03f



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Existing Street Elevation - Hopkins Street

TOM LACETYNS

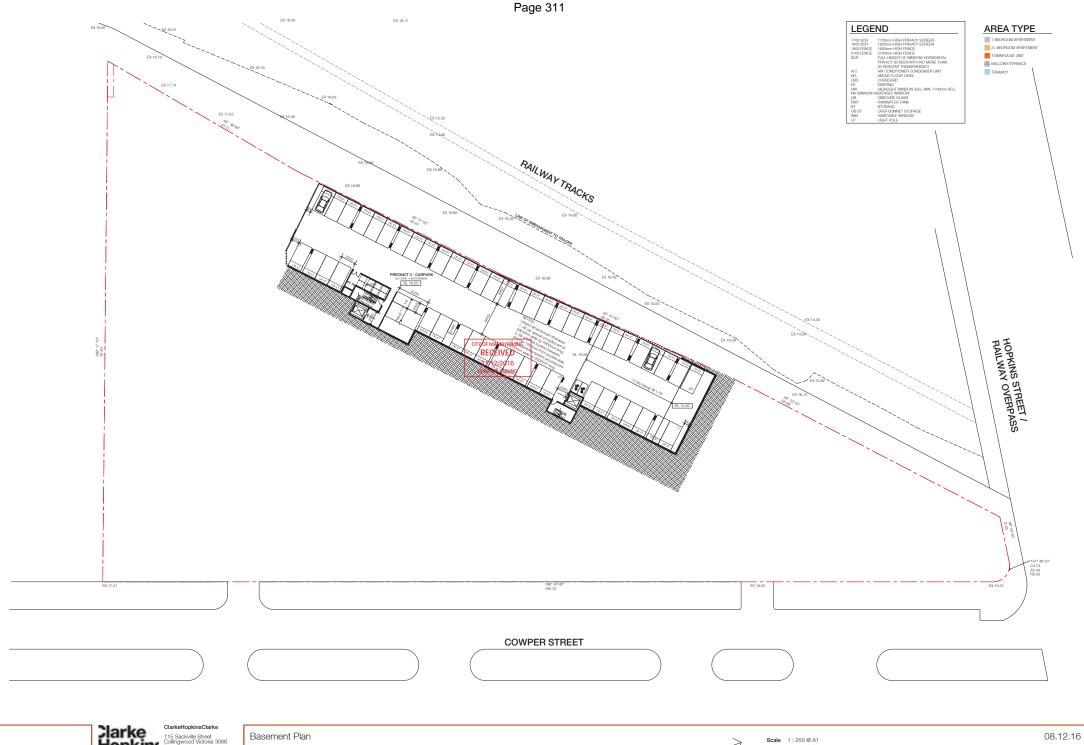
Proposed Street Elevation - Hopkins Street



ClarkeHopkinsClarke 115 Sackville Street

Street Elevations - Hopkins Street
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

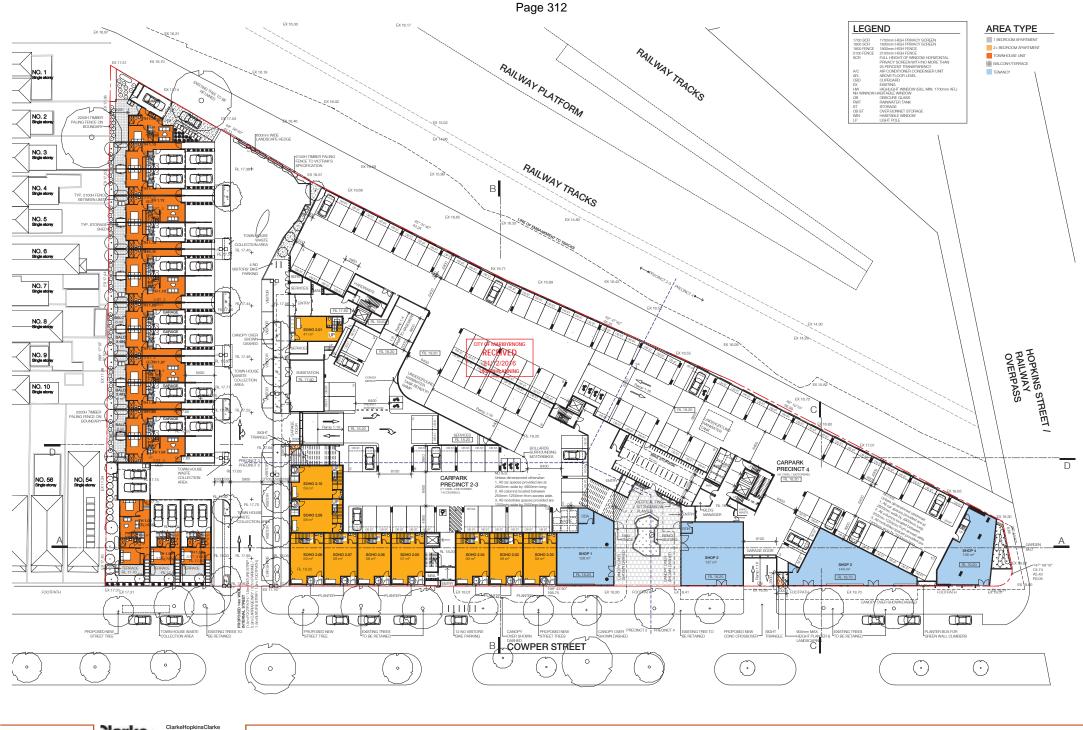
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MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY



15160/TP05f



Clarke Hopkins Field Hopkins Field Field Hopkins Field Field

Ground Floor Plan
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY



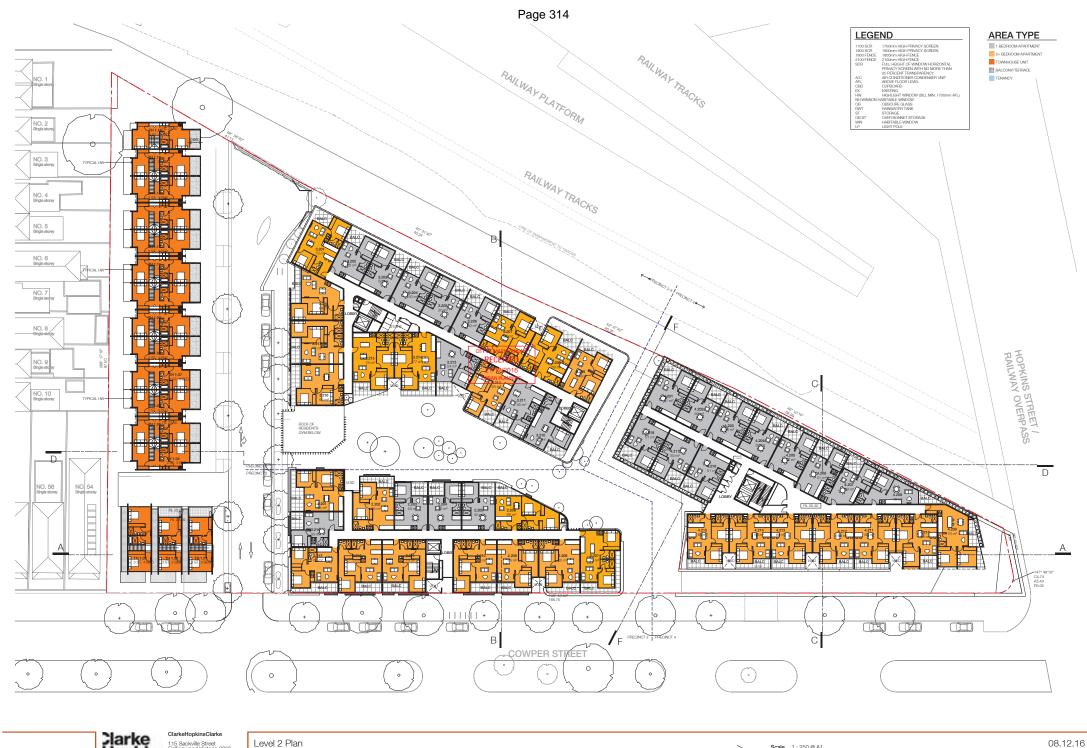
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MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY



15160/TP07f



ediarke Sinisterials Sinisterials

15 Sackville Street Collingwood Victoria 3066 Felephone (03) 9419 4340 Facsimile (03) 9419 4345 Level 2 Plan
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY



08.12.16 15160/TP08f



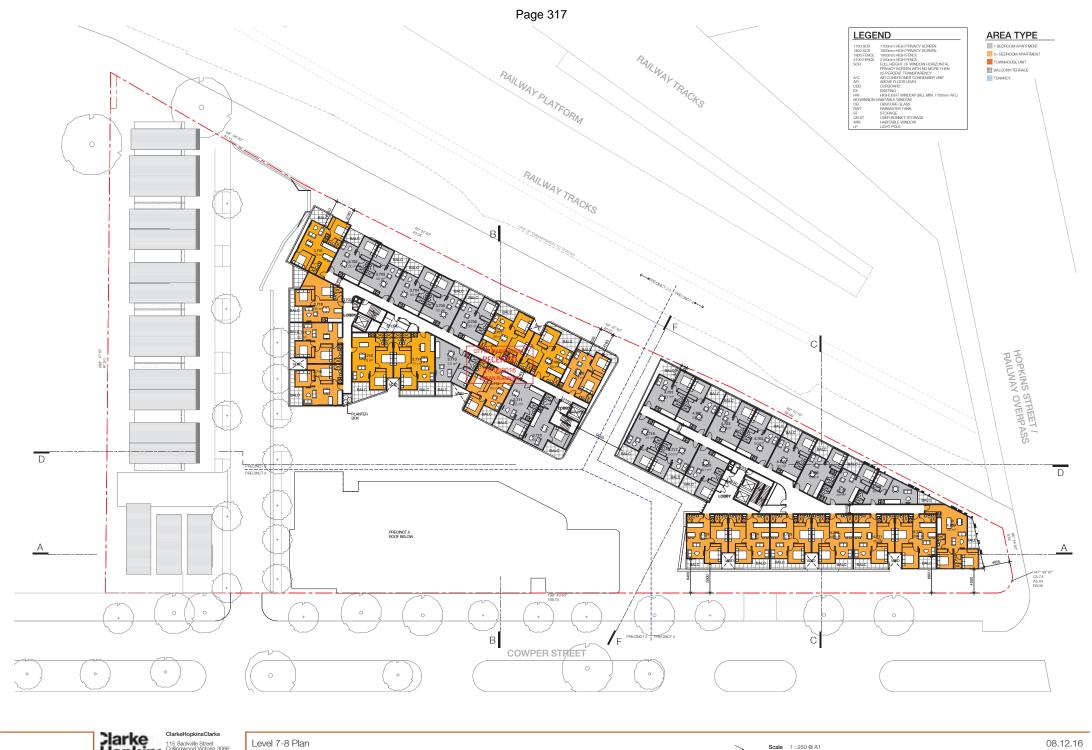
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

15160/TP09f



earke eniaqoH Clarke Level 6 Plan
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

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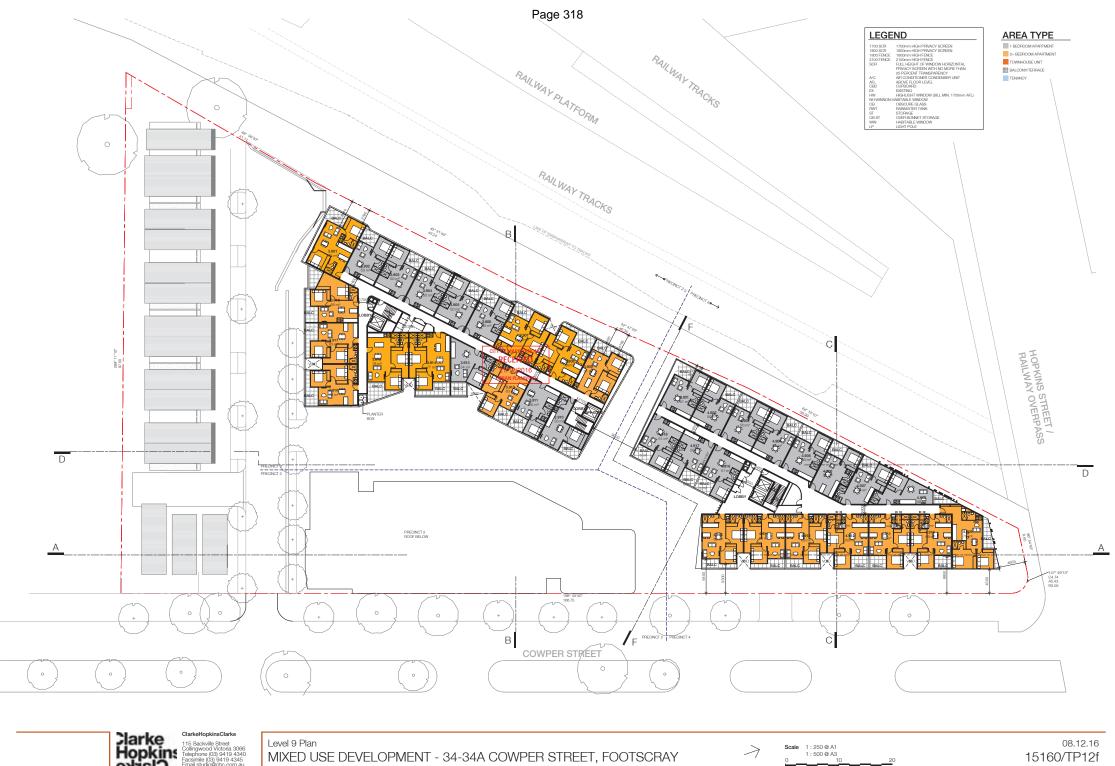


earsels eniagoH Clarke

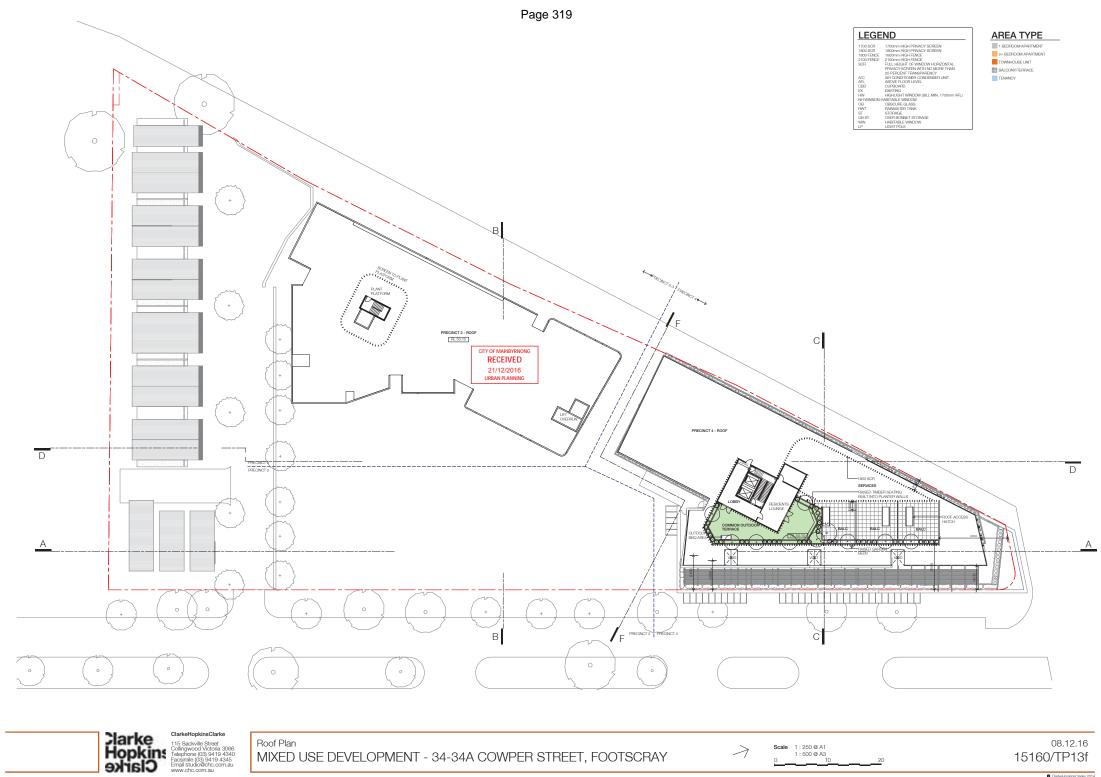
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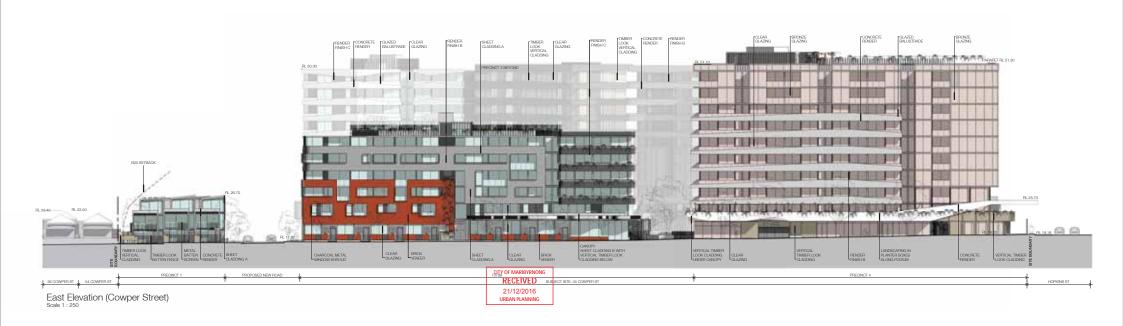


A1



MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

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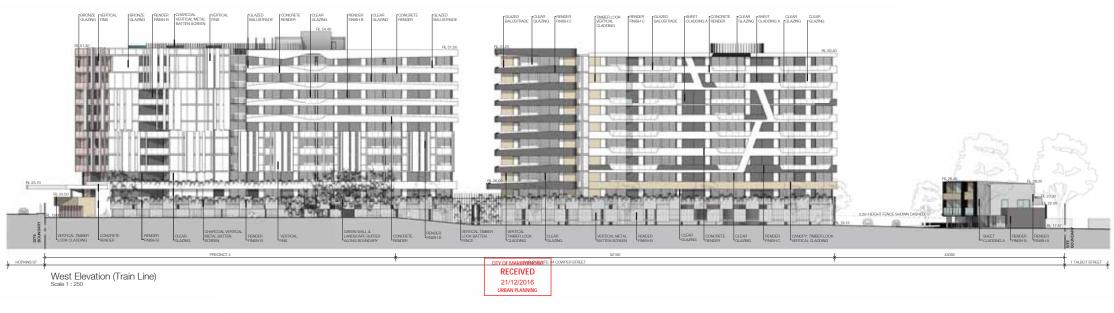
North Elevation (Hopkins Street) Scale 1: 250



ClarkeHopkinsClarke 115 Sackville Street

Elevations (Sheet 1)
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

Scale 1:250 @ A1 1:500 @ A3 0 10 20 08.12.16 15160/TP22f





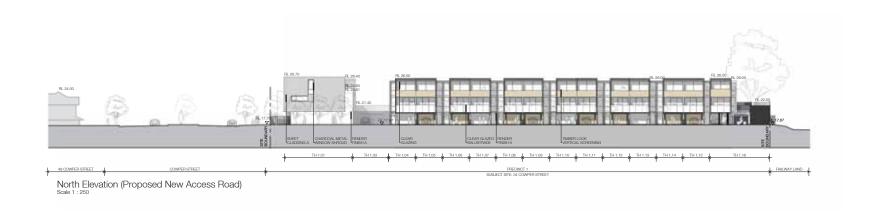
South Elevation Scale 1: 250

> Clarke Hopkins

Norko-Honking Clarks

15 Sackville Street Collingwood Victoria 3066 elephone (03) 9419 4344 accsimile (03) 9419 4345 Elevations (Sheet 2)
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

 08.12.16 15160/TP23f



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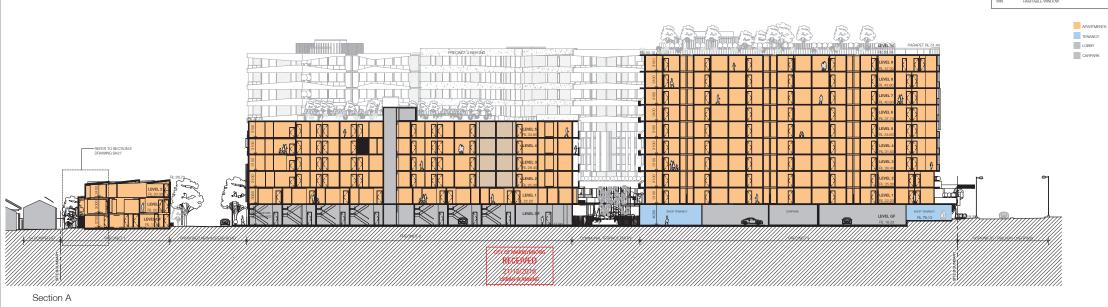
South Elevation (Proposed New Access Road) Scale 1:250

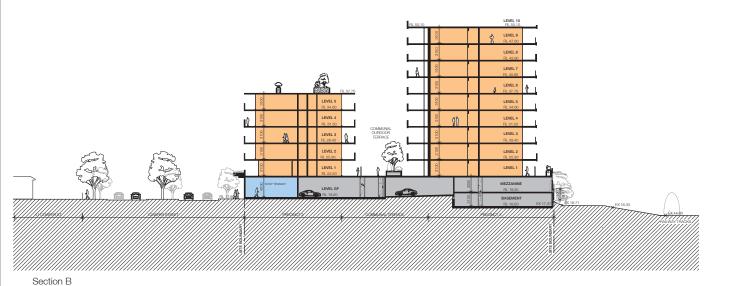


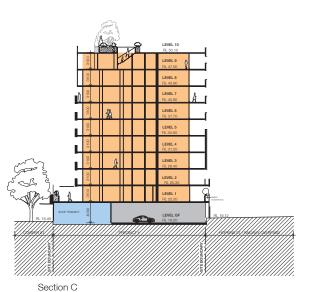
ClarkeHopkinsClarke

115 Sackville Street Collingwood Victoria 3066 Telephone (03) 9419 4340 Facsimile (03) 9419 4345 Email studio@chc.com.au









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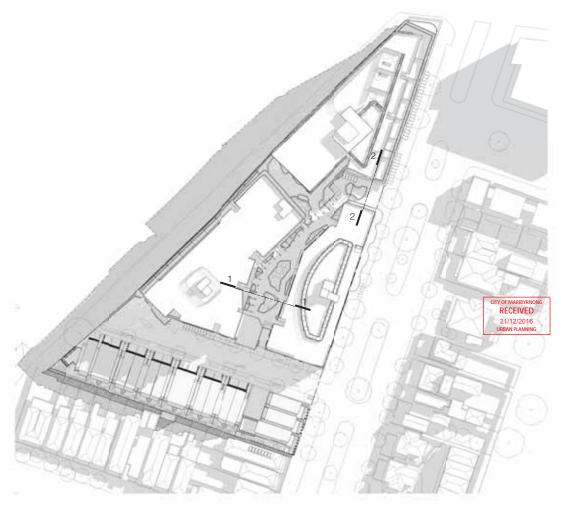
Sections

MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY

Scale 1:250 @ A1 1:500 @ A3 0 _____ 10 ____ 20



Section E Scale 1:100 Section F Scale 1:250



Shadows for Sept 22 at 9am

Shadows for Sept 22 at 10am

Legend - Shadow

EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST DUSTING STRUCTURES

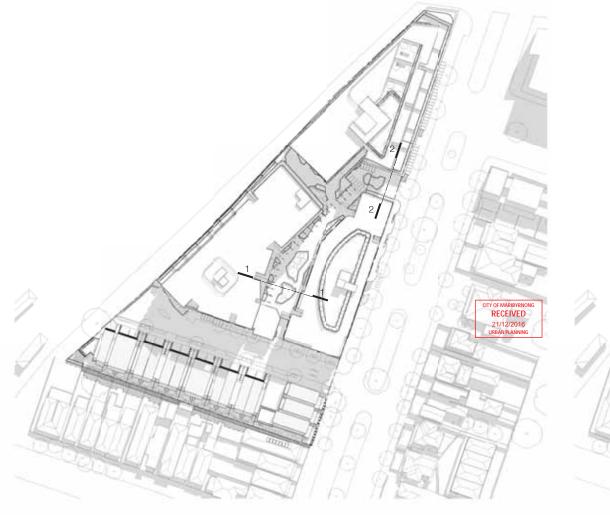


IS ING STRUCTURES
TENT OF ADDITIONAL SHADOWS ON
IGHBOURING PROPERTIES CAST BY
OPOSED STRUCTURES, NOTE: EXTENT
SHADOW SHOWN IS AT GROUND
IGE.



Shadow Diagrams 9-10am MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY





Shadows for Sept 22 at 11am

Shadows for Sept 22 at 12 noon

Legend - Shadow

EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST DUSTING STRUCTURES



EXISTING STRUCTURES
EXTENT OF ADDITIONAL SHADOWS ON
NEIGHBOURING PROPERTIES CAST BY
PROPOSED STRUCTURES, NOTE: EXTEN
OF SHADOW SHOWN IS AT GROUND
LEVEL.



Shadow Diagrams 11am-12pm
MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY



Shadows for Sept 22 at 1pm

Shadows for Sept 22 at 2pm

Legend - Shadow



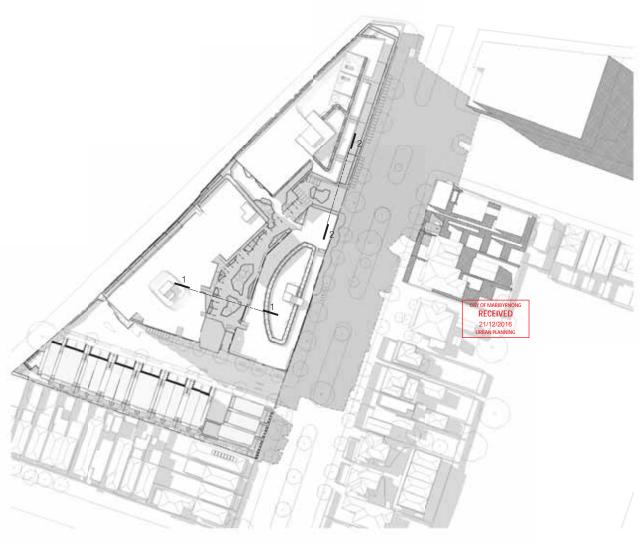




Shadow Diagrams 1-2pm MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY



08.12.16 15160/TP32f



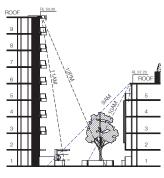
Shadows for Sept 22 at 3pm

Legend - Shadow

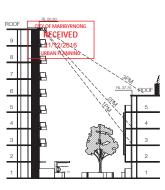




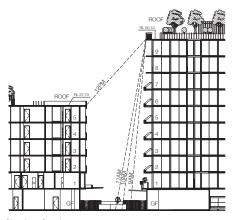




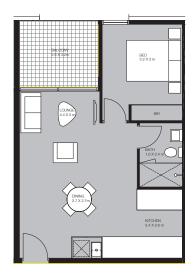
Shadow Section 1 - 9am to 12pm



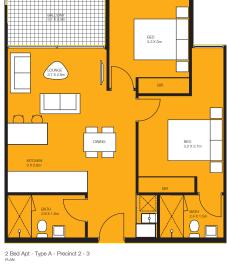
Shadow Section 1 - 1pm to 3pm

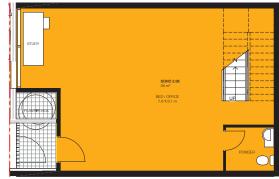


Shadow Section 2 - 9am - 12pm



1 Bedroom Apt - Type A - Precinct 2, 3, 4

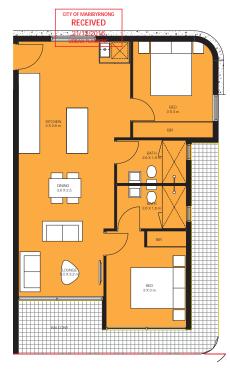




SOHO Ground Floor



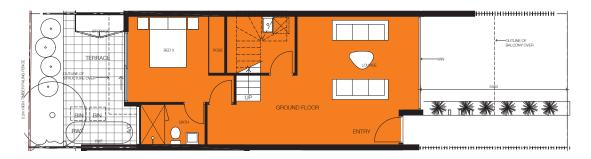
2 Bed Apt - Type B - Precinct 2, 3



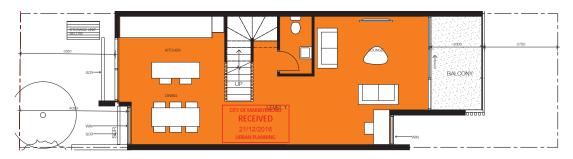
2 Bed Apt - Type C - Precinct 2



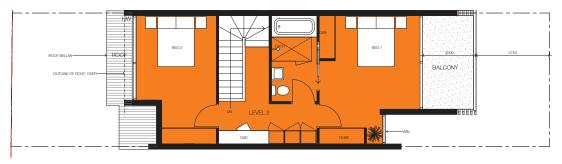
SOHO Level 1 PLAN



TH Type C - Ground Floor



TH Type C - Level 1



TH Type C - Level 2

LEGEND

1700 BCR
1800 BCR
1800

NOT TO BE USED FOR MARKETING

ClarkeHopkinsClarke
115 Sackville Street
116 Sackville Street
116 Sackville Street
117 Sackville Street
118 Sackville Street
119 Sackvi

Scale 1:50 @ A1

1:100@A3



TH Type B - Level 1 Plan

TH Type B - Ground Floor



LEGEND

NOT TO BE USED FOR MARKETING

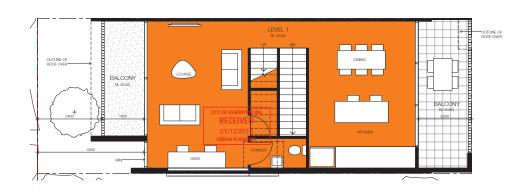
ClarkeHopkinsClarke

TH Type B - Level 2 Plan

Typical Layouts - Town House 1.03 MIXED USE DEVELOPMENT - 34-34A COWPER STREET, FOOTSCRAY Scale 1:50 @ A1 1:100@A3

08.12.16 15160/TP43f









ClarkeHankinsClarks







TH Type 1.16 Ground Floor

TH Type 1.16 Level 2

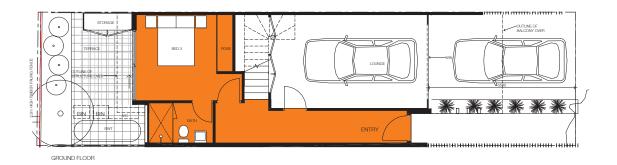
Scale 1:50 @ A1

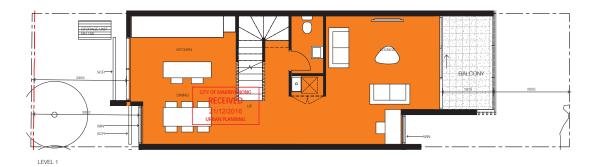
1:100@A3

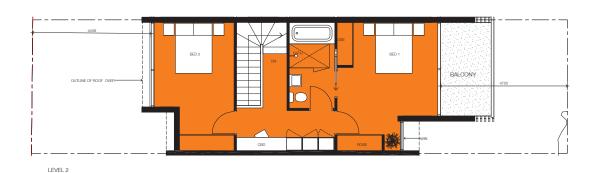
LEGEND

NOT TO BE USED FOR MARKETING

08.12.16 15160/TP45f







LEGEND

LECUTENU TOOM HEAF PRIVACY SCREEN
100 SCR 1000m HEAF PRIVACY SCREEN
100 SCREEN HEAF PRIVACY SCREEN HEAF
100 SCREEN HEAF HEAF PRIVACY SCREEN HEAF
100 SCREEN HEAF SCREEN HEAF
100 SCREEN HEAF

ClarkeHopkinsClarke ABN 18 146 947 762

115 Sackville Street Collingwood Victoria Australia 3066 Telephone (CS) \$419 4340 Facsimile (CS) \$419 4345 Ernall studio@oho.com.au www.chc.com.au (Note: Refer 160516 tpA- issued 30-06-16)

REV - Tpf

8/12/2016

34 COWPER STREET, FOOTSCRAY

Site Area: 9047 m2 (From Survey Plan 10205S/1)

DEVELOPI	MENT SUMN	MARY									
PRECINCT	LEVELS	RESIDENCES	NLA	NSA	BALC.	RESIDENTIAL GFA	COMMERCIAL GFA	CARPARK GFA	GBA	RESI NSA/GFA	COMMON OUTDOOR
1	3	16	0	2610	322	2610			2932	0.00	1286
2	6	72	128	4932	805	5602	128	960	7495	0.90	733
3	10	162	0	9946	1858	11892	0	3315	17065	0.84	412
4	10	162	387	9315	1757	11205	387	1359	14708	0.83	527
DEVELOPME	NT TOTALS	412	515	26803	4742	31309	515	5634	45157	0.86	2957
APARTMENT MIX Quantity		Quantity	PRECINCT	TOTAL CARS	RESI CARS	SHOP CARS	VISITOR CARS	MOTOR CYCLE	BICYCLE	BYCICLE (VISITORS)	
2%	Soho's		10	Phedingi	TOTAL CANS	PROVIDED	PROVIDED	PROVIDED	MOTOR CTGLE	(RESIDENTS)	BYCIOLE (VISITORS)
3%	3 Bedroom T	ownhouses	14	1	24	12		10	1		
1%	4 Bedroom T	ownhouses	2	2 - 3	100	125	1	6	9	42	8
47%	1 Bedroom, 1	Bathroom	192	4	72	69	3		1	42	4
16%	2 Bedrooms,	1 Bathroom	66								
31%	2 Bedrooms,	2 Bathrooms	128	TOTALS	196	206	4	16	10	84	
	Notes: Visitors to use on street parking including 22 spaces along Cowper St. total 412 Precinct 2-3 includes 6 visitor car spaces located on the new internal street										

NOTES

Areas shown are in accordance with the Property Council of Australia's Method of Measurement For Residential Property and Method of Measurement For Lettable Area.

GFA includes NSA, NLA, services, store rooms, cores and circulation and excludes carpark and balcony areas.

GBA includes residential NSA, commercial NLA, services, store rooms, cores and circulation plus carpark, communal outdoor areas and balcony areas









15. Vertical Metal Batters



Colour: "Natural Concrete Grey"























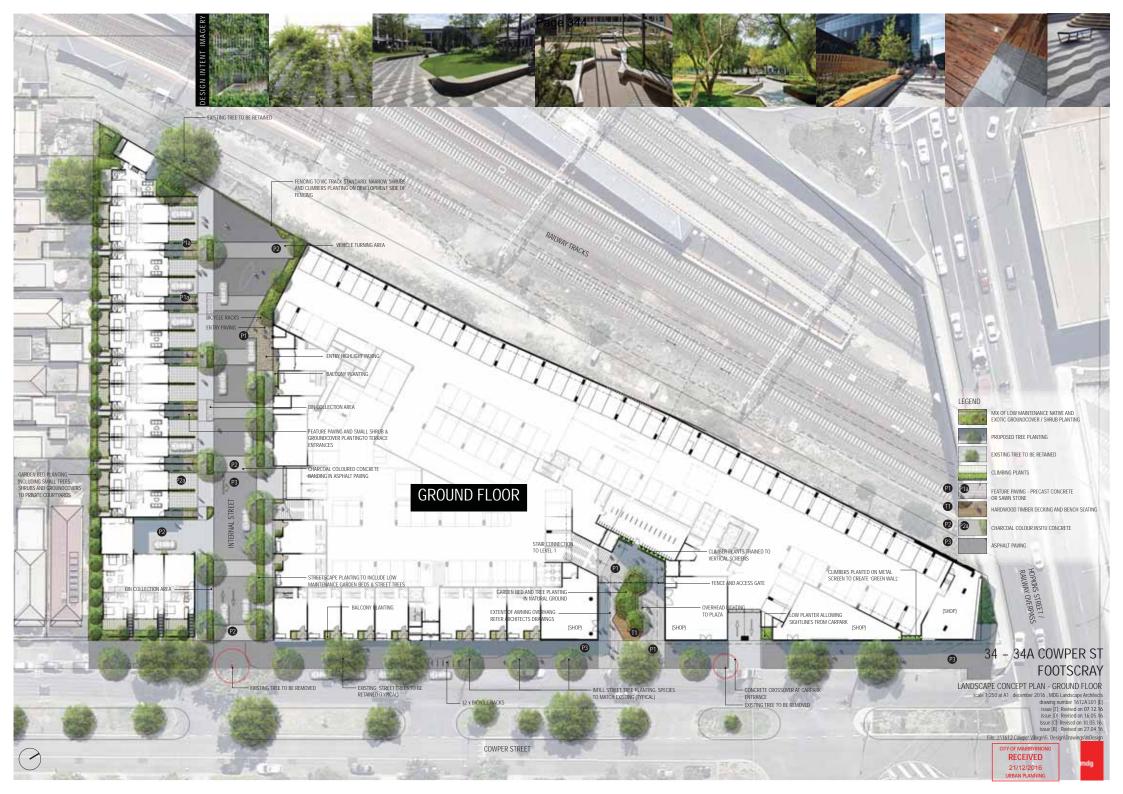




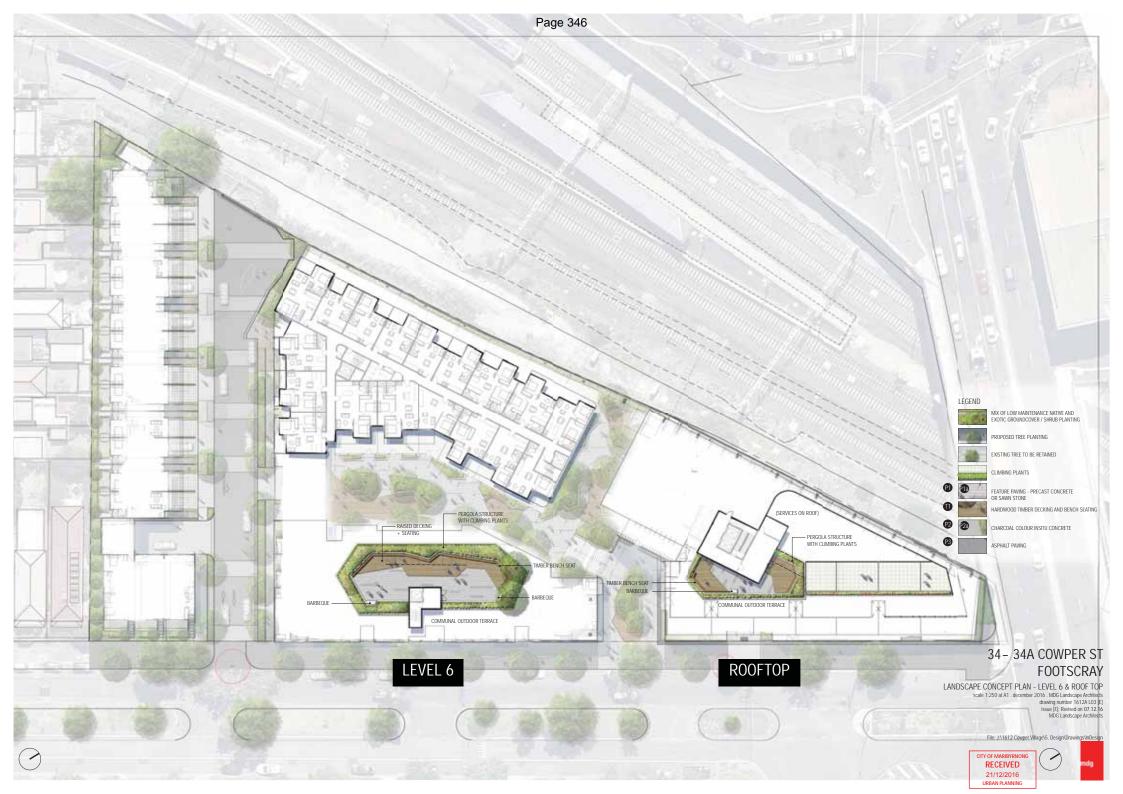












14 ALBERT STREET, FOOTSCRAY

Director: Nigel Higgins

Director Planning Services

Manager: Steven Lionakis

Manager Urban Planning

PURPOSE

To present for consideration a planning application for the construction of a multi storey mixed use building on the former Forges site at 18 Albert Street, Footscray (TP348/2015).

APPLICATION RECEIVED:	30 June 2016		
APPLICATION NUMBER:	TP348/2015		
APPLICANT:	G2 Urban Planning		
SITE ADDRESS:	18 Albert Street, Footscray		
PROPOSAL:	Construction of a multi storey mixed use building		
	including a tavern and reduction in the minimum		
	carparking requirements of the Parking Overlay.		
ZONING:	Activity Centre Zone, Schedule 1		
OVERLAYS:	Development Contributions Plan Overlay - Schedule		
	6 (DCPO6) and Parking Overlay Schedule 1		
INTERNAL REFERRALS:	Engineering services		
	Transport planning		
	City Design		
	City Strategy		
	Waste services		
	Environmental Health		
EXTERNAL REFERRALS:	Public Transport Victoria		
	Melbourne Water		
	Yarra Trams		
	CASA		
	Melbourne Airport Authority		
COST OF DEVELOPMENT:	\$70,000,000		
WARD:	Yarraville		
ADVERTISED:	Yes		
NUMBER OF OBJECTIONS:	5		
DATE OF PLANNING FORUM:	N/A		
REASON FOR CONSIDERATION	Cost of works exceeding \$10 million		
BY COUNCIL:	Building height exceeds preferred building height of		
	10 storeys		

ISSUES SUMMARY

- Revised plans were submitted on 20 February 2017 which reduced the overall height of the tallest building from 19 storeys to 15 storeys and included other minor changes to the layout, podium height and design of the building.
- The revised plans were not formally amended pursuant to the *Planning and Environment Act 1987*.

- Approval is sought for the construction of a multi-storey mixed use development comprising a five storey podium and two towers (12 and 15 storeys).
- Two levels of basement carparking is provided with a level allocated to the commercial uses and one to the residential.
- The ground floor of the building comprises a 1216 square metre supermarket, 773 square metres of associate retail outlets, a 34.4 square metre bar and associated loading areas.
- The podium element includes a 6 screen cinema complex, restaurant and aged care facility comprising 120 units.
- A total of 348 car spaces are provided, 19 motorcycle spaces and 199 bicycle spaces.
- A total of 202 apartments are provided across the two towers incorporating a mix of one and two bedroom dwellings and a communal landscape roof terrace.
- The application was advertised as it exceeds the preferred height limit of 10 storeys.
 A total of five objections were received. The ground of objections relate to the overall building height and podium treatments.
- Subject to conditions outlined in Attachment 1, the proposal based on the revised plans are considered to be in accordance with the relevant provisions of the Maribyrnong Planning Scheme, including the relevant sections of the Activity Centre Zone, Schedule 1 and will also further strengthen the night time economy of Footscray.

ATTACHMENTS

- 1. Proposed Permit Conditions
- 2. Application Plans
- 3. Revised Plans

OFFICER RECOMMENDATION

That Council issue a Notice of Decision to Grant a Planning Permit for the construction of a multi storey mixed use building, a reduction in the number of carparking spaces to the parking overlay at 18 Albert Street, Footscray subject to conditions contained in Attachment 1.

BACKGROUND

1. Proposal

The proposal (based on the revised plans submitted on 20 February 2017) is summarised as follows:

- Remove the existing building, carpark and sky bridge over Albert Street.
- Construction of a 15 and 12 storey building.
- A five storey podium is provided along all street frontages.
- Two levels of basement carparking. One level designated for residential with 123 spaces and one for commercial land uses totalling 115 spaces.
- A range of services and amenities at these levels including waste storage.
- Ground floor level to include 9 retail tenancies, a supermarket and a tavern (totalling 2437sqm). An open foyer area that provides access to upper levels is proposed on the corner of Albert and Paisley Streets.
- The first floor is proposed to include 895sqm of cinema (6 screens) and 562sqm of retail (restaurant). 34 car spaces are also proposed at this level.
- The second, third and fourth floor includes a 7582sqm residential aged care facility (120 rooms).
- 76 resident/commercial carparking spaces are located at this level.
- The fifth to fourteenth floor of the building incorporates 202 apartments. The dwelling mix include 125, one-bedroom dwellings and 77, two bedroom dwellings.
- Two landscaped communal courtyards are proposed at fifth floor.
- Significant road and public realm works including a full upgrade to Albert Street including planting and street furniture. Additional upgrades are proposed along Paisley and French Streets.
- Overall total of 348 carparking spaces, 19 motorbike spaces, 198 bike parking spaces and 235 designated storage spaces.
- Access to basement levels proposed from French Street and upper level parking from Albert Street.
- A designated loading area is proposed for the supermarket from French Street at ground floor level.
- Tower A is 12 storeys (44.9 metres) with a frontage to Paisley and French Streets.
- Tower B is 15 storeys (54.7 metres) with a frontage to Albert Street.

Refer to Attachment 2 for a copy of the advertised plans and Attachment 3 for a copy of the amended plans.

2. Site and Surrounds

Site

The site consists of two title areas and is located on the northern side of Paisley Street, between French and Albert Streets. The north of the site is bounded in part by a ROW. The overall site has an area of 4776sqm.

The site is currently occupied by a vacant building and is commonly known as the former Forges site. The balance of the site includes an at-grade open carpark and some minor landscaping. There is an existing sky bridge linking the site and adjoining building to the east.

Surrounds

The site has the following interfaces:

- To the north are a mix of single and double buildings covered by a heritage overlay.
 These buildings are occupied by restaurants or retail which front onto Barkly Street.
 A number these properties include minor loading or carparking accessible from the laneway.
- To the east of the site, on the opposite side of Albert Street includes high, single storey buildings used by the Commonwealth Bank and other retail premises.
- To the south, on the opposite side of Paisley Street, is Footscray Plaza which includes a Coles supermarket, Kmart and other retail offerings, carparking and five levels of dwellings above. The building has an overall height of 10 storeys and a number of apartments have a direct outlook over the site.
- To the west, on the opposite side of French Street, is an open, at-grade carpark owned and operated by Council. Further west is the Footscray library.

The site and surrounding area is within the core retail precinct (1) of the Footscray Activity Centre Zone. The site is within 400 metres of Footscray Railway Station and there are proximate tram and bus routes. French Street is a Road Zone Category 2.

3. Policy Context and Permit Triggers

Zoning and Overlays

The subject site is located within Precinct 1D of the Activity Centre Zone – Schedule 1 (ACZ1) and is affected by the following overlays:

- Development Contributions Plan Overlay Schedule 6 (DCPO6)
- Parking Overlay Precinct 1 Schedule (PO1).

Precinct 1D of the ACZ1 identifies the site with a preferred height of 10 storeys.

The use of the land for retail, supermarket, cinema, accommodation (residential aged care facility) and dwellings do not require a planning permit under the ACZ1.

Whilst the DCPO6 is applicable to the site, the overlay ceased to exist as of 31 December 2016 as all relevant monies had been adequately collected by the overlay during its operational lifespan (2000-2016) as such no further action is necessary.

Permit Triggers

A Planning Permit is required for the following:

- Clause 37.08-5 (ACZ1) Construct a building or construct and carry out works.
- Clause 3.0 of the ACZ1 Use land for tavern.
- Clause 45.09-3 (Parking Overlay) Reduce (including reduce to zero) the minimum number of car parking spaces required for a use as specified in the schedule of the Parking Overlay.

State Planning Policy Framework

The following State policies are applicable to the proposal:

- Clause 10.4 (Integrated Decision Making)
- Clause 11 (Settlement), in particular Clause 11.01 (Activity Centres), 11.04 (Metropolitan Melbourne)
- Clause 15 (Built Environment and Heritage), in particular Clause 15.01 (Urban Environment) and Clause 15.02 (Sustainable Development)
- Clause 16 (Housing), in particular Clause 16.01 (Residential Development) and Clause 16.02 (Housing Form)
- Clause 17 (Economic Development) in particular Clause 17.01 (Commercial)
- Clause 19 (Infrastructure), in particular Clause 19.03 (Development Infrastructure).

Local Planning Policy Framework

The following local policies are applicable to the proposal:

Clause 21 (Municipal Strategic Statement), in particular Clause 21.02 (Municipal Profile), Clause 21.03 (Council Vision), Clause 21.04 (Settlement), Clause 21.05 (Environment and Landscape Values), Clause 21.06 (Built Environment and Heritage), Clause 21.07 (Housing) and Clause 21.09 (Transport), Clause 21.11 (Local Areas)

Reference Documents

The following reference documents apply to the site:

- Maribyrnong Housing Strategy (December 2011)
- Footscray Structure Plan March 2014

Particular Provisions

Clause 52.06 (Carparking)

In accordance with Clause 52.06-3, a planning permit is required to reduce the required carparking provision nominated under the table of Clause 52.06-5 or in the schedule to the Parking Overlay.

The following table demonstrates the parking provision (as per the amended plans) and requirement:

Use	Minimum statutory rate of spaces	Maximum statutory rate of spaces	No.	Parking requirement
Retail	0.5 spaces for 100sqm of gross floor area	1.5 spaces for 100sqm of gross floor area	773 sqm	3 to 11 spaces
Dwellings	0.5 car space per one bedroom dwelling 0.8 to spaces per 2 bedroom dwelling	1 car space per one bedroom dwelling 1 to space per 2 bedroom dwelling	125 77	67 to 125 spaces 60 to 77 spaces
Visitors associated with dwellings	0.1 space per dwelling		202	20

Restaurant	0.05 spaces per	0.1 spaces per	100	5 to 10
	patron	patrons	patrons	spaces
Supermarket	2 spaces for each	2.5 spaces for each	1706qm	34 to 42
	100sqm of gross floor	100sqm of gross	(including	spaces
	area	floor area	back of	
			house)	
Cinema	0.3 space per patron		500	133
			patrons	
Residential	0.3 spaces per lodging		120	40
Aged Care	room		lodging	
Facility			rooms	
Total				362 to 458
Provided			348	
Shortfall				14

The proposal is provided with 348 car spaces and a reduction of 14 spaces is being sought under the combined requirements of Clause 52.06 and the Parking Overlay.

This matter will be discussed later in the report.

Clause 52.07 - Loading and Unloading of Vehicles

An on-site loading area is provided on site that meets the requirements of Clause 52.07 associated with the proposed supermarket and retail space. A designated loading and unloading area for residents is provided from the ground floor driveway.

Clause 52.34 (Bicycle parking)

Clause 52.34 has specific requirements for varying land uses within the development.

Overall, there is a surplus of 82 paces as detailed below.

Use	Spaces required	Visitor spaces required	No. required	Total provided
Retail	1 to each 300qm of leasable floor area	1 to each 500qm of leasable floor area	24	
Dwellings	1 for each 5 dwellings	1 for each 10 dwellings	60	
Restaurant	0.05 spaces per patron	0.1 spaces per patrons	5	
Residential Aged Care	1 to each lodging room	1 to each lodging room	28	
Total			117	199

End of trip facilities is provided to the supermarket in accordance with this clause.

There is also a requirement to provide one motorcycle space for every 25 carparking spaces. 13 motorcycle spaces are required to be provided on site and a total of 19 motorbike spaces are provided meeting this requirement.

4. Human Rights Consideration

The report and its content do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for or contributing to this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987*. Advertising occurred by placing a total of 7 signs to all street frontages and letters sent to adjoining properties.

A total of six objections were received with the primary grounds being:

- Height and massing of the building
- Inconsistencies with height controls in the Activity Centre Zone Schedule 1
- Drainage and flooding issues and inconsistency with Melbourne Water's guidelines for development in flood-prone land.

The revised plans were not advertised to the objectors given the changes predominantly relate to the reduction in the building height addressing the concerns raised by Council and objectors.

7. Referrals

External

The application was referred externally to the Director of Public Transport, Melbourne Water (for localised flood concerns), Melbourne Airport and Civil Aviation Safety Authority.

No objections were raised by these authorities, except Melbourne Water.

Melbourne Water provided an objection as it identified that French Street is subject to stormwater inundation during the 1-in-100 year storm event. It is noted that there is no current or proposed flooding overlays, including the Special Building Overlay, affecting the site. The drain within the road reservation of French Street and does not within the boundaries of the site.

Internal

The application was referred to following internal departments:

- Engineering services
- City Design
- City Strategy
- Waste services
- Transport planning
- Property services

City Design

- The overall material choice and design of the podium and upper level is largely supported and blank facades need to be avoided.
- The transformation of podium detailing is a good outcome.
- A reduction in building height (of the original 19 storeys) should be incorporated into the design.
- The proposal should not overshadow the southern footpath along Paisley Street during 9am to 3pm on the equinox.
- Design of podium along northern interface is acceptable.
- Exposed car parking should be minimised.
- Variety of land uses supported.
- Locate truck access to French Street.
- Aged Care facility appears to offer limited amenity for future occupants.
- Landscape terraces at upper floors supported.
- Show kerb realignment to incorporate single through lane, bike lane and tree planting in widened footpath (in coordination with Council's traffic team).
- Special paving and custom furniture not supported use City Design Manual standards.
- Include new street lighting to Council specifications.

City Strategy

- Proposed mix of land uses is supported.
- Original design lacked active frontage to French Street.
- Retail premises along Paisley Street to be constructed to the street.
- Original 19 storey height not supported. Small increase in building height above 10 storeys could be considered due to its overall size.
- Podium setback should be a minimum 5.0 metre setback.
- The proposal should provide for adequate weather protection.
- Ensure all open space communal areas have good access to sunlight.
- The proposal should incorporate a greater diversity of housing typologies (more 2 and 3 bedroom dwellings).

It is noted that the majority of these items have been addressed by the submission of the revised plans submitted to Council.

Where provided, other referral comments generally provided support for the proposal, subject to the following key conditions:

- Detailed Engineering plans are required that indicate public realm (footpaths, drainage, lighting and landscaping etc) upgrades along the street interfaces.
- A public realm plan and detailed engineering design for this 'shared zone' road link will need to be further developed in consultation with Engineering Services and City Design, and constructed in accordance with the relevant Council standards.
- The development proposal should identify suitable alternative disabled parking spaces.
- Does not support any canopies or other projections over the laneway, unless an absolute minimum 4.5m in height which has been responded to by the amended plans with a height of 4.6 metres, exceeding the requirement.
- Roller doors should be avoided along French Street for vehicle access and loading.
- Ramp and access ways must comply with Australian Standards.

- French St crossover will also conflict with Council stormwater drainage pits, which are to be modified in accordance with Council standards.
- No existing boundary levels abutting the development site are to be altered without the consent and approval of Council.
- No concerns about the provision of car, bike and motorcycle parking on the site.

These matters are addressed as conditions contained in Attachment 1.

DISCUSSION

The key issues for consideration relate to the consistency with the decision guidelines of the Activity Centre Zone, the built form and design of the proposal, carparking and traffic impacts and amenity considerations.

Consistency with the Activity Centre Zone Schedule 1 and other State and Local Planning Policies

The proposal is considered to generally comply with the purpose and decision guidelines of the Activity Centre Zone, Schedule 1.

In particular, the proposed mixed use development are considered to be consistent with the decision guidelines at Clause 37.08-9 given:

- The facilitation of significant proportion of new housing to meet the projected population growth within the FMAC which is classed as a Substantial Change Activity Centre according to the Housing Framework Plan at Clause 21.07.
- The encouragement of housing to be located above commercial uses.
- The site sits within a busy pedestrian and street network and the proposal would result in public realm and pedestrian upgrade works, enhancing the pedestrian experience in the network.
- There are limited sensitive (residential) interfaces proximate to the site.
- The tenancies are well integrated into the proposed form and provide a high level of street activation to the proposal, particularly at ground level facing all three street frontages.
- The mix of land use activities including supermarket, cinema, restaurant and tavern would all further enhance the retail focus of the FMAC and improve the night time economy of Footscray.

No restrictions on hours or patrons for the tenancies are proposed given the activity centre context of the site. In addition, the amenity consideration and the hours of operation could be addressed in any future application for liquor licence required for the tavern use.

It is acknowledged that the proposal departs from the preferred maximum building height of 10 storeys for Precinct 1D of the ACZ1. Although the original advertised plans depicted heights of 13 (Tower B) and 19 storeys (Tower A), the applicant has since provided revised plans reducing the heights to 12 and 15 storeys which still exceed the preferred height requirements.

The revisions also provide for a modulated design to the podium level, deleting the horizontal and vertical elements previously incorporated and introducing a lighter colour palette to the facades. In addition, space for an artwork installation is provided at the southwest corner of the podium, facing both Paisley and French Streets, which enables the development to positively contribute to the public realm of the activity centre.

On balance, the variation to the preferred building heights is considered acceptable in light of the overall design response to the surrounding urban context and the overwhelming net community benefit provided by the proposed development by the variety of uses and improvements to the public realm.

Indeed, the proposed development is generally supported by the ACZ1 through the following aspects:

- A good quality urban design which exhibits a contemporary expression, visually interesting architectural elements and an acceptable combination of quality materials.
- A high quality public realm by way of a transparent edge to the street frontages and improvements to the Albert Street environment to create a landscaped pedestrian zone. A public realm and landscaping plan that seeks to enhance and compliment the existing street network and civic elements will be included as a condition in Attachment 1. This plan will require consultation with relevant departments across Council.
- Significant retail floor space, including a supermarket, cinemas, a tavern and a
 restaurant, will ensure activation and passive surveillance over the public realm,
 facilitating the development and providing an evening economy.
- The proposal provides dwelling diversity ranging from 1- or 2-bedroom residential apartments to aged care housing consisting of 120 beds with on-site facilities including a hairdresser, a chapel or multi-purpose room, and an internal courtyard.
- Incorporation of a modern, open forecourt at the southeast corner of the site which
 would attract pedestrians into the building, functioning also as the main entry to the
 supermarket and the cinemas (situated at first level) and complementing the adjacent
 public realm works in Albert Street.
- The supermarket tenant will provide a further key anchor complementing the uses at Footscray Plaza and provide variety of retail offerings to visitors to Footscray.
- Retail spaces are provided on all street frontages to assist in the distribution of foot traffic throughout the centre which in turn improves the pedestrian realm.
- A 5 storey podium height which is in line with the ACZ1, ensuring a human scale at street level and complementing the neighbouring podium height at Footscray Plaza to the south.
- The towers are setback from the street frontages at distances between 5 to 6 metres which partly meet the preferred street setback of 5 metres for levels above 5 storeys. The setbacks are considered acceptable, especially on Albert Street where they fall short of the requirements, as they would respond to the emerging character of adjoining properties to the east and not result in any obtrusive elements to detriment of the adjacent pedestrian realm.
- The towers provide a transition in height with Tower A (the taller tower), being sited on the eastern side which would comfortably adjoin any future development along Albert Street. Tower B (lower tower), being sited on the western side, provides a "bookend" or formal edge to Precinct 1D's boundary.
- The recession in upper form combined with the built form separation from future development particularly to the east of the site, across Albert Street, and to the north respond directly to the built-form outcomes of the ACZ1.
- Publicly accessible areas (landscaped courtyards) receiving direct sunlight for more than 50% of time between 11am and 2pm.
- There will be no additional shadows cast on the residential properties on the southern side of Paisley Street.

- As a result of reduction of the height of Tower B no shadows will be cast to the future park at the corner of Paisley Street and French Street (Council carpark) as identified in the Footscray Structure plan.
- Incorporation of environmental sustainability considerations as described in the ESD report including a number of solar panels on the roofs of each tower.
- The proposal complies with walking comfort criterion as described in the Wind Impact Analysis.
- Dwellings generally include a high level of amenity with south facing dwellings limited to along higher levels facing Albert Street.
- The proposal incorporates minimal internal screening that ensures a good outlook for each dwelling.
- Residential entry points are clear and definable providing a good sense of address for residences along Albert Street (Tower A) and French Street (Tower B).

To improve the overall design of the proposal a number of conditions are required to be included which are follows:

- Incorporate the modifications included on the amended plans, including the reduced buildings heights of 12 and 15 storeys, the modulated design of the podium facades, and the relocation of the truck access to be solely accessible from French Street.
- Maximum reflectivity of 20 per cent the façade design.

The preliminary modifications, together with the remainder of the proposal, are considered generally in accordance with the ACZ1, subject to a number of conditions outlined in Attachment 1.

Having regard to State Planning Policy, Clause 11.01 (Activity Centres) seeks to build up activity centres with high-quality development, activity and living for the whole community and identifies Footscray as being a Major Activity Centre. It supports activity centres which provide different types of housing, including higher density housing; are a focus for business, shopping, working, leisure and community facilities; and are connected by public transport and cycling networks.

Clause 16 (Housing) encourages an increase in supply of housing in existing urban areas. It encourages higher density housing on sites that are well located in relation to activity centres, employment corridors and public transport. Further, the site is clearly defined as a Strategic Redevelopment Site in accordance with Clause 16.01-3 given its location within the Footscray Major Activity Centre.

Clause 15 (Built Environment and Heritage) seeks urban design outcomes which contribute positively to local urban character and enhance the public realm while minimising detrimental impacts on neighbouring properties.

The proposal responds well to state planning policy by providing a well designed mixed use development that contribute positively to the surrounding activity centre context with excellent access to public transport routes as well a range of other services and facilities.

Within the Local Planning Policy Framework, Clause 21.06 (Built Environment and Heritage) encourages well designed residential developments through urban design principles and environmentally sustainable design.

The site is identified as being in a Substantial Change Activity Centre Area through Council's Housing Study and Clause 21.07. With an identified need at Clause 21.07

(Housing), 14 000 to 16000 households are needed throughout the municipality by 2031. This development, as amended, proposes over 200 dwellings which is entirely consistent with the strategic vision of this site.

There is strong strategic support for the provision of commercial tenancies at ground level given mixed use zoning of the land and the proximity to the tram line and activity centres. This is considered consistent with Clause 21.08 (Economic Development).

The use of public transport is encouraged within Clause 21.09 (Transport) as is the use of sustainable transport options including cycling and walking and this clause also support car parking dispensations for developments well serviced by transport.

The development provides a residential aged care and a mixture of one and two dwellings in various layouts. A permit condition will require the incorporation of three bedroom dwelling to further add housing diversity and choice which would satisfy the policy objectives of Clause 21.07-2 (Housing Diversity and Affordability).

External amenity

The site benefits from having no immediate sensitive interfaces. As a result there are no unreasonable impacts on adjoining properties. This includes:

- No additional overshadowing to the properties to the surrounding properties across
 the street frontages. This includes the future Town Park further east of the site on
 the existing Council-operated carpark.
- The inclusion of a five storey podium element, complementing the fine grain streetscape character of the area and responding to the pedestrian realm.
- The construction of the development right up to the northern boundary, including the 4.6 metre high cantilevering canopy over the immediate ROW, respecting the equitable rights of the adjoining properties to the north.
- The inclusion of the pedestrian or shared zone in Albert Street will provide landscaping and activation opportunities for the retail component facing the street as well as for future development on the east side of the street.
- Separation and setbacks that remove the need to provide any screening to limit external views.

Internal Amenity

Having regard to the *Better Apartment Design Guidelines*, the building is designed to provide good amenity for future occupants as follows:

- Each dwelling has good, direct access to daylight with no layouts having borrowed light to the bedroom and living areas are well dimensions.
- All bedrooms within the aged care facility are also provided with good, direct access
 to daylight, with either an external or internal outlook, with the latter facing an internal
 courtyard at third level.
- Communal terraces are provided at each apartment tower which allows additional recreational areas for future residents.
- Due to the north-south orientation of the site, there are dwelling layouts that feature a southerly aspect however a majority of the dwellings achieve either a north, east or west facing aspect which is considered acceptable.
- Generous width hallways are proposed across all levels.
- Rubbish chutes across all levels. A revised waste management plan will be required based on the amended plans submitted.

- Secluded private open space inclusive of appropriate orientation, area and dimensions. A number of balconies are less than 8 square metres which can be further addressed as a condition on any approval given the site is unconstrained and some of the outlook of the balconies is quite poor.
- Provision of storage facilities for each dwelling (storage cage or over bonnet storage).
- Wide, partially open but secure entry foyers are provided to the apartment towers and aged care facility, fronting Albert, Paisley and French Streets.
- Conditions regarding internal screening will be included on any permit to issue.

Carparking and Access

The revised plans now provide 348 car spaces on site with a reduction of 14 spaces being sought under the requirements of Clause 45.09. As the overall building height of both towers have been reduced, together with the accompanying reduction of dwelling numbers from 235 to 202, the extent of carparking demand generated by the development will also be reduced.

The reduction in provision of carparking by 14 spaces is appropriate noting the following:

- The site is within a Major Activity Centre where a large number of visitors to the development will likely be partaking in multi-purpose trips within the locality.
- The development designates separate parking for the residential, commercial and aged care uses across the basement and podium levels. Staff, residential and visitor bicycle parking spaces have also been provided.
- The site is located in proximity to Footscray train station, tram route no. 82 (Footscray to Moonee Ponds) and several bus routes which run along Paisley Street
- The site is designed to encourage both pedestrian and bicycle movements. The
 development is provided with an excess of bicycle spaces in a variety of locations.
- According to the submitted traffic report, "[t]he different uses on the site are likely to generate their peak parking demands at varying times of the day and week... The retail tenancies and restaurant and café will operate in an ancillary capacity to the supermarket and cinema and will therefore generate reduced parking rates."
- The traffic report also states "The expected commercial peak parking period would be in the evenings when the cinemas are in full operation. This time also corresponds with the time when parking availability will increase due to surrounding commercial and retail tenancies closing, thereby generating a reducing parking demand".
- A taxi rank is provided opposite the site frontage on the southern side of Paisley
- Clause 21.09 promotes the use of sustainable transport options such as cycling and walking.
- Clause 21.09 also support car parking dispensations for developments well served by the Principal Public Transport Network.
- 19 motorcycle spaces are provided on site.
- Council's Transport Planning area did not object to the proposal.

The amended plans now show the proposed vehicle accesspoints provided at the northeast (Albert Street) and northwest (French Street) corners of the site, including a loading bay (with reverse-in and forward-out movements) provided off French Street. The plans are considered to respond adequately to the design standards contained at Clause 52.06-8, with the exception of refining further the swept paths of loading vehicles on and

off the site, the ramp gradients and widths to comply with the relevant design requirements. These matters alongside with other standard comments provided by engineering services, will be dealt with by way of permit conditions.

Bike Parking

A total of 199 bike parking spaces are proposed which exceed the requirements under Clause 52.34 for residents and visitors, and are appropriately located for convenient access. The location and provision of these spaces is considered acceptable.

CONCLUSION

The proposal responds well to the Activity Centre Zone 1 and meets the overall intent and objectives of the State and Local Planning Policy Frameworks, including the Guidelines for Higher Density Residential Development. Permit conditions will improve design, provide significant improvement to the public realm and ensure a higher level of amenity for future occupants.

Importantly, the proposal will enhance the evening economy of Footscray and also significant improvements to the public realm resulting in a net community benefit for all residents of Maribyrnong.

ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP348/2015
SITE ADDRESS:	14 Albert Street Footscray
PROPOSAL:	Construction of a multi storey mixed use building including a tavern and reduction in the minimum car parking requirements of the Parking Overlay.
DATE OF COUNCIL MEETING:	26 April 2017

Amended Plan Condition

- 1. Before the development start(s), amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and provided in a digital format. The plans must be generally in accordance with the plans received by Council on 20 February 2017 (Jam Architects dated 10 February 2017) but modified to show:
 - (a) Incorporation of 3-bedroom dwellings within the apartment mix.
 - (b) Notated finished floor levels of all ground floor uses including the retail tenancies, lobby areas and back of house to ensure they are compatible with the abutting footpath levels and any proposed steps or ramps are setback from the title boundary.
 - (c) Notations and section details to show the ramp gradients to be no greater than 1:20 within 6 metres of the French Street and Albert Street.
 - (d) All ramp widths and radii to comply with AS/NZS 2890.1:2004 which requires a minimum ramp width of 6.7 metres for a two-way curved ramp with no separator and an outside radius of 15 metres.
 - (e) Provision of a pedestrian splay on the southern side of the loading dock egress on French Street.
 - (f) All balconies with a minimum area of 8 square metres.
 - (g) A maximum reflectivity of 20% for on all external walls.
 - (h) All recommendations outlined in the Acoustic Report in accordance with Condition 21.
 - (i) All recommendations outlined in the modified Wind Assessment Report in accordance with Condition 23.
 - (j) Any recommendations outlined by the modified Sustainability Management Plan in accordance with Condition 24.
 - (k) Any recommendations outlined by the modified Waste Management plan in accordance with Condition 25.
 - (I) Swept path diagrams that indicate efficient loading truck movements in French Street.

- (m) Any appropriate internal screening to ensure Standard B23 of Clause 55 of the Maribyrnong Planning Scheme is met.
- (n) Notation to state the roller door to the loading bay to remain closed at times when the loading bay is not in use.
- (o) A public realm upgrade and landscape plan to the satisfaction of the Responsible Authority in accordance with Condition 8.

General Conditions

- 2. The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 4. The external faces of walls on or facing boundaries must be cleaned and finished to an acceptable standard to the satisfaction of the Responsible Authority.
- 5. All boundary walls must be cleaned and finished using a graffiti proof finish or alternative measure to prevent or reduce the potential of graffiti. Any graffiti that appears on the wall must be cleaned or removed as soon as practicable to the satisfaction of the Responsible Authority. The cost of any clean-up or removal of the graffiti from the wall must be paid for by the developer and/or future owners of the land.
- 6. The use and/or development must be managed so that the amenity of the area is not detrimentally affected, though the:
 - (a) Transport of materials, good or commodities to or from the land.
 - (b) Appearance of any building, works or materials.
 - (c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - (d) Harbourage and/or presence of vermin.

All to the satisfaction of the Responsible Authority.

All visual screening and measures to prevent overlooking to adjoining properties
must be erected prior to the occupation of the buildings to the satisfaction of the
Responsible Authority.

Public Realm Upgrade and Landscape Plan

8. Before the development starts, a public realm upgrade and landscape plan generally in accordance with the plan submitted and be to the satisfaction of the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:

- (a) The proposed "shared zone" in Albert Street and its specifications to be designed in consultation with Council and meeting Council Standards.
- (b) Details of all surface levels including finishes of pathways and driveways and car spaces on the street frontage/s.
- (c) Details of all new kerbs, tree pits, parking control signage, etc
- (d) A planting schedule for all streets and areas of communal open space which includes all proposed trees, shrubs, ground covers, including botanical names, common names, pot sizes, sizes at maturity, quantities of each plant.
- (e) Any alterations to significant electrical assets.
- (f) Any replacement, redesign or redesign of street lighting.
- (g) All street trees must be selected from City of Maribyrnong Street Tree Strategy.
- All works outlined in the Public Realm and Landscape Plan must be completed to the satisfaction of the Responsible Authority and with all costs borne by the owner/developer.
- 10. Before the occupation of the development starts or by such later date as is approved by the Responsible Authority in writing, the public realm upgrades and landscaping works shown on the endorsed plans must be undertaken to the satisfaction of the Responsible Authority. The works should include; providing the "shared zone" in Albert Street and any other footpath upgrades, kerb and channel; new street trees and planting; and new street furniture including benches, bins and bollards to footpaths.
- 11. The landscaping shows on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, this includes the replacement of any dead, diseased or damaged plants.

Infrastructure conditions

- 12. Vehicular crossing(s) must be constructed and/or modified to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority.
- 13. All disused or redundant vehicle crossings must be removed and the area reinstated with either/or footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- 14. Before the use and/or occupation of the development starts, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be to the satisfaction of the Responsible Authority and be:-
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all weather seal coat;
 - (d) drained;
 - (e) line marked to indicate each car space and all access lanes;

(f) clearly marked to show the direction of traffic along access lanes and driveways.

Car spaces, access lanes and driveways must be kept available for these purposes at all times.

- 15. The loading and unloading of goods from vehicles must only be carried out within the designated loading bay and must not disrupt the circulation and parking of vehicles on the land.
- 16. The site must be drained to the satisfaction of the Responsible Authority. Storm water run-off from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground storm water system. Any cut, fill or structure must not adversely affect the natural storm water runoff from and to adjoining properties.
- 17. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- 18. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority drainage plans to the requirements outlined in the Stormwater Discharge Permit.
- 19. Prior to the commencement of any works on the site, 'Build Over Easement' consent must be obtained from Maribyrnong City Council's Building Department, and any relevant service authority.

Construction Management Plan

- 20. Prior to any works commencing on the land a "Construction Management Plan" (CMP) must be prepared to the satisfaction of the Responsible Authority, detailing how the owner will manage the environmental and construction issues associated with the development. The "Construction Management Plan" when approved will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address:
 - the contact name and phone number(s) of the site manager,
 - any demolition,
 - bulk excavation.
 - management of the construction site,
 - land disturbance.
 - hours of construction,
 - noise.
 - control of dust,
 - public safety,
 - traffic management,
 - construction vehicle road routes,
 - soiling and cleaning of roadways,
 - discharge of any polluted water,

- security fencing, disposal of site waste and any potentially contaminated materials,
- crane locations during construction,
- location of site offices,
- redirection of any above or underground services,
- site lighting during any night works.

Noise conditions

- 21. Noise levels emanating from the premises must not exceed the noise levels as determined by the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1.
- 22. Concurrent with the endorsement of plans, an acoustic report prepared by a qualified Acoustic Engineer must be submitted and endorsed to form part of the permit. The report must consider the impact of the works, use and development, including the operations of the loading bay and the associated loading truck noise, on the residential uses within the development and surrounding the site and provide solutions to mitigate these impacts. All of the recommendations of the acoustic report must be implemented prior to the occupation of the building, to the satisfaction of the Responsible Authority.

Wind Assessment

23. Concurrent with the endorsement of plans, a modified wind assessment report based on the amended plans received by Council on 20 February 2017 (Jam Architects dated 10 February 2017) must be submitted and endorsed to form part of the permit. All of the recommendations of the wind assessment report must be implement prior to the occupation of the building to the satisfaction of the Responsible Authority.

ESD

24. Concurrent with the endorsement of plans, a modified Sustainability Management Plan based on the amended plans received by Council on 20 February 2017 (Jam Architects dated 10 February 2017) must be submitted and endorsed to form part of the permit. All of the recommendations of the Sustainability Management Plan must be implemented prior to the occupation of the building to the satisfaction of the Responsible Authority.

Waste Management Condition

25. Concurrent with the endorsement of plans, a waste storage and collection management and recycling plan for the development must be prepared to the satisfaction of the Responsible Authority.

The management plan must be provided in digital format (where possible) and have regard to the following matters:-

Bin storage areas for the proposed dwellings.

- Owners Corporation waste management plan.
- Odour control from bin storage areas.
- Access for removal of waste bins.
- Delivery of bins to waste collection points and retrieval of bins once collected.
- Location and detail of organic waste collection.
- Work cover authority safety matters.
- All medical, clinical and related waste associated with the residential aged care.

Once submitted, the Waste Management Plan will be endorsed to form part of the permit.

26. Waste management must be carried out in accordance with the Waste Management Plan approved as part of condition 25.

Public Transport Victoria

- 27. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Paisley Street is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior.
- 28. The existing bus stop and associated infrastructure on Paisley Street must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.

Projection into Airspace

29. Prior to the commencement of the development, the owner of the land must enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act, 1987. The agreement must provide the following:

Lease

a) To formalise rights to enjoy ongoing use of those parts of the development projecting into airspace or sub-soil of land under the care and maintenance of Council.

Liability and maintenance

- b) liability and maintenance of those parts of the development projecting into airspace or sub-soil of land under the care and maintenance of Council and disclaiming any right or intention to make or cause to be made at any time any claim or application relating to adverse possession of the land;
- c) liability and maintenance of those parts of the development projecting into the air-space or sub-soil of land under the care and management of the

Council, including provision of an indemnity and comprehensive insurance cover against damage and injury resulting form the erection and use of the projection, to the satisfaction of the Responsible Authority;

Land Value & Costs

d) providing for the payment to the Council of one lump sum licence fee of such amount as may be reasonably determined by a certified practising valuer appointed by the Council for that purpose.

The owner of the property to be developed must pay all of Council's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title.

Time Condition

- 30. This permit will expire if one of the following circumstances applies:
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.
 - The use does not start within two years after the completion of the development.
 - The use is discontinued for a period of two years.

The Responsible Authority may extend the periods referred to if a request is made in writing before or within 6 months after the permit expiry date, where development/use allowed by the permit has not yet started; and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Notations:

- This application <u>has been</u> assessed under Clause 55 (ResCode provisions) of the *Maribyrnong Planning Scheme*.
- A Stormwater Discharge Permit is required from Maribyrnong City Council's Operations and Maintenance.
- The owner shall be responsible for the loss of value or damage to Council's assets as a result of the development. Any expenses associated with the reinstatement or modification of assets are to be borne by the permit holder.
- A Council officer will contact the owner/builder to arrange a Street Asset Protection Permit, and advise of the associated Bond required to be lodged prior to commencement of work.
 - Note: If using a private building surveyor, a Section 80 Form must be supplied to Council's Building Surveyor to initiate the above process.

- A Road Opening Permit from the Responsible Authority is required for any work or excavation within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- Materials are not to be stored on the road reserve without Responsible Authority approval.
- Protection of Council's street trees shall be in accordance with Council's Street Tree Policy and Protocol.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.
- No existing boundary levels abutting proposed development site are to be altered without the consent and approval of the Responsible Authority.

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7 HOWARD STREET
RICHMOND 3121
VICTORIA AUSTRALIA
T 61 3 9429 7744
F 61 3 9429 3955

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JAMRCHITECTS[®]

URBAN CONTEXT REPORT (CLAUSE 52.35-02)

PREPARED FOR:

PAISLEY PTY LTD

PROPOSED MIXED USE DEVELOPMENT 14 ALBERT STREET FOOTSCRAY

PREPARED BY:
JAM ARCHITECTS
7 HOWARD STREET
RICHMOND, 3121

JUNE 2016

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This Urban Context Report has been prepared in accordance with the requirements of Clause 52.35-02 of the Maribyrnong Planning Scheme to identify the urban context and preferred future development of the area to which the proposed development needs to respond. It should be read in conjunction with AD00-AD12 drawings prepared by JAM Architects, Landscape plan and report prepared by rush/wright associates, Traffic Report prepared by SALT3, ESD report by Edefice that all form part of the Application for Town Planning Permit. A Planning Submission prepared by G2 Urban Planning will examine and address relevant strategic planning and policy components of the Planning Scheme.

52.35-02 URBAN CONTEXT REPORT

The site is irregular in shape and occupies a total area of 4776m2 with frontages to French Street to the west, Paisley Street to the south, Albert Street to the east and a ROW to the north. (refer AD04 Site Analysis Plan) There is a MMBW drainage easement in the carpark adjacent the western boundary that contains a sewer that services the subject site only that is to be decommissioned and removed as part of the redevelopment. There is approximately 500mm to 600mm fall from north to south.

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The site is currently occupied by a single storey brick building of 2292m2 that originally housed the old Forges Supermarket. It is located on the south-east corner with awnings extending beyond the site boundaries approximately 2m over the Paisley Street & Albert Street footpaths. Car parking occupies the balance of the site on the north and west sides. The building also has a roof top car park accessed via a bridge that extends across Albert Street from the building to the east and has a perimeter height of approximately 7.5m. There is 500mm to 600mm fall from north to south that is consistent across the immediate surrounding sites. There are a small number of street trees, light poles, fixtures and features adjacent site boundaries (refer landscape architects documentation). There is no significant vegetation in existence on the subject site.

Surrounding buildings (refer AD02 & AD03 Site Photographs) include:

- •Ā a mixture of 1 and 2 storey buildings to the north-west, north and north-east used for retail shops and offices fronting onto Barkly Street.
- •Ā a single storey commercial brick building with roof top car park to the east with retail frontages onto Albert Street and Paisley Street that has future development potential. 2 story buildings beyond fronting onto the Nicholson Street Mall.
- •Ā 3 storey 'Metro West Shopping Centre' to the south-east.
- •Ā 'Footscray Plaza' 10 storey mixed use commercial and residential building to the south with retail frontages onto Paisley Street and Albert Street with upper level apartments and balconies facing the subject site.
- •Ā Single storey retail buildings to the south-west with residential buildings beyond.
- •Ā Car park to the west that has future potential as a development site or park. Footscray Library is located at the west end of the car park.
- ullet 7 storey residential building to the north-west.

The site has a high level of solar access given it is located to the south of predominantly 1 and 2 storey buildings and has views to the CBD, Port Phillip Bay and inland to the north (refer AD07-AD10 Shadow Diagrams). The Footscray Plaza apartment building to the south and the 7 storey apartment building to the north-west would have direct views of the subject site. The site would also have direct views across the adjacent car park from the Footscray Library. (refer AD04 Site Analysis Plan)

The location (refer AD04 Site Analysis Plan) is well serviced by local shops, public transport, services and open spaces within walking distance including:

- •Ā Footscray Train Station within 350m.
- •Ā Numerous bus stops within 100m on Paisley and French streets.
- •Ā Tram stops within 200m.
- ullet a wide variety of specialty shops and businesses in the immediate area.
- •Ā Major retail shopping facilities such as Coles and Kmart stores located across the road in Footscray Plaza.
- •Ā 500m to Footscray Primary School.
- •Ā 150m to Footscray Library.
- •Ā 500m to Footscray Market.

The existing building is accessed via shopfronts on Paisley and Albert Streets with car park accessed via Streets at the north-west and north-east corners of the site respectively. Albert Street allows 2-way traffic however it is currently closed to through vehicle traffic that the reminates at the vehicle bridge at the midpoint of the subject site. Paisley Street is restricted to URBANTREGINNING

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travelling west. French Street allows for 2-way traffic movements. There are one lane ROW's along the northern boundary of the site that provides rear service access from Albert Street and French Street to premises fronting Barkly Street. The edge of the Albert Street ROW encroaches up to 800mm over the title line of the subject site. (refer AD02 Site Photographs & AD04 Site Analysis Plan)

The pattern of subdivision (refer AD04 Site Analysis Plan & AD05 Design Response Plan) in the area is predominantly defined by 2 characteristics. The first being the long narrow allotments fronting Barkly and Nicholson Streets where the 1-2 storey building scale and rhythm is generally intact. The second is larger consolidated allotments behind these, fronting Albert, Paisley and French Streets, being capable of being developed to accommodate larger buildings such as the recently completed 10 storey redevelopment of Footscray Plaza.

The architectural style of the area is dominated by rendered masonry facades of buildings along the main strip shopping frontages of Barkly and Nicholson Streets with predominantly rendered/painted precast concrete buildings behind including the Metro West Shopping Centre. The Footscray Plaza development includes existing rendered/painted precast facades on podium levels punctuated with lightweight metal cladding on its east side and metal screens to carpark levels on the south west corner of the building, feature steel screens that wrap around its Albert & Paisley Street corner retail entry and lightweight cfc sheet cladding and multi coloured façade screens and balconies on the upper residential towers. (refer AD02 & AD03 Site Photographs)

Currently the interface with the public realm is dominated by concrete and bitumen road and footpaths focused on providing vehicle access through the area. (refer AD04 Site Analysis Plan, AD05 Design Response Plan & AD06 Streetscape Elevations) Albert Street is little more than a throughway for pedestrians to pass from the Barkly Street strip shopping precinct through to the Asian Food Market on the east side of Albert Street and to Footscray Plaza and the Metro West Shopping Centre on the Paisley/Albert Street corner where there is a focus of pedestrian access provided to Footscray Plaza (Coles, Kmart, retail stores & food outlets) via a corner 'piazza' and to a lesser extent the corner entry to the Metro West Shopping Centre. The streetscape surrounding the subject site, in particular the Albert Street frontage, is unattractive and uninviting with a low level of amenity or social contribution to attract people to 'use' the space. This is in contrast to Nicholson Street, located one block to the east, that has been closed off to vehicle traffic creating a lively, vibrant and well used public Mall between Paisley and Barkly allowing a high level of social and economic activity. Albert Street, adjacent to the subject site, has the potential to be afforded similar treatment as Nicholson Street to create another public space and make a major contribution to the amenity of the area. (refer Landscape Architect report for detailed analysis of the existing conditions and upgrade proposals & AD11 & AD12 Perspective Views). The car park on French Street, opposite the subject site, has the potential to be transformed into a public landscaped park/recreational reserve.

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ADVERTISED PLAN

PROJECT/

Proposed Mixed Development at 14 Albert St Footscray

DRAWINGS/

PLANNING APPLICATION

DRAWING LIST/

- DRAWING LIST/
 analysis drawings

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 01 LOCATION PLAN
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 03 LIST PAOLE PAGE
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 05 STEETISCAPE LEARTONS
 05 STEETISCAPE LEARTONS
 06 SHADOW DAGPAMS
 06 SHADOW DAGPAMS
 10 SHADOW DAGPAMS
 10 SHADOW DAGPAMS
 11 PERSPECTIVE VEW
 12 PERSPECTIVE VEW

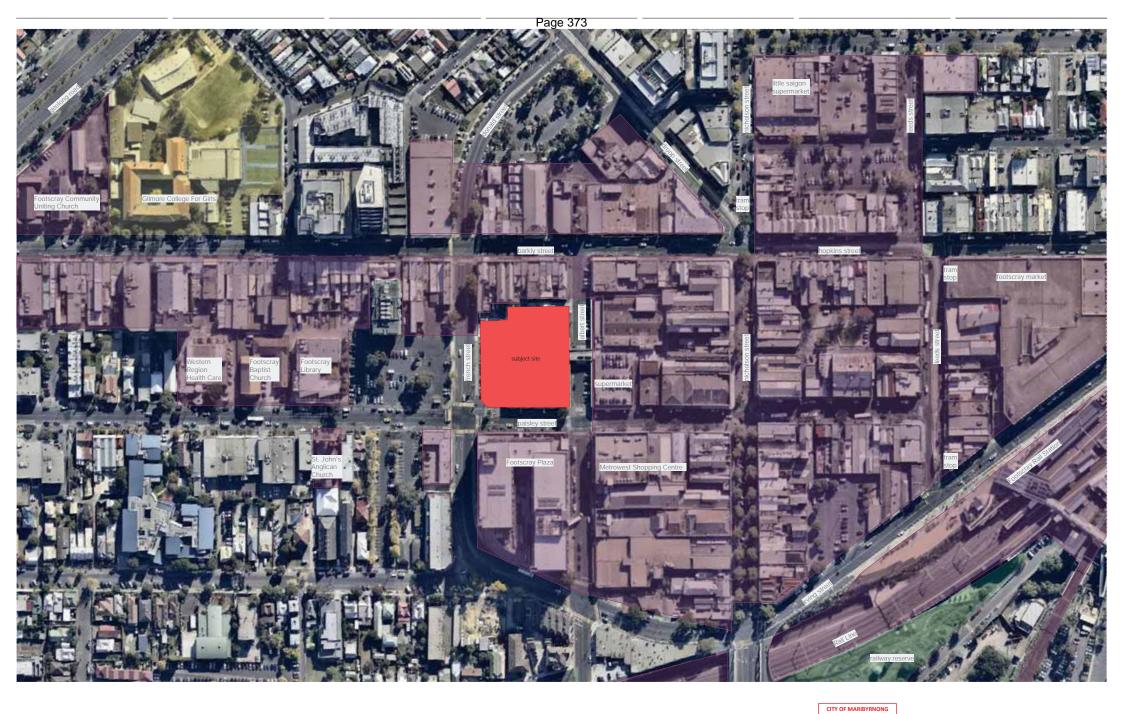
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14 Albert Street Footscray 3011 DATE/

LEVEL 2



view from the corner of paisley st and french st looking north onto subject site



02. further west on paisley st



03. view of the intersection of paisley st and french st



on the right



05. view from french street facing rear of subject site





07. view from corner of french st and barkly st facing east



08, corner of french st and barkly st





10. view of 9 storey residential apartments on barkly street with lane way that leads to the carpark opposite to subject site



11. view from south down french st towards subject site



12. view of the intersection of french st and barkly st





aerial photograph N.T.S.

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02. view of the intersection of albert st and barkly st north of subject site



03. view of lane way off barkly street connecting public car park with main st



04. view of the rear of subject site







07. facing westwards down barkly street onto 7-storey and 13-storey residential complexes.



08. view to west at the intersection of nicholson st and paisley st

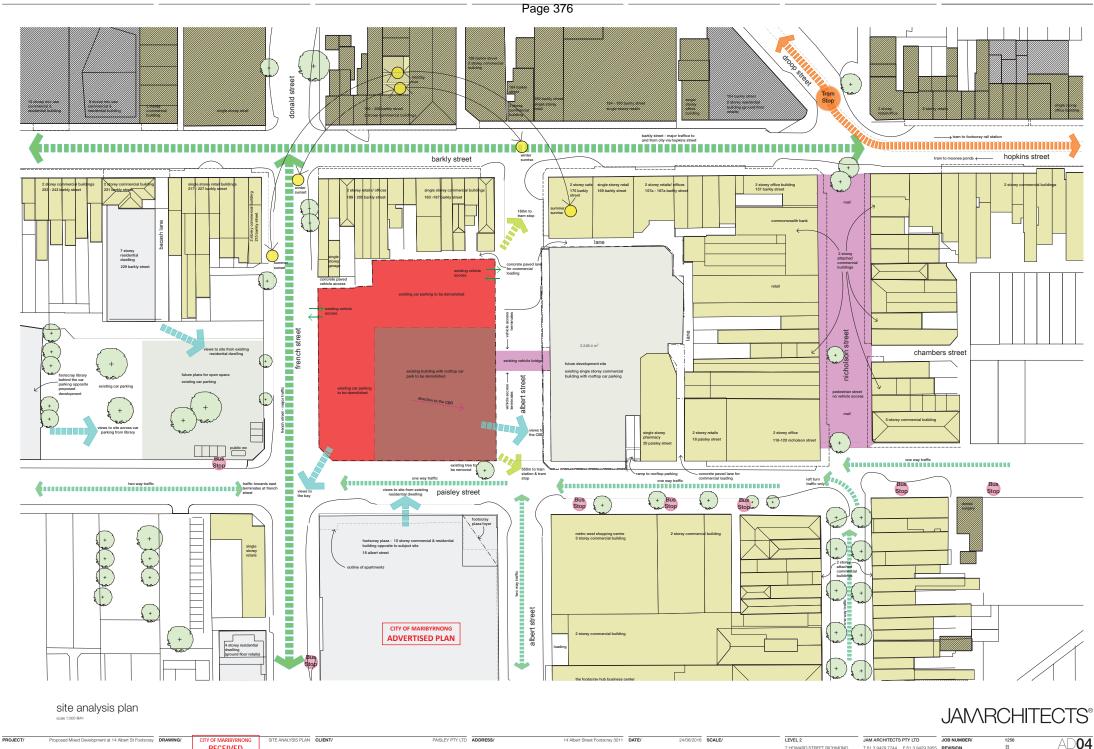




aerial photograph N.T.S.

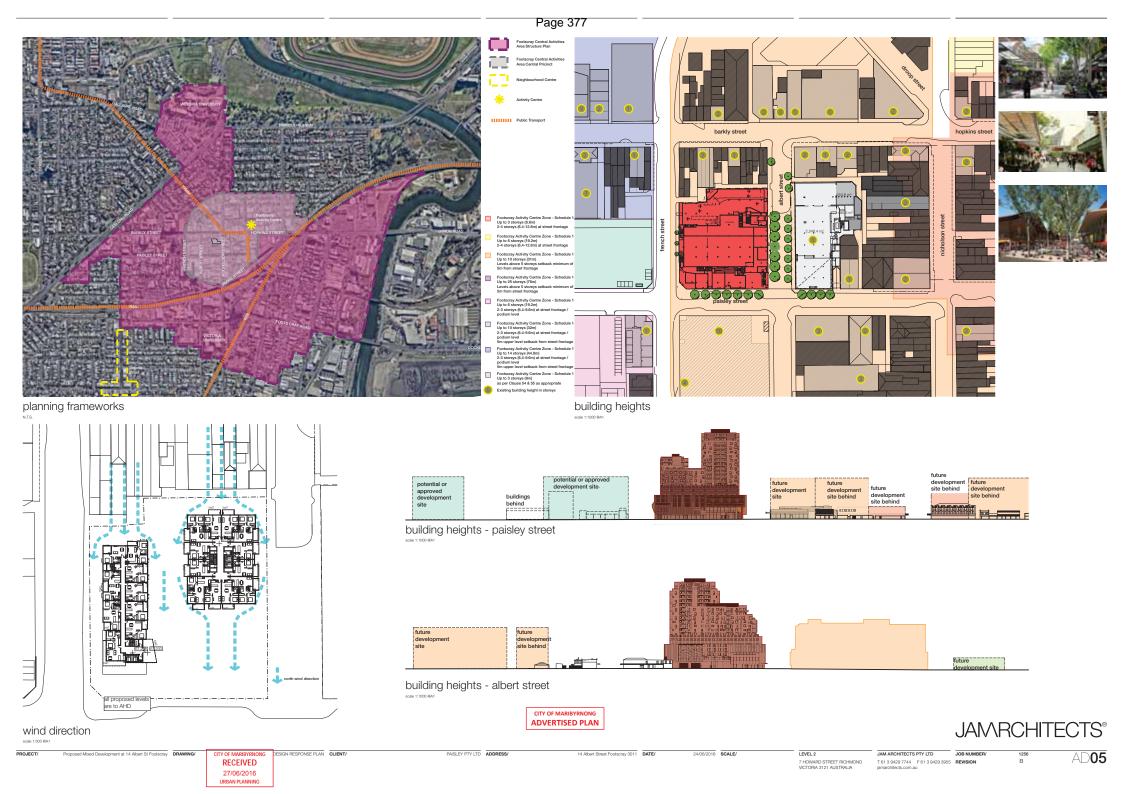


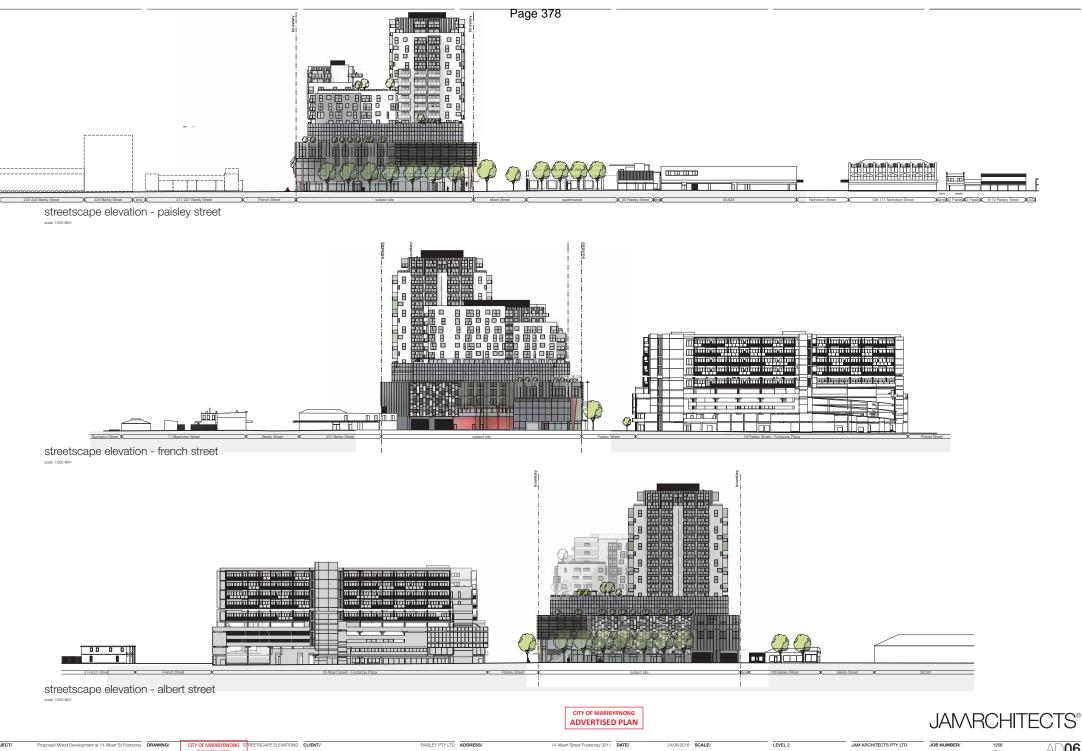
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shadow diagram - 9am September 22

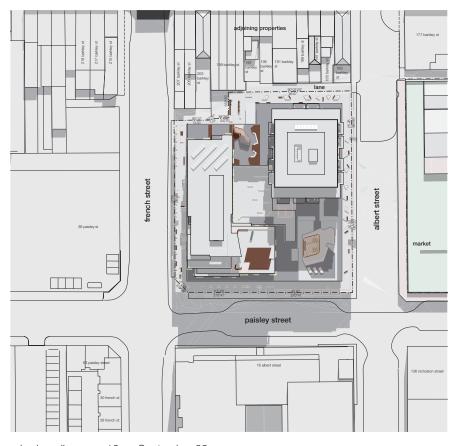


shadow diagram - 10am September 22





shadow diagram - 11am September 22

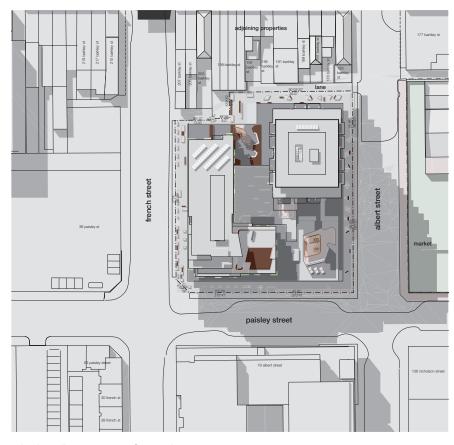


shadow diagram - 12pm September 22





shadow diagram - 1pm September 22



shadow diagram - 2pm September 22





shadow diagram - 3pm September 22

14 Albert Street Footscray 3011 DATE/





VP 1 - Artists impression
- street view from south east at corner of Albert Street & Paisley Street
(outside the entry to Metro West Shopping Centrelooking west along
Paisley Street (Footscray Piaza on the left) to the French Street car park
and Footscray Library beyond and north along Albert Street
(Asian Food Market on the right) towards Barkley Street



VP 2 - Artists impression - street view from south west corner of French Street & Paisley Street looking east along Paisley Street (Footscray Plaza on the right) and north along French Street towards Barkly Street (French Street carpark on the left).





VP 3 - Artists impression - street view from south side of Paisley Street looking north (French Street car park on the left & Asian Food Market on the right).

CITY OF MARIBYRNONG **ADVERTISED PLAN**

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PROJECT/

Proposed Mixed Development at 14 Albert St Footscray

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PLANNING APPLICATION

DRAWING LIST/

- PROPRIED GENERAL STANDARD STAN

NOTES/





DEVELOPMENT SCHEDULE

Project 14 Albert Street, Footscray

 Project No.
 1256

 Date
 22 June 2016

 Revision
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	Carpark			Retail		Nursing / Medical		Cinema		Café/Restaurant				Residential					
	Residential	Commercial	Nursing/ Medical		Area	BOH/ services	Area/BOH	services/ stairs etc		Area			BOH/ services		Tower A		Tower B		
Levels	Spaces	Spaces	Spaces	Area (m2)	(m2)	loading	(m2)	amenities	Rooms	(m2)	Theatres	Area (m2)	circulation	Area (m2)	1 Bed	2 Bed	1 Bed	2 Bed	Total
Basement 2	123			4765.8															0
Basement 1		115		4768.9															0
Ground Floor					1897.7	2243.7													0
First Floor	34			1667.8						895.7	6	555.7	1360.5						0
Second Floor	70			2639.1			1791.7	350.4	13										0
Third Floor			78	3202			1516.0	122.6											0
Fourth Floor							3096.2	122.6	60										0
Fifth Floor							3034.6	122.6	60										0
Sixth Floor														1850.6	10	5	6	5	26
Seventh Floor														1889.5	9	6	8	4	27
Eighth Floor														1889.5	9	6	8	4	27
Ninth Floor														1889.5	9	6	8	4	27
Tenth Floor														1573.9	5	5	8	4	22
Eleventh Floor														1485.6	5	4	8	4	21
Twelfth Floor														1485.6	5	4	8	4	21
Thirteenth Floor														824.8			8	4	12
Fourteenth Floor														824.8			8	4	12
Fifteenth Floor														824.8			8	4	12
Sixteenth Floor														824.8			8	4	12
Seventeenth Floor														607.6			4	4	8
Eighteenth Floor														607.6			4	4	8
Totals	227	115	78	17043.6	1897.7	2243.7	9438.5	718.2	133	895.7	6	555.70	1360.50	16578.6	52	36	94	53	235
																Tower A		88	
	Cars	Motorbike	Bikes	Stores												Tower B	3	147	
			180 total												Total A	partments		235	
Total	420	23	28 visitor	235												·			

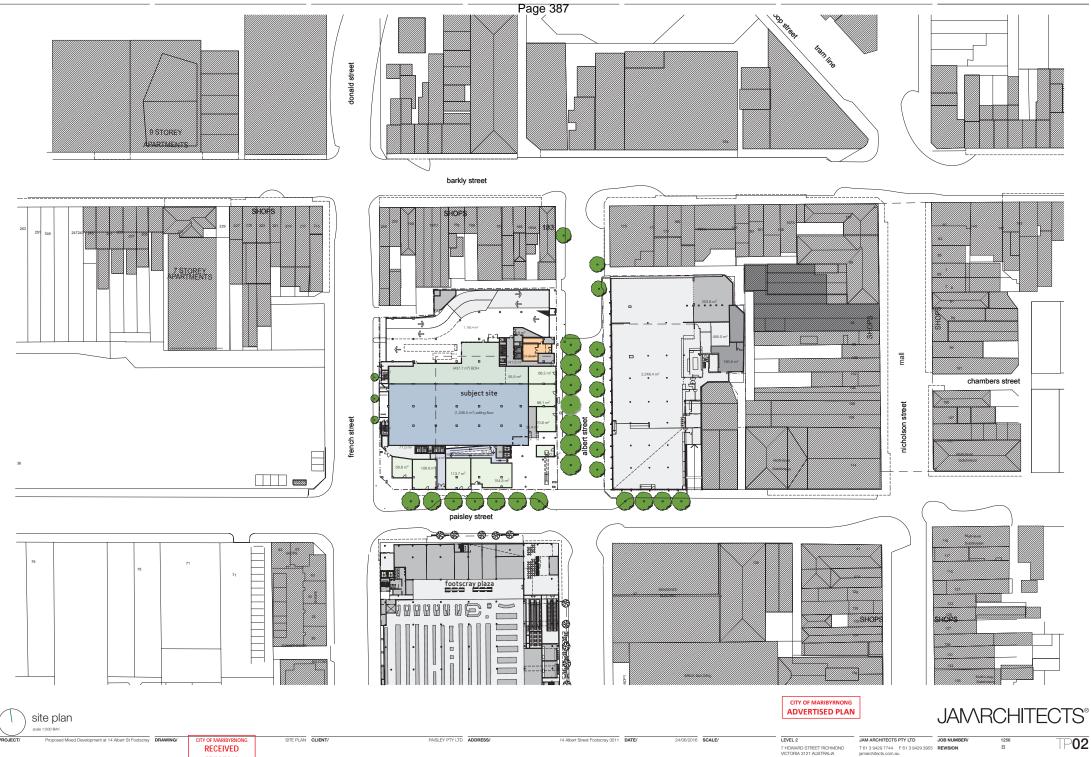
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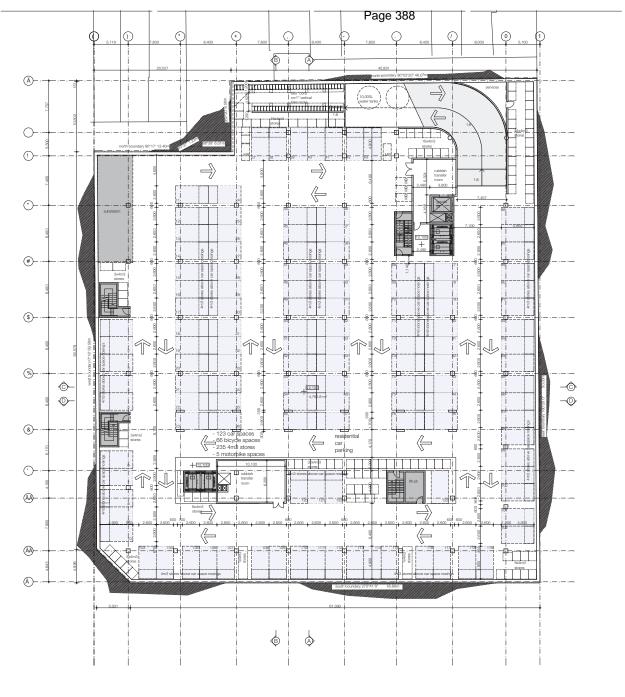


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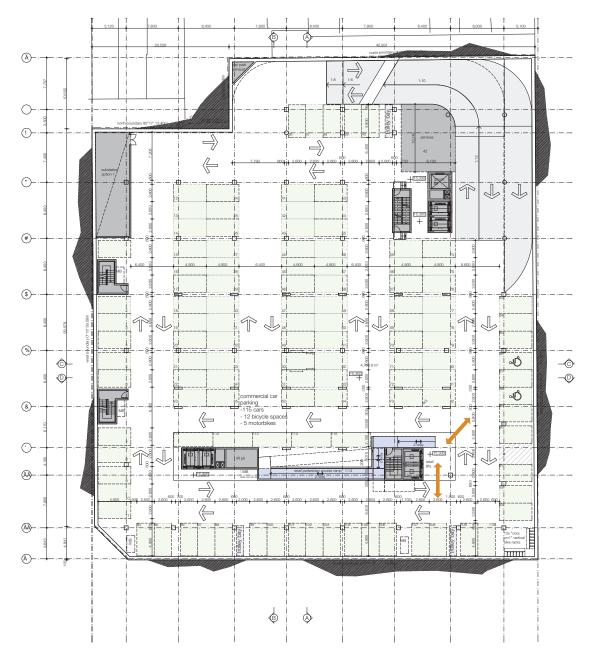


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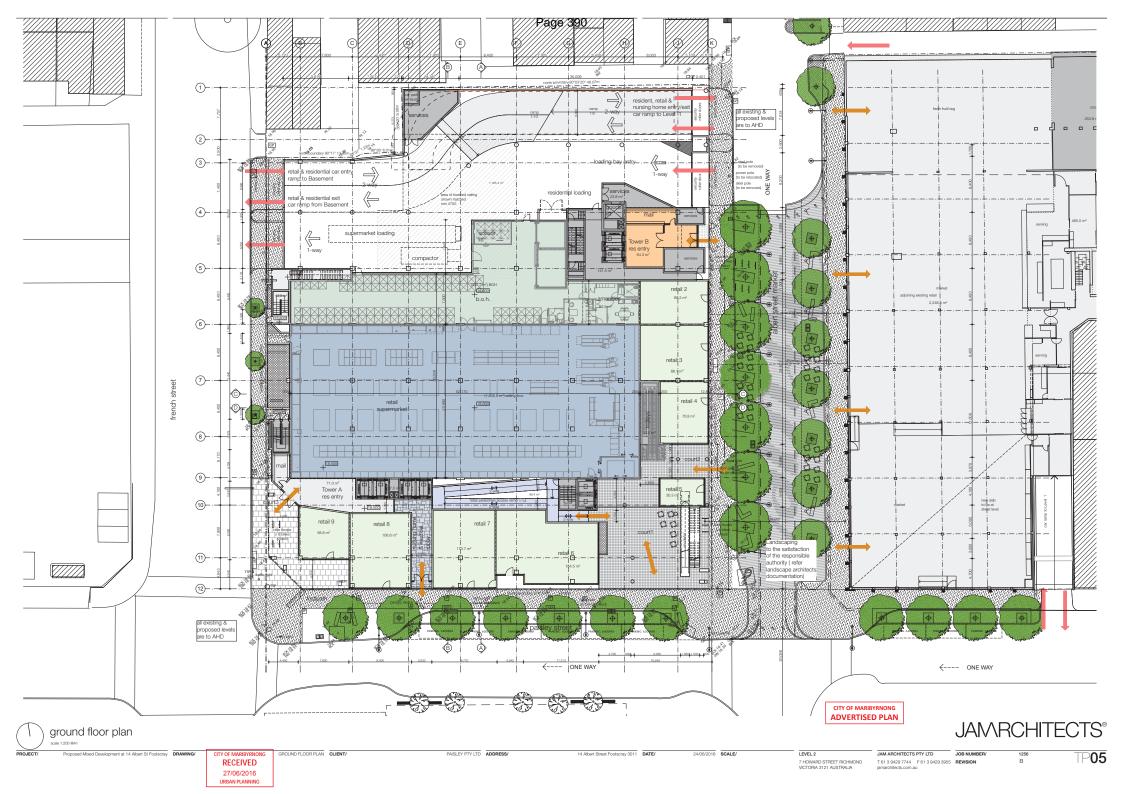
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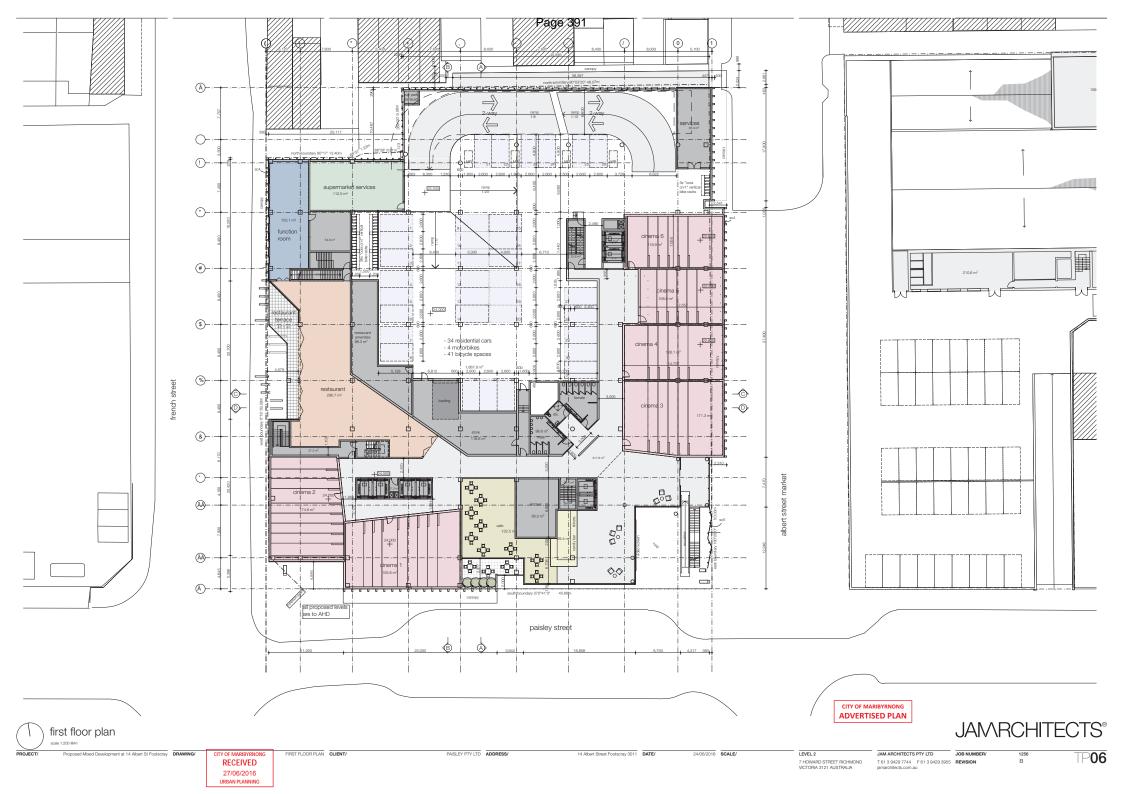


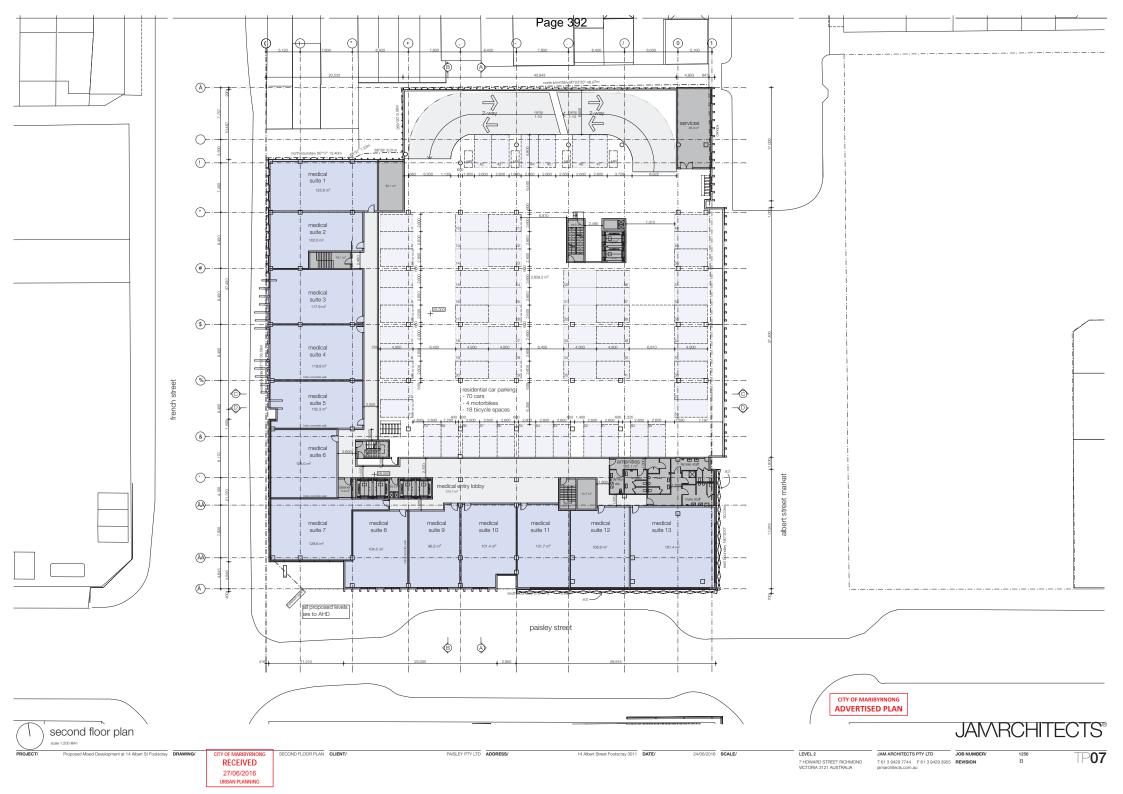
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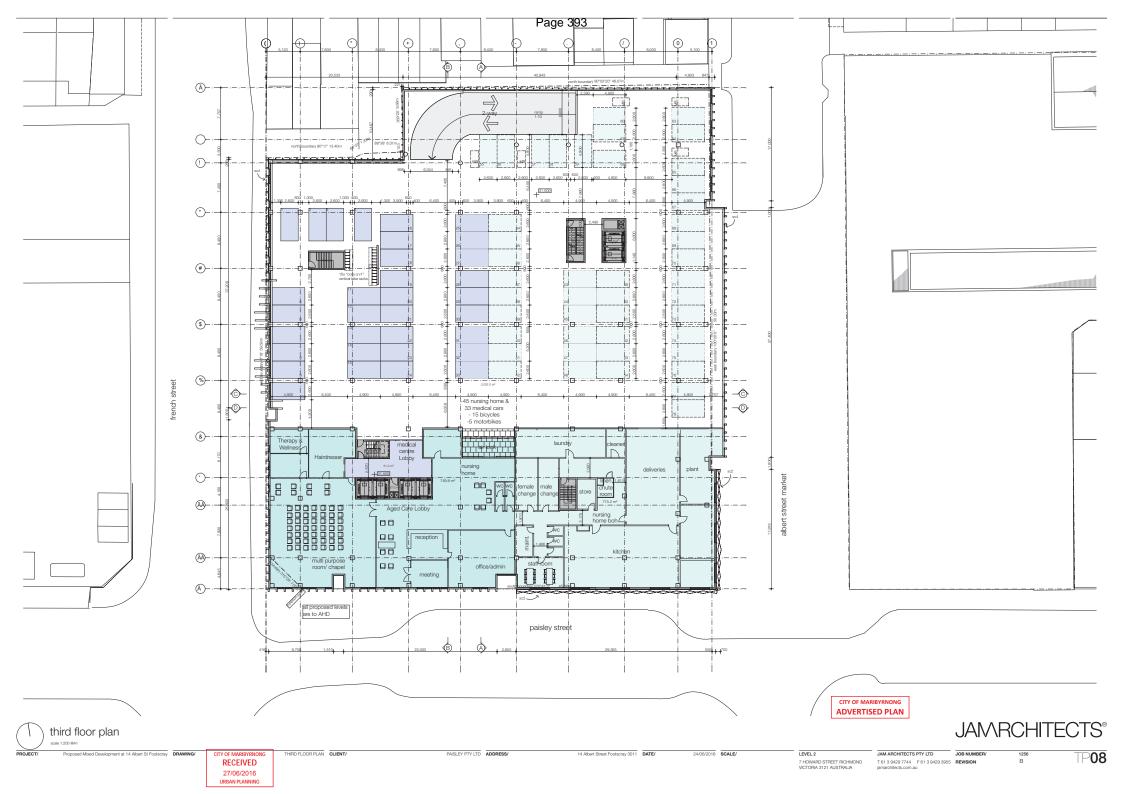


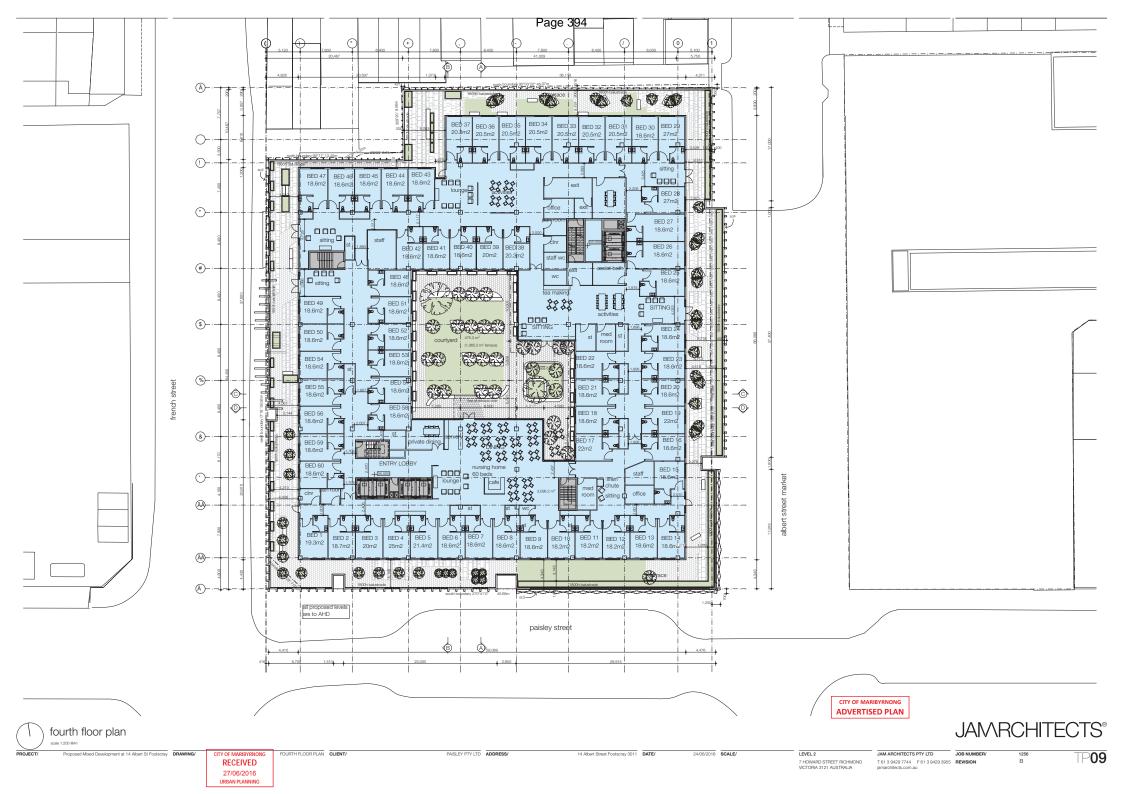
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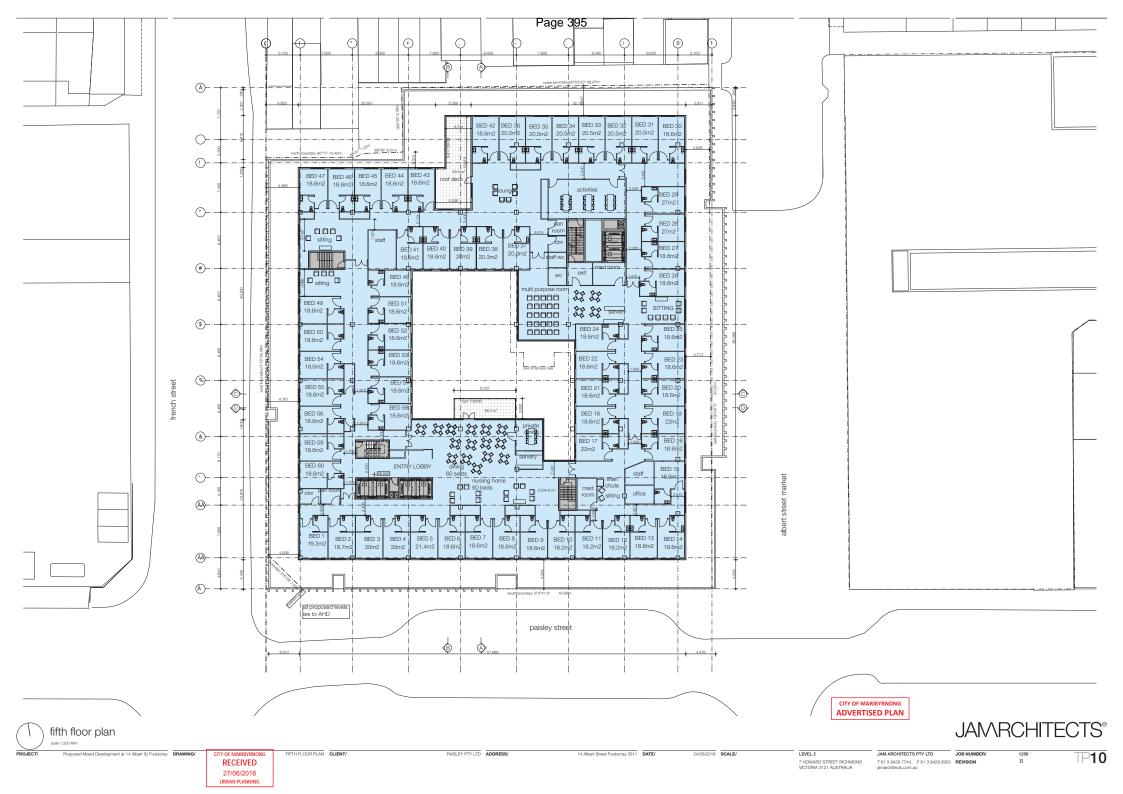














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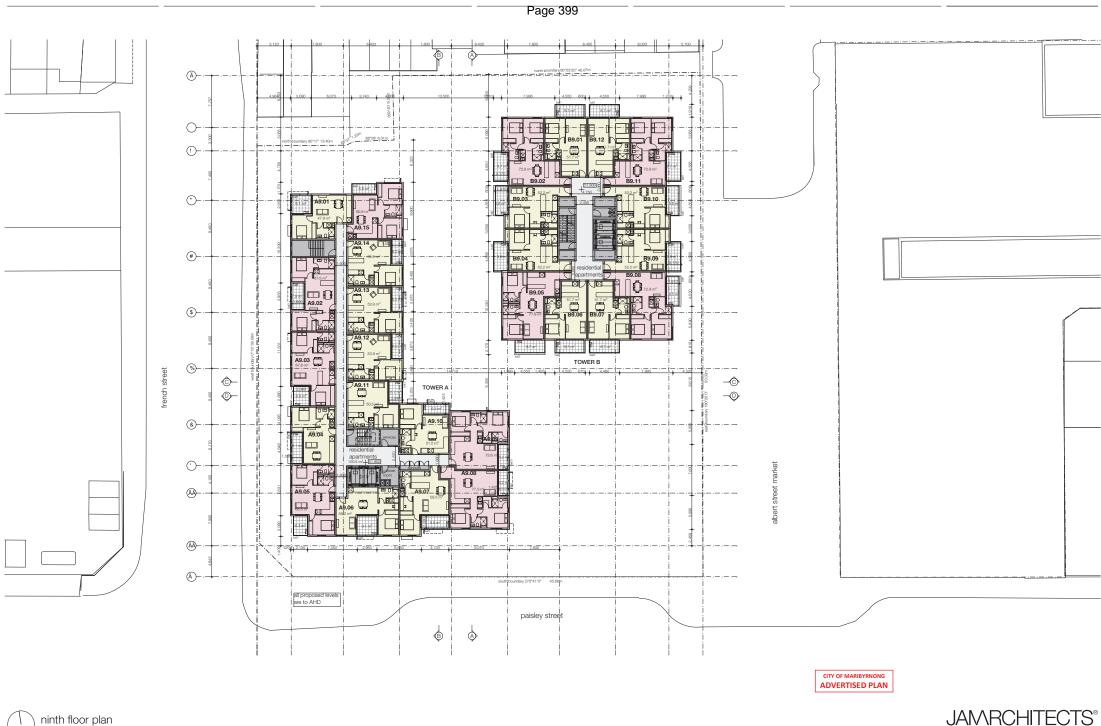


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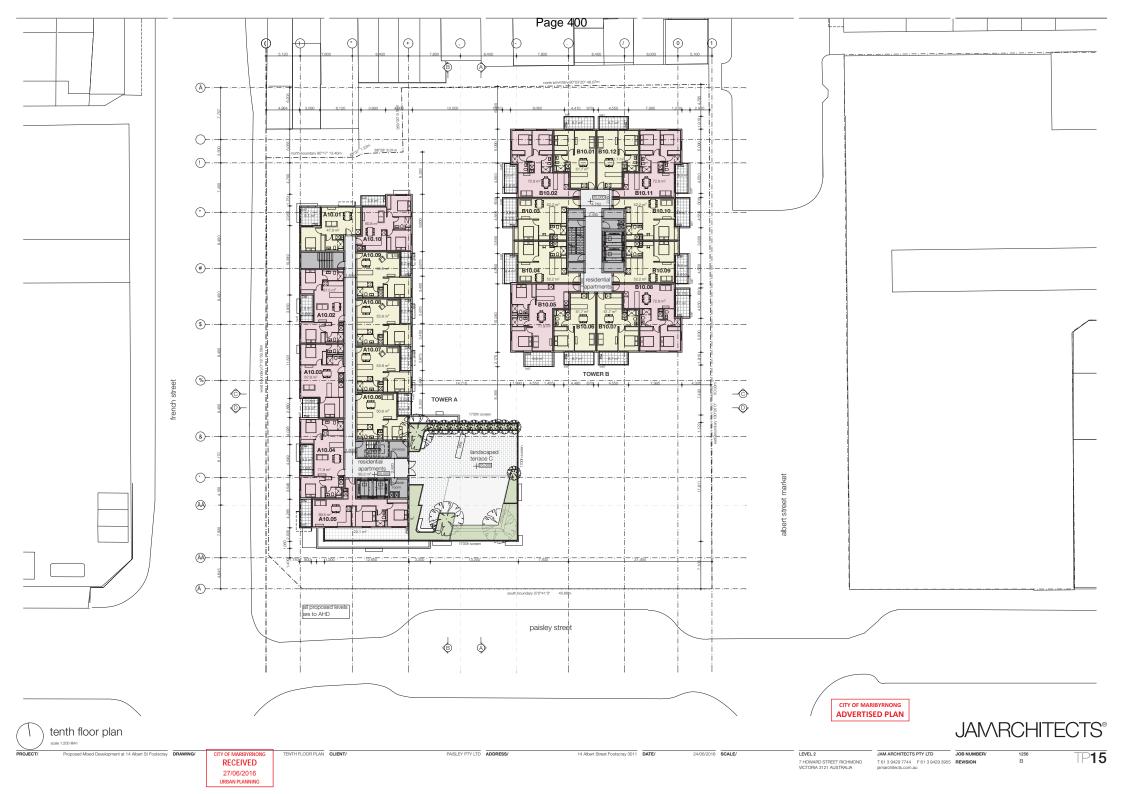


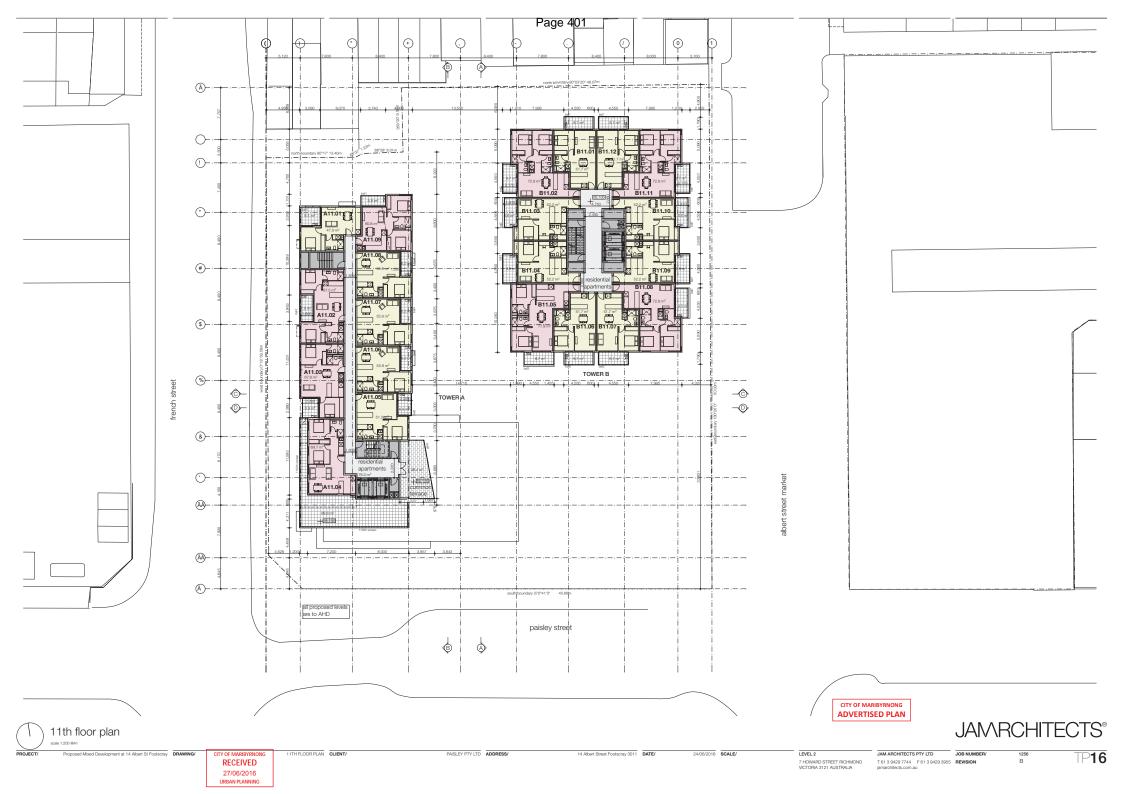
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NINTH FLOOR PLAN CLIENT/ PAISLEY PTY LTD ADDRESS/ 14 Albert Street Footscray 3011 DATE/ 24/06/2016 SCALE/

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14 Albert Street Footscray 3011 DATE/

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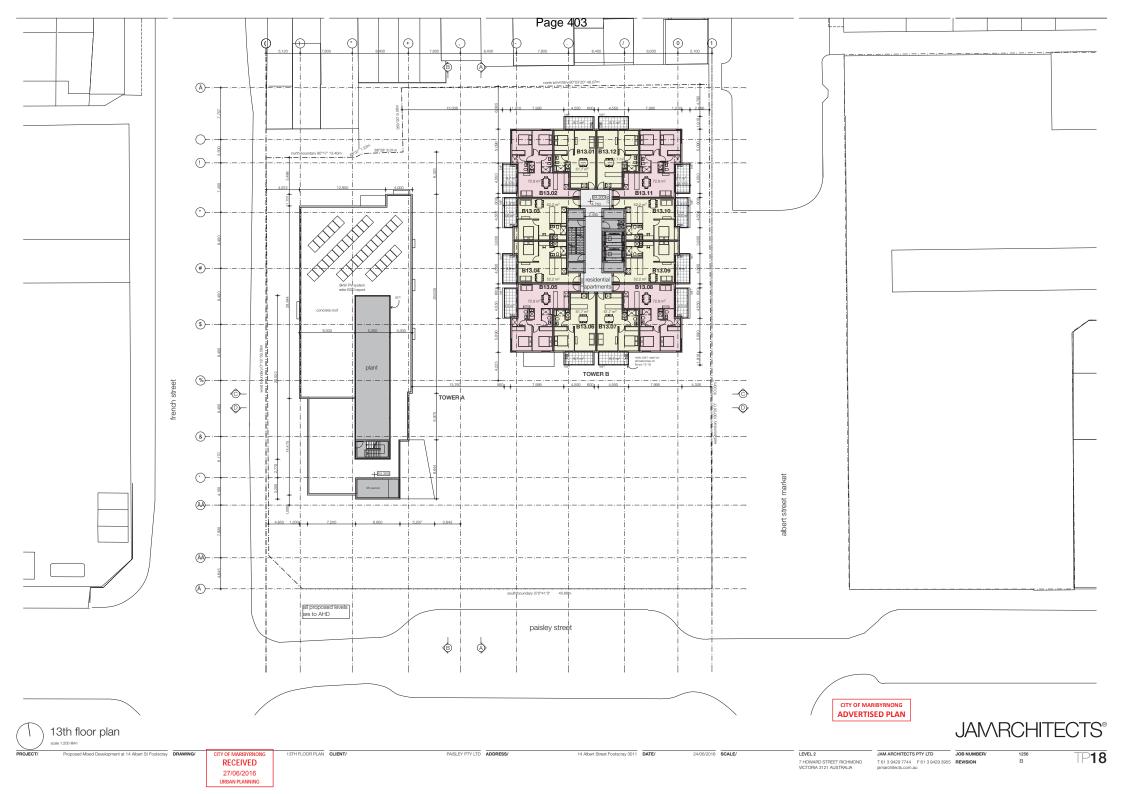
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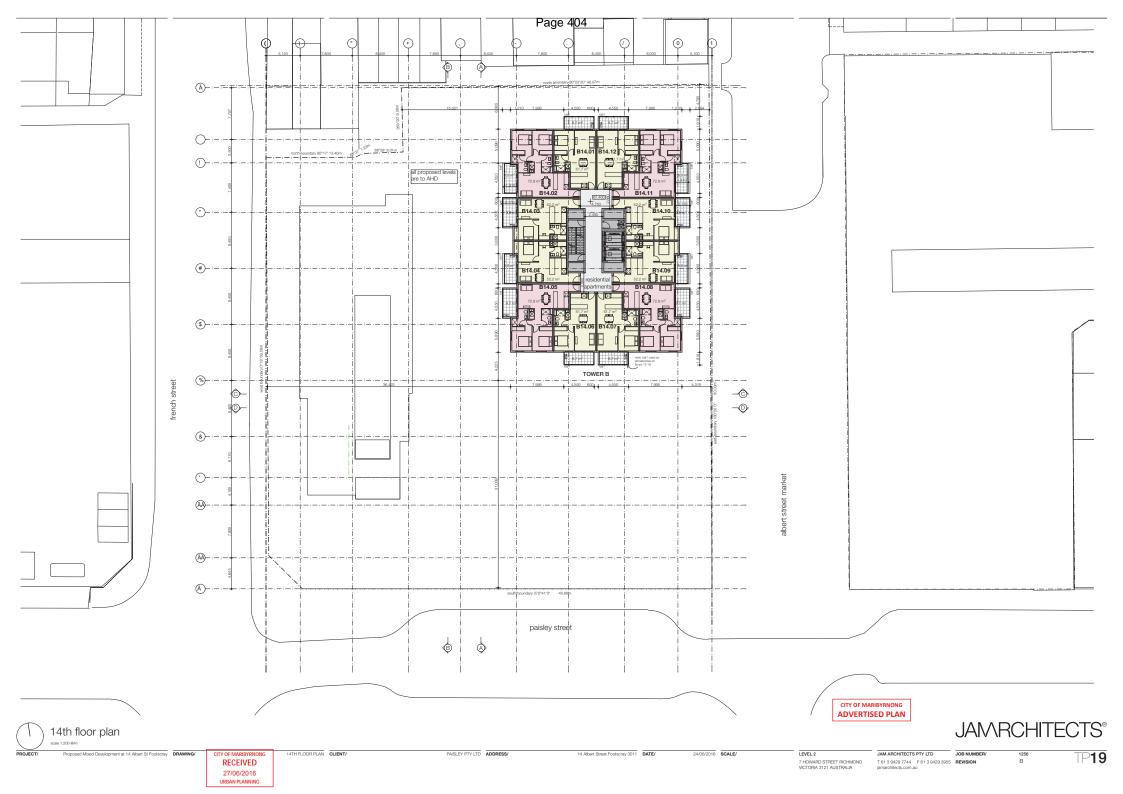
PAISLEY PTY LTD ADDRESS/

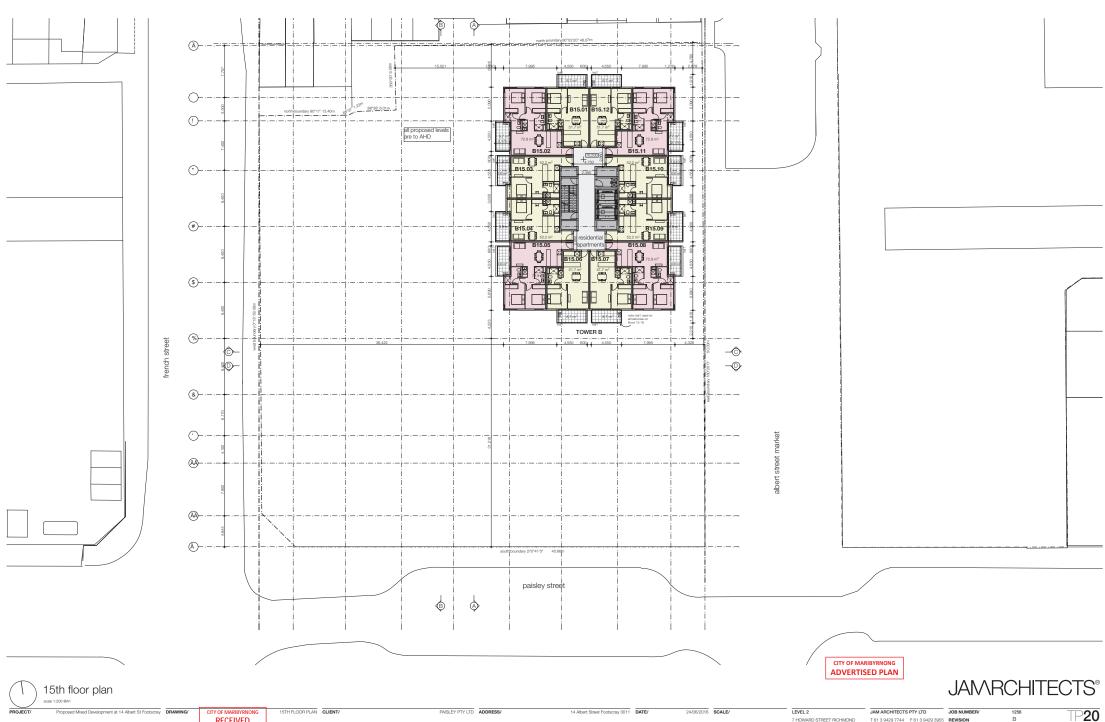
LEVEL 2
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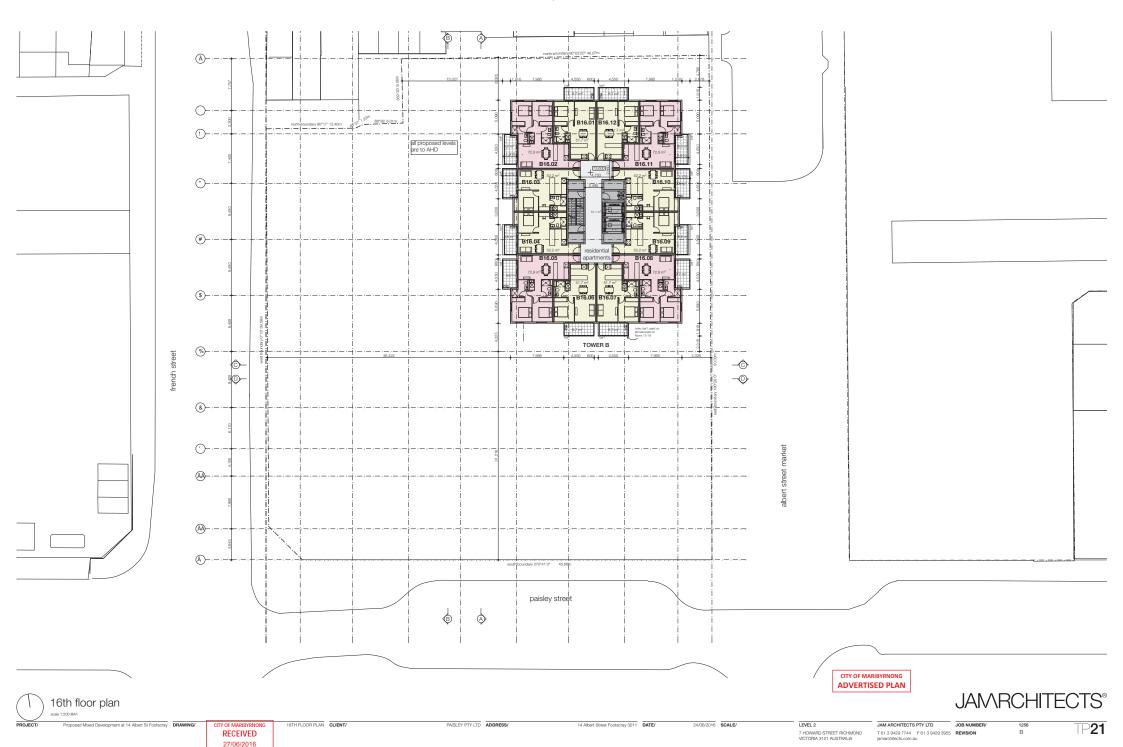




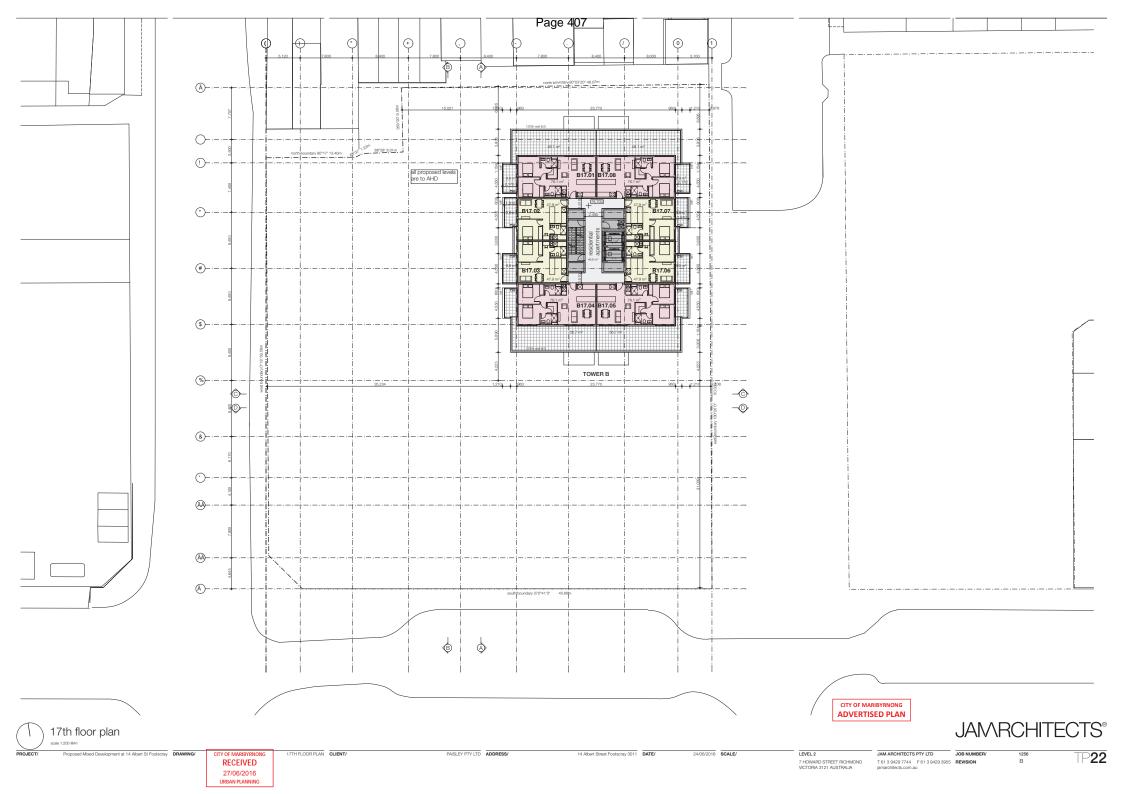


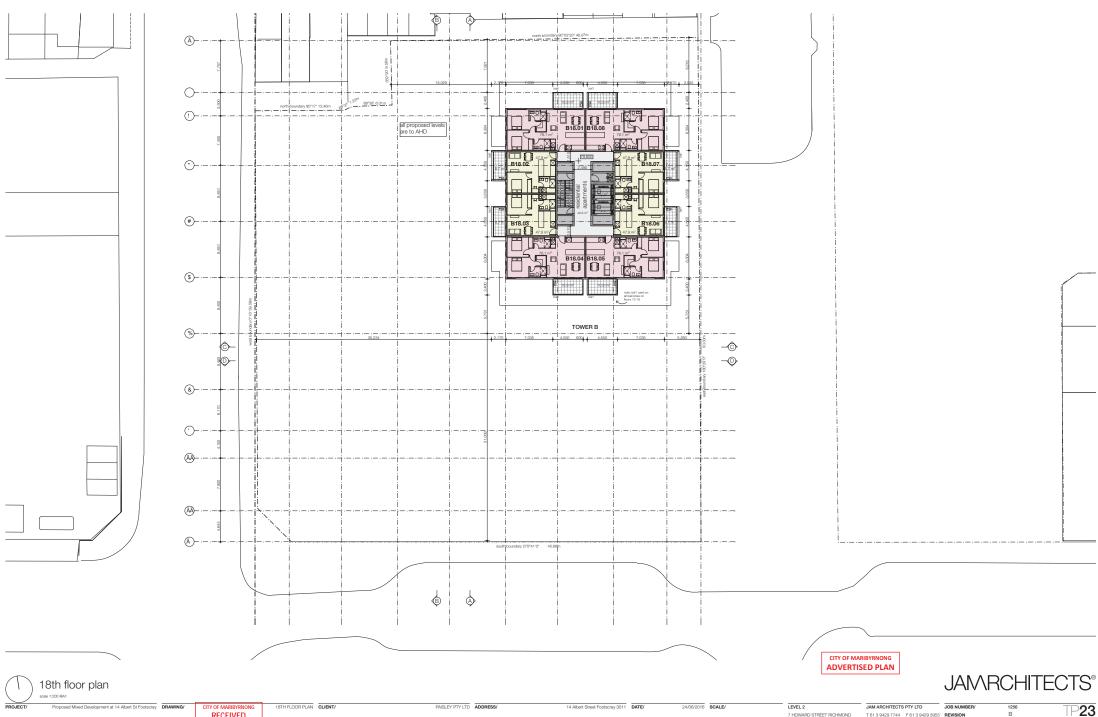
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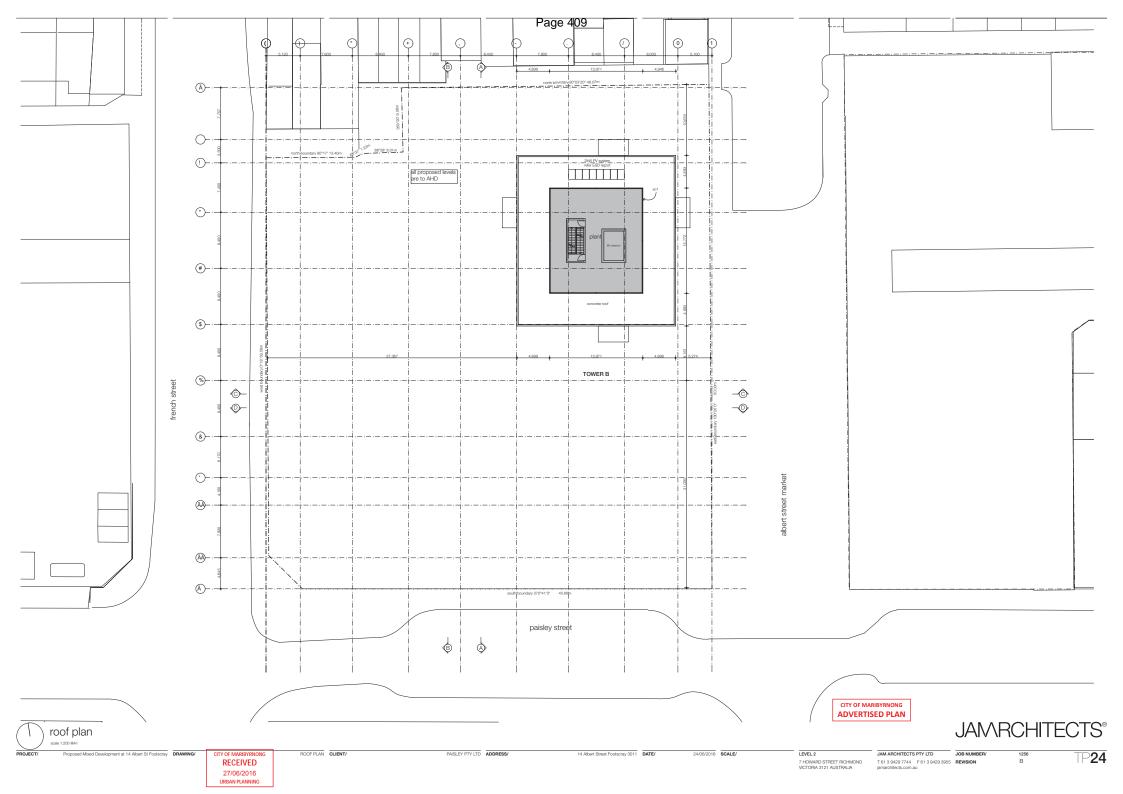
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TOWER A



typical 2 bed unit

- 2 v hedroom with rohe
- 1 x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

- 2 v hedroom with rohe 1 x bathroom & 1x laundry
- open plan kitchen, living & dining areas balcony/terrace



typical 2 bed unit

- 2 x bedroom with rohe
- 2 x bathroom & 1x laundry - open plan kitchen, living & dining areas
- balcony/terrace



typical 2 bed unit

- 2 x hedroom with robe
- 2 x bathroom & 1x laundry open plan kitchen, living & dining areas



Page 410

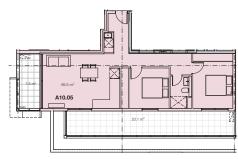
typical 2 bed unit

- 2 v hedroom with rohe
- 2 x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

- 2 v hedroom with rohe - balcony/terrace
- 1 x bathroom & 1x laundry open plan kitchen, living & dining areas



typical 2 bed unit

- 2 v hedroom with rohe
- 1 x bathroom & 1x laundry - open plan kitchen, living & dining areas



typical 1 bed unit

- 1 x bedroom with rohe
- 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry open plan kitchen, living & dining areas
- balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry open plan kitchen, living & dining areas balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- balcony/terrace
- 1x bathroom & 1x laundry
 open plan kitchen, living & dining areas



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry & study open plan kitchen, living & dining areas - balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry & study open plan kitchen, living & dining areas - balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry & study
 open plan kitchen, living & dining areas balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry open plan kitchen, living & dining areas
- balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balcony/terrace

TOWER B



typical 2 bed unit

- 2 x bedroom with robe
- 2x bathroom & 1x laundry

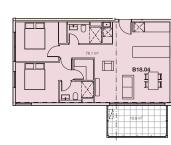
PROJECT/

open plan kitchen, living & dining areas
 balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe 2x bathroom & 1x laundry - open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe
- 2x bathroom & 1x laundry open plan kitchen, living & dining areas
 balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe
- 2x bathroom & 1x laundry
- open plan kitchen, living & dining areas balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe 1x bathroom & 1x laundry & study
- open plan kitchen, living & dining areas balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas balcony/terrace

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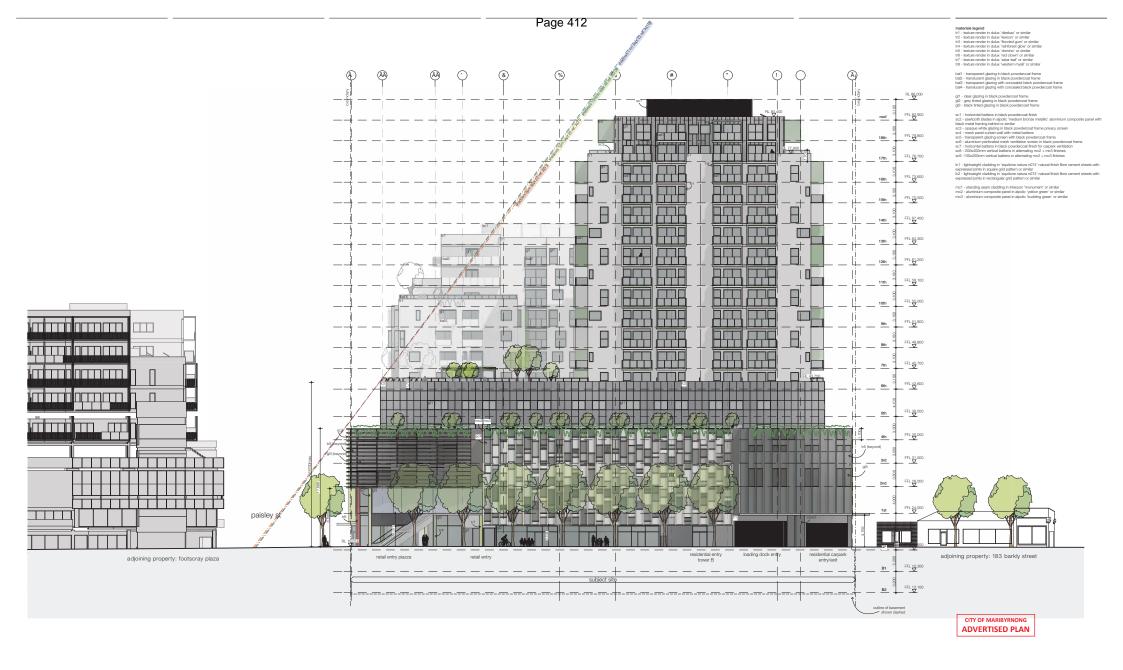
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south elevation paisley street

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east elevation albert street scale 1:200 @A1

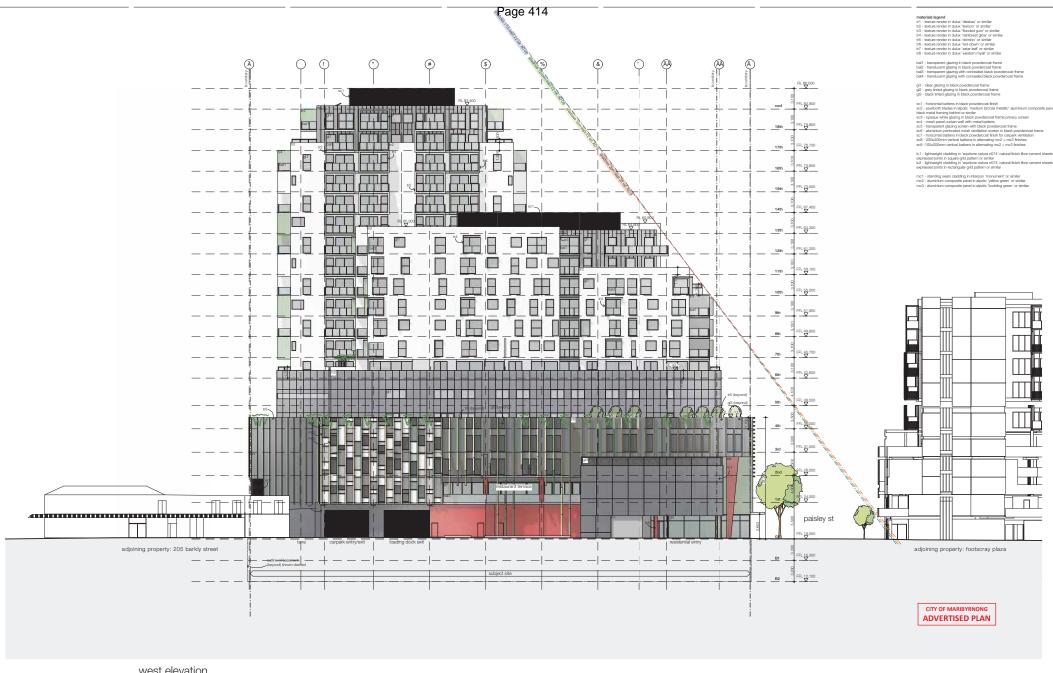
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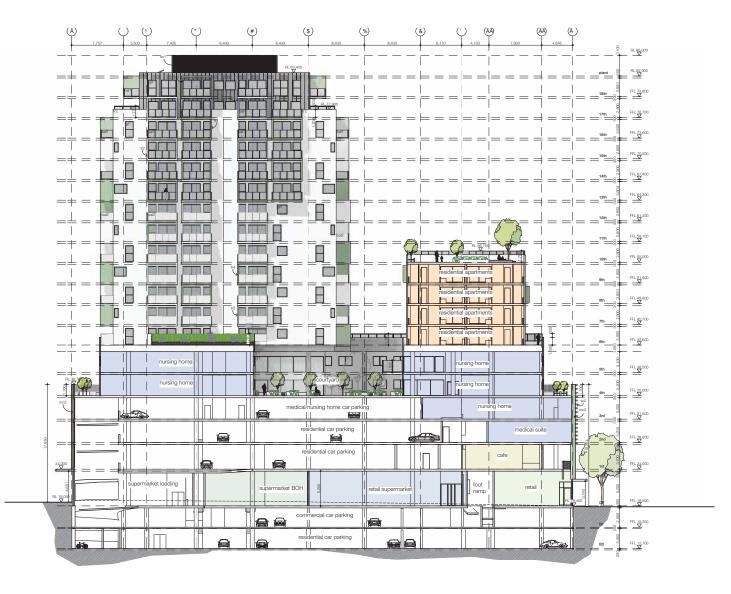
north elevation barkly street

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west elevation french street scale 1:200 @A1

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so 1 - horizontal bathera in black-poviderosat finish so 2 - sawtooh blades in alpolic 'medium bronen netallic' aluminium on black metal farming finder or similar sol 2 - oppasse within glutrary in black, pouderosof finne privacy screen sol 2 - oppasse within glutrary in black, pouderosof finne privacy screen sol 2 - samman grant grant part black be pouderosat farmine soft - samman grant grant part black poviderosat farmine soft - samman grant part sold reserve verification screen in black poviderosat farmine soft - samman grant part sold providerosat farmine soft - samman grant part sold providerosat farmine soft - samman grant part sold providerosat soft - samman grant part sold providerosat for samman grant part soft - samman grant part sold providerosat sold - sold providerosat part samman grant part sold - sold providerosat part samman grant part sold - sold providerosat part samman grant part sold - sold providerosat sold - sold -

21 - kgittveight cladding in 'equitone natura n074' natural finish fibre cement sheets wit spressed joints in square gold pattern or similar 22 - lightveight cladding in 'equitone natura n074' natural finish fibre cement sheets wit spressed joints in rectangular grid pattern or similar

CITY OF MARIBYRNONG **ADVERTISED PLAN**







sc1 - horizontal batters in black-powdercoal finish sc2 - sawkorb blabes in sploci remider borzen smellar il alminium com black retat faming betried or smilar school fresh familiar potenti or smilar school fresh participation of smilar scale - metal participation of smilar batteria sc4 - metal participation wall with metal batteria sc5 - temparane splacing scene with black powdercoal frame sc5 - alminium perforated metal vertilitation scene in black powdercoal frame sc5 - alminium perforated metal vertilitation scene in black powdercoal frame sc5 - alminium perforated metal vertilitation school frame in black powdercoal frame sc5 - 2000-06/20m vertilitation school frame sc

Ic1 - Ightweight cladding in 'equitone natura n074' natural finish fibre cement sheets with expressed joints in square grid pattern or similar Ic2 - Ightweight cladding in 'equitone natura n074' natural finish fibre cement sheets with expressed joints in rectangular grid pattern or similar

mc1 - standing seam cladding in interpon 'monument' or similar mc2 - aluminium composite panel in alpolic 'yellow green' or similar mc3 - aluminium composite panel in alpolic 'budding green' or similar

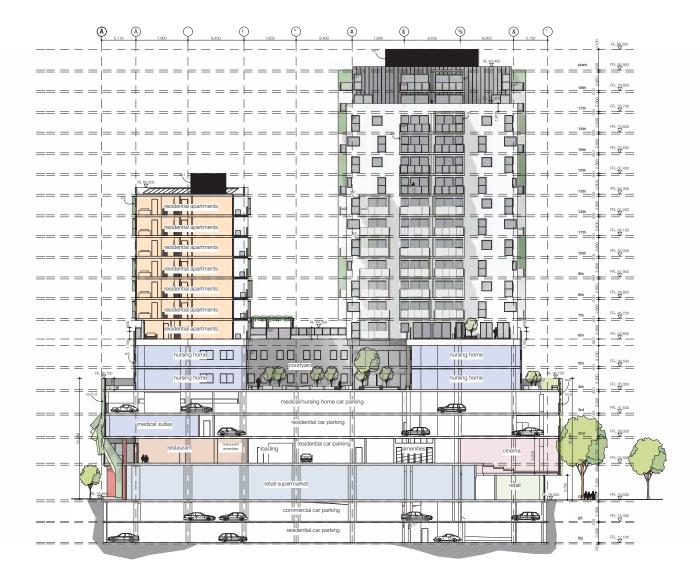
CITY OF MARIBYRNONG **ADVERTISED PLAN**





PROJECT/

section BB scale 1:200 @A1

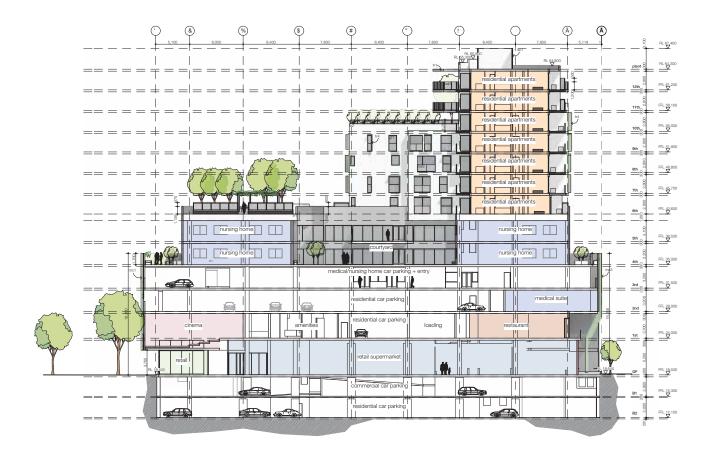


Ic1 - lightweight cladding in 'equitone natura n074' natural finish fibre cemer expressed joints in square grid pattern or similar Ic2 - lightweight cladding in 'equitone natura n074' natural finish fibre cemer expressed joints in rectangular grid pattern or similar

CITY OF MARIBYRNONG **ADVERTISED PLAN**







sc1 - horizontal batters in black powdercoat frieth sc2 - sawtooh blacks in splice in medium bronzen sentalitic" aluminium con black miesta farming poblind or similar sc2 - caspace within glaming in black powdercoad frame privacy screen sc2 - caspace within glaming broad scale scale privacy screen sc2 - samming programme with black powdercoat frame sc6 - aluminium perforated mean vertilation scene in black powdercoat sc6 - aluminium perforated mean vertilation scene in black powdercoat sc6 - 2000/000m within black powdercoat frame sc8 - 2000/0000m within aluminium samminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium samminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc6 - 1000/000m within aluminium cc2 + mc5 finishes sc7 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finishes sc8 - 1000/000m within aluminium cc2 + mc5 finis

Ic1 - lightweight cladding in 'equitone natura n074' natural finish fibre cement sheets with expressed joints in square grid pattern or similar Ic2 - lightweight cladding in 'equitone natura n074' natural finish fibre cement sheets with expressed joints in rectangular grid pattern or similar

mc1 - standing seam cladding in interpon 'monument' or similar mc2 - aluminium composite panel in alpolic 'yellow green' or similar mc3 - aluminium composite panel in alpolic 'budding green' or similar

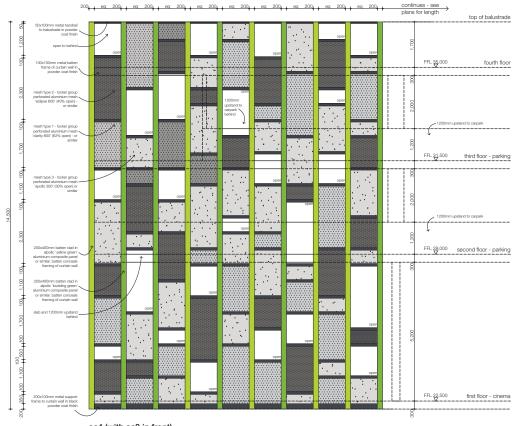
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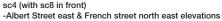


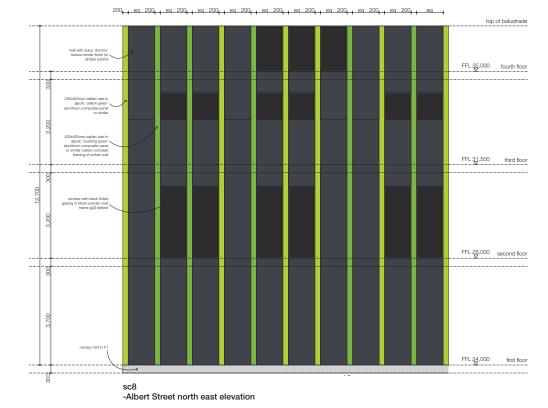
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section DD scale 1:200 @A1

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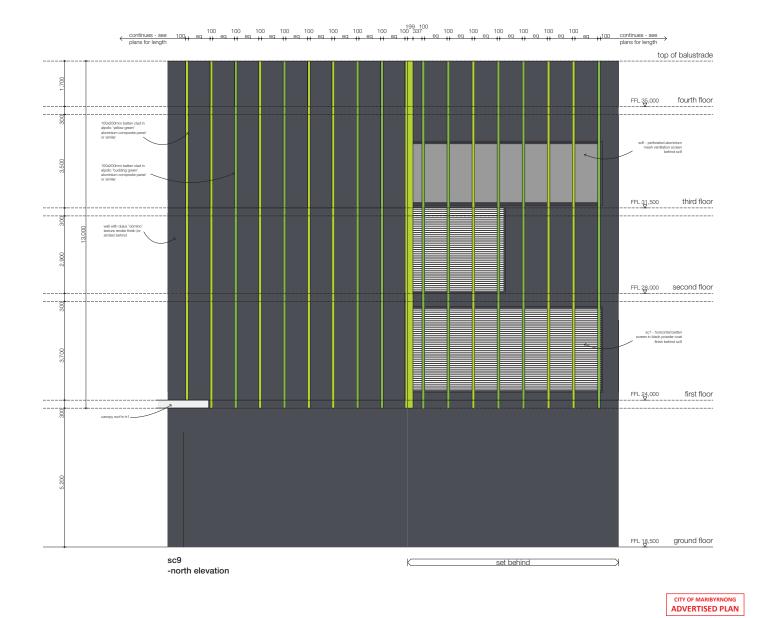
ball - transparent glazing in black powdercoat frame ball2 - translucent glazing in black powdercoat frame ball3 - transparent glazing with concealed black powdercoat ball4 - translucent glazing with concealed black powdercoat

Ic1 - lightweight cladding in 'acquitone natura n074' natural finish fibre cement sheets with expressed joints in square grid pattern or similar Ic2 - lightweight cladding in 'equitone natura n074' natural finish fibre cement sheets with expressed joints in rectangular grid pattern or similar

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facade detailing

PROJECT/ Proposed Mixed Development at 14 Albert St Footscray DRAWING/ RECEIVED 27/06/2016 URBAN PLANNING



facade detailing

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The characteristic is taked powerful trainer installer abunitum composite panel with black most farming belief or similar powerful trainer installer abunitum composite panel with black most farming belief or similar pit black powerfuncts farming phongs screen size - capacity with participant pit black powerfuncts farming screen size - superparent glarge powerful products powerful products of the control of t

ic1 - lightweight cladding in 'acultone natura n074' natural finish fibre cement sheets with expressed joints in square grid pattern or similar ic2 - lightweight cladding in 'equitione natura n074' natural finish fibre cement sheets with expressed joints in rectangular grid pattern or similar

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PAISLEY PTY LTD ADDRESS/

14 Albert Street Footscray 3011 DATE/

LEVEL 2 7 HOWARD STREET RICHMOND VICTORIA 3121 AUSTRALIA

materials legend

tri - teoture render in duker 'dieskau' or similar

tri - teoture render in duker 'kieskau' or similar

tri - teoture render in duker 'kieskoor' or similar

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tri - teoture render in duker 'kinded glow' or similar

tri - teoture render in duker 'kinded glow' or similar

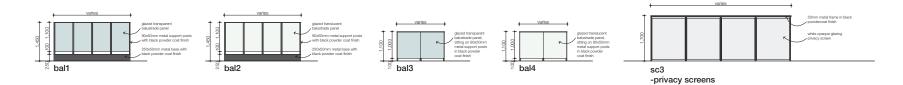
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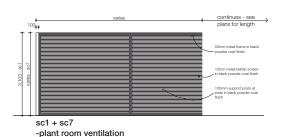
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tri - teoture render in duker 'kinded' or similar

ball - transparent glazing in black powdercoat frame ball2 - translucent glazing in black powdercoat frame ball3 - transparent glazing with concealed black powdercoat frame ball4 - translucent glazing with concealed black powdercoat frame

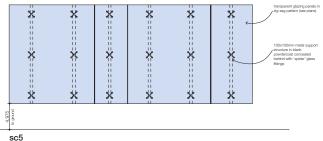




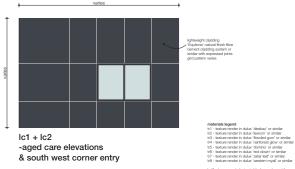


sc6 -north elevation carpark





-level 1 entry terrace south east corner of Albert & Paisley Streets



-aged care elevations & south west corner entry

ball - transparent glazing in black powdercoat frame ball2 - translucent glazing in black powdercoat frame ball3 - transparent glazing with concealed black powdercoat frame ball4 - translucent glazing with concealed black powdercoat frame

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Ic1 - lightweight cladding in 'acquitone natura n074' natural finish fibre cement sheets with expressed joints in square grid pattern or similar Ic2 - lightweight cladding in 'equitone natura n074' natural finish fibre cement sheets with expressed joints in rectangular grid pattern or similar

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facade detailing scale 1:50 @A1

PROJECT/ Proposed Mixed Development at 14 Albert St Footscray DRAWING/ RECEIVED 27/06/2016 URBAN PLANNING 14 Albert Street Footscray 3011 DATE/

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tr1 texture render in dulux 'dieskau' or similar



tr2 texture render in dulux 'lexicon' or similar



tr3 texture render in dulux 'flooded gum' or similar



texture render in dulux 'rainforest glow' or similar



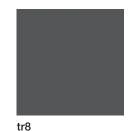
tr5 texture render in dulux 'domino' or similar



tr6 texture render in dulux 'red clown' or similar



tr7 texture render in dulux 'zatar leaf' or similar



texture render in dulux 'western myall' or similar



bal1 transparent glazing balustrade in black powder coat finish frame



bal2 translucent glazing balustrade in black powder coat finish frame



gl1 transparent glazing in black powder coat finish frame



gl2 light grey tinted glazing in black powder coat finish frame



gl3 black tinted glazing in black powder coat finish frame



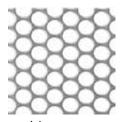
gl4 dark grey tinted glazing in black powder coat finish frame



sc2 alpolic 'medium bronze metallic' aluminium composite panel or similar to saw tooth blades, black metal frame behind



sc3 opaque white glazing in black powder coat finish frame as privacy screens

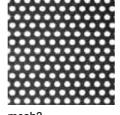


mesh1 locker group 'clarity 800' aluminium perforated mesh or similar- 62% open

as part of sc4 - see 1:50 details



tim1 lc1+2 blackbutt timber finish - see equitone 'natura n074' or similar compressed fibre cement sheet landscape architects' report with expressed joints to create square or rectangular grid



mesh3 locker group 'apollo 300' aluminium perforated mesh or similar- 30% open

as part of sc4 - see 1:50 details



mc1 charcoal standing seam cladding



mc2 alpolic 'yellow green' aluminium composite panel or similar



mc3 alpolic 'budding green' aluminium composite panel or similar



conc1 exposed concrete finish



pav mixed pavers - see landscape architects' report

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patterns

mesh2

locker group 'eclipse 600'

similar - 40% open

aluminium perforated mesh or

as part of sc4 - see 1:50 details

PROJECT/

Proposed Mixed Development at 14 Albert St Footscray

DRAWINGS/

PLANNING APPLICATION

DRAWING LIST/

DRAWING LIST/
proposed drawings

0 COVER PAGE

10 EVELOPMENT SUMMARY

11 EVELOPMENT SUMMARY

12 EVELOPMENT SUMMARY

13 BASEMENT FLOOR PLAN

14 BASEMENT FLOOR PLAN

15 SECOND FLOOR PLAN

16 FLOOR PLAN

17 SECOND FLOOR PLAN

18 SECOND FLOOR PLAN

19 SECOND FLOOR PLAN

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12 SEVENTH FLOOR PLAN

13 SITHE FLOOR PLAN

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NOTES/





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DEVELOPMENT SCHEDULE

Project 14 Albert Street, Footscray

Project No.

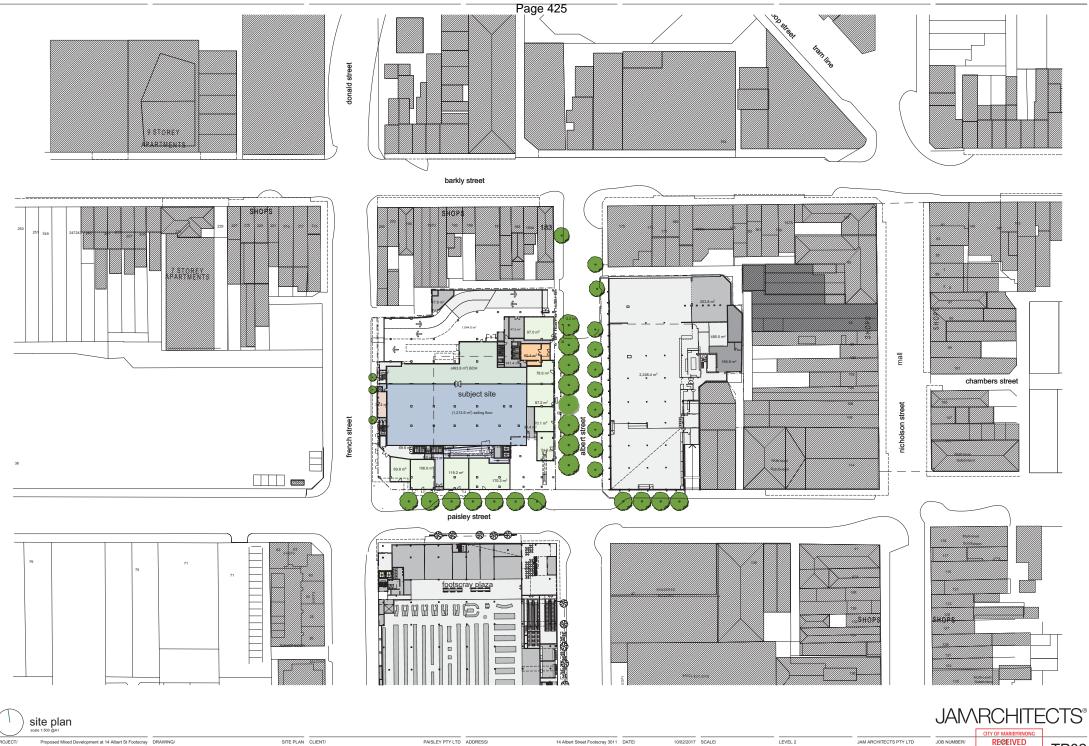
Date 9 February 2017 Revision C2 (storey reduction)

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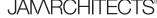
	Carpark				Retail		Nursing			Cinema		Café/Restaurant		Residential					
	Residential	Commercial			Area		Area/BOH	services/ stairs etc		Area			BOH/ services		Tower A		Tower B		
Levels	Spaces	Spaces	Spaces	Area (m2)	(m2)	loading	(m2)	amenities	Rooms	(m2)	Theatres	Area (m2)	circulation	Area (m2)	1 Bed	2 Bed	1 Bed	2 Bed	Total
Basement 2	123			4765.8															0
Basement 1		115		4768.9															0
Ground Floor					2437.4	2235.6													0
First Floor	34			1664.4						895.2	6	562.0	1321.1						0
Second Floor	30		46	3203.5			1460.7	139.3											0
Third Floor							3096.2	141.4	60										0
Fourth Floor							3026	141.4	60										0
Fifth Floor														1859.6	10	5	6	5	26
Sixth Floor														1892.1	9	6	8	4	27
Seventh Floor														1831.2	7	7	8	4	26
Eighth Floor														1831.2	7	7	8	4	26
Ninth Floor														1507.5	5	4	8	4	21
Tenth Floor														1485.6	5	4	8	4	21
Eleventh Floor														1486	6	3	8	4	21
Twelfth Floor														825			8	4	12
Thirteenth Floor														825			8	4	12
Fourteenth Floor														717.4			6	4	10
Totals	187	115	46	14402.6	2437	2236	7582.9	422.1	120	895.2	6	562.00	1321.10	12401	49	36	76	41	202
																Tower A		85	
	Cars	Motorbike		Stores												Tower B		117	
			171 tota												Total A	oartments		202	
Total	348	19	28 visito	235															

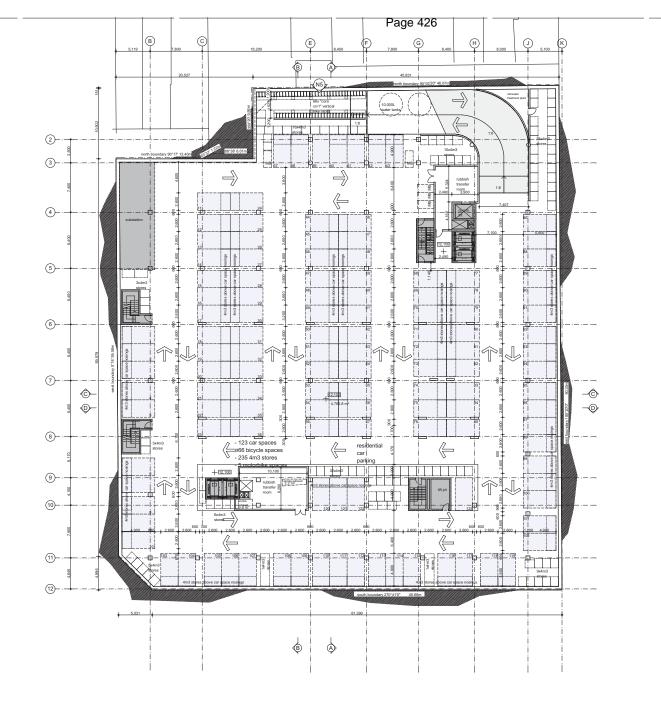
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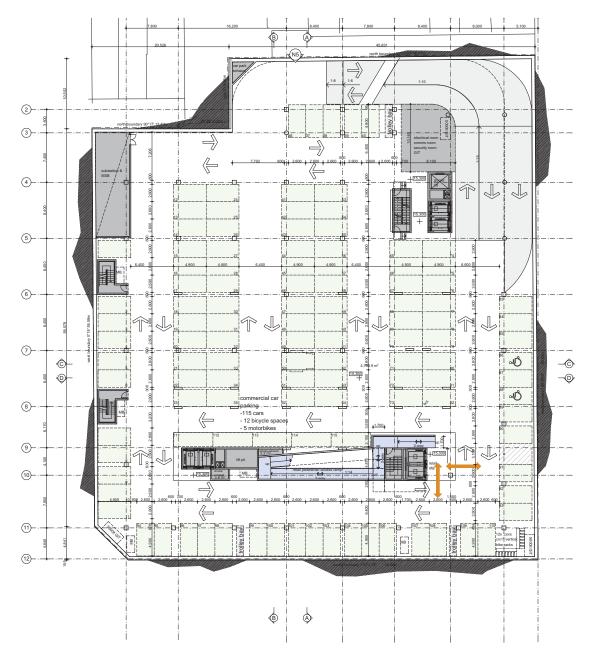




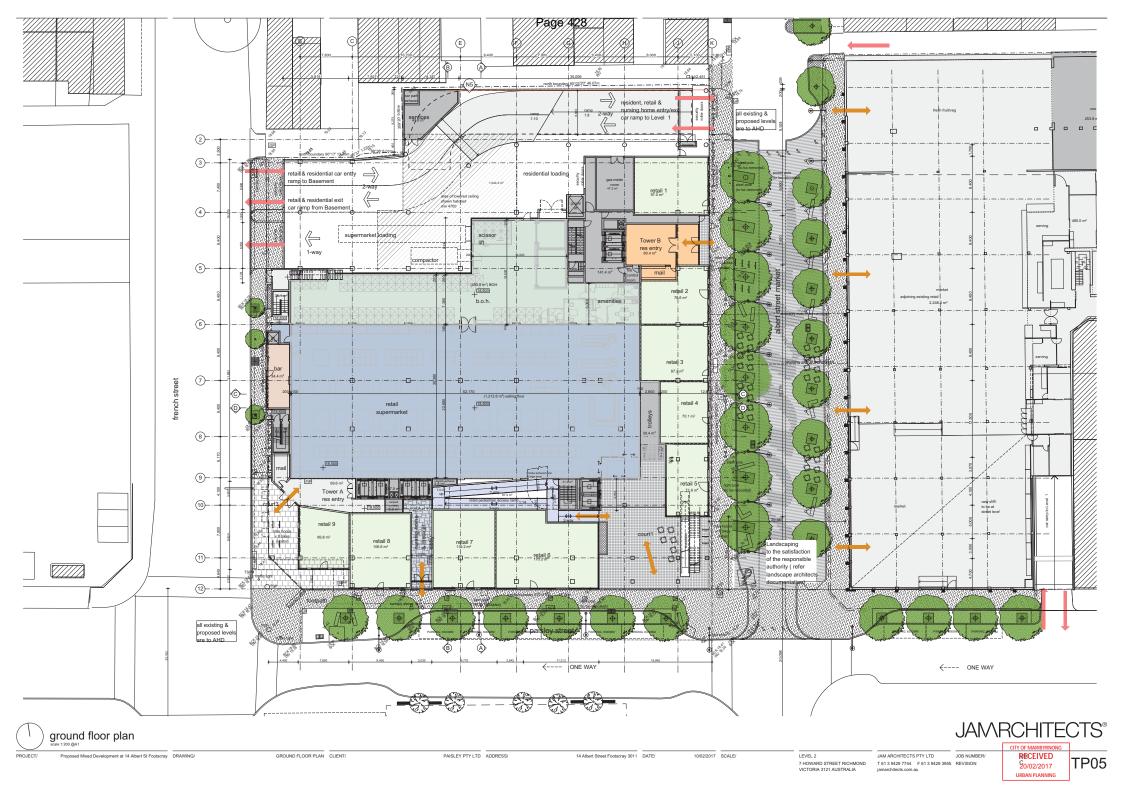


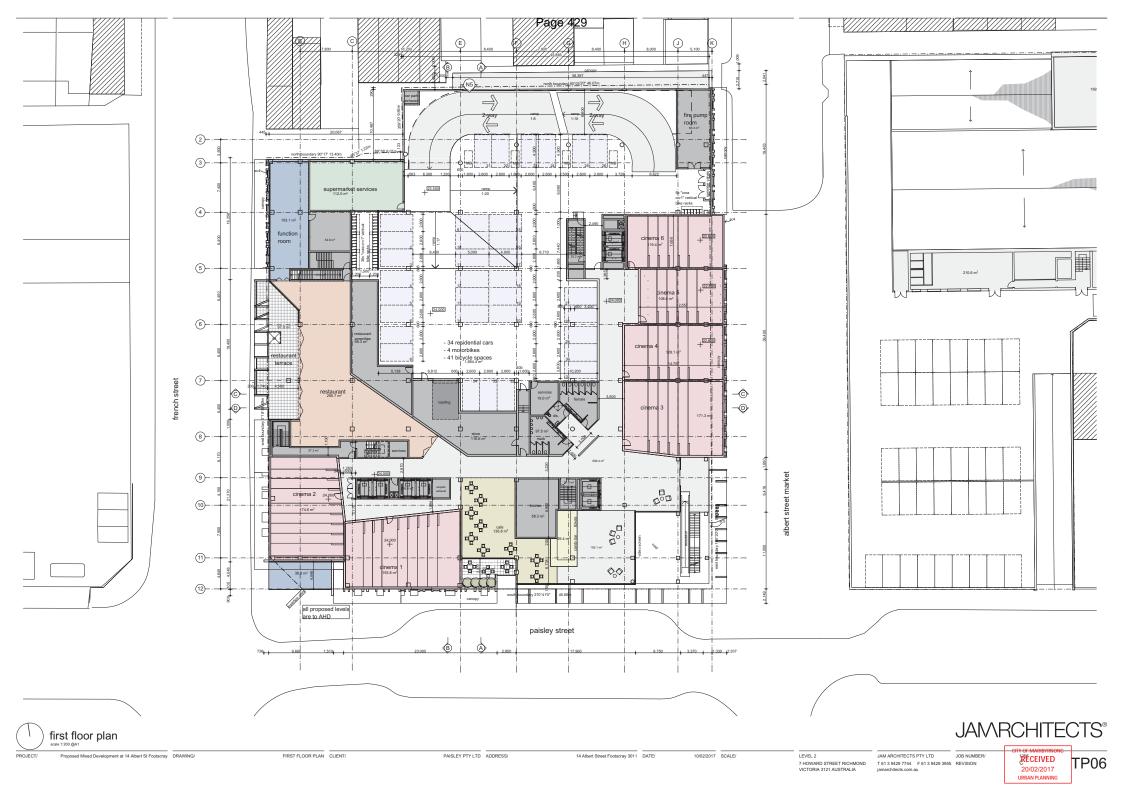


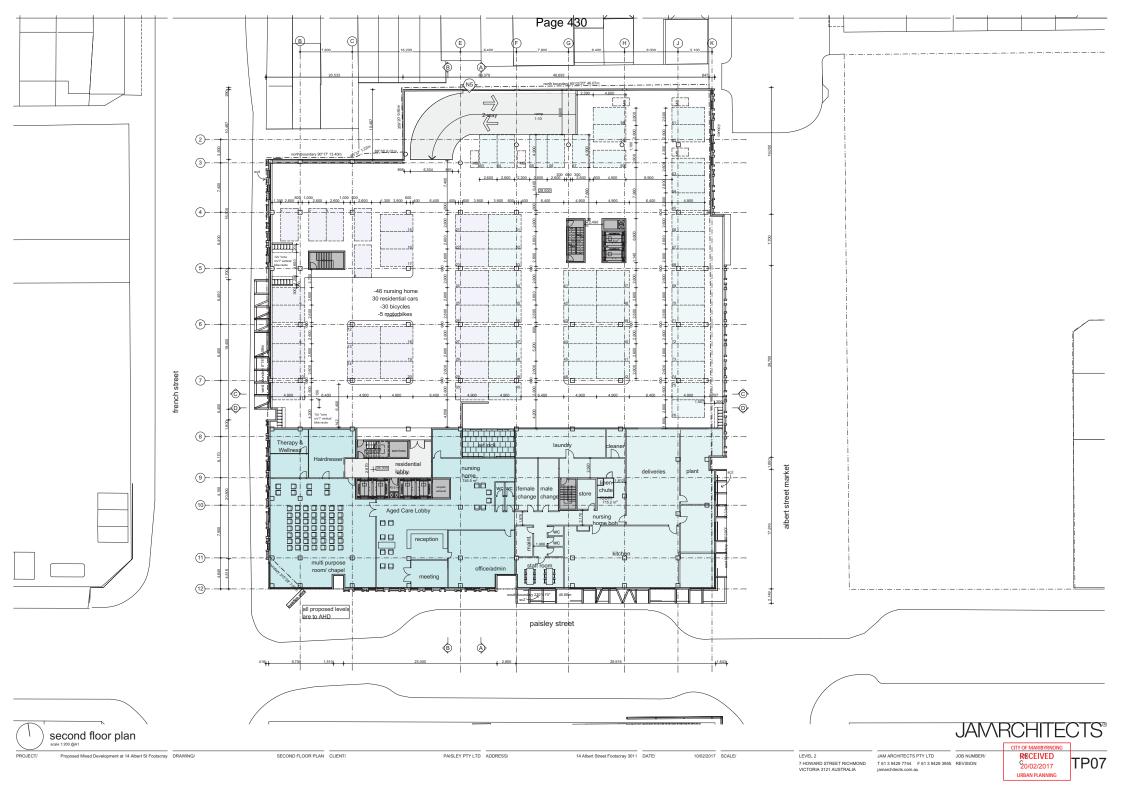


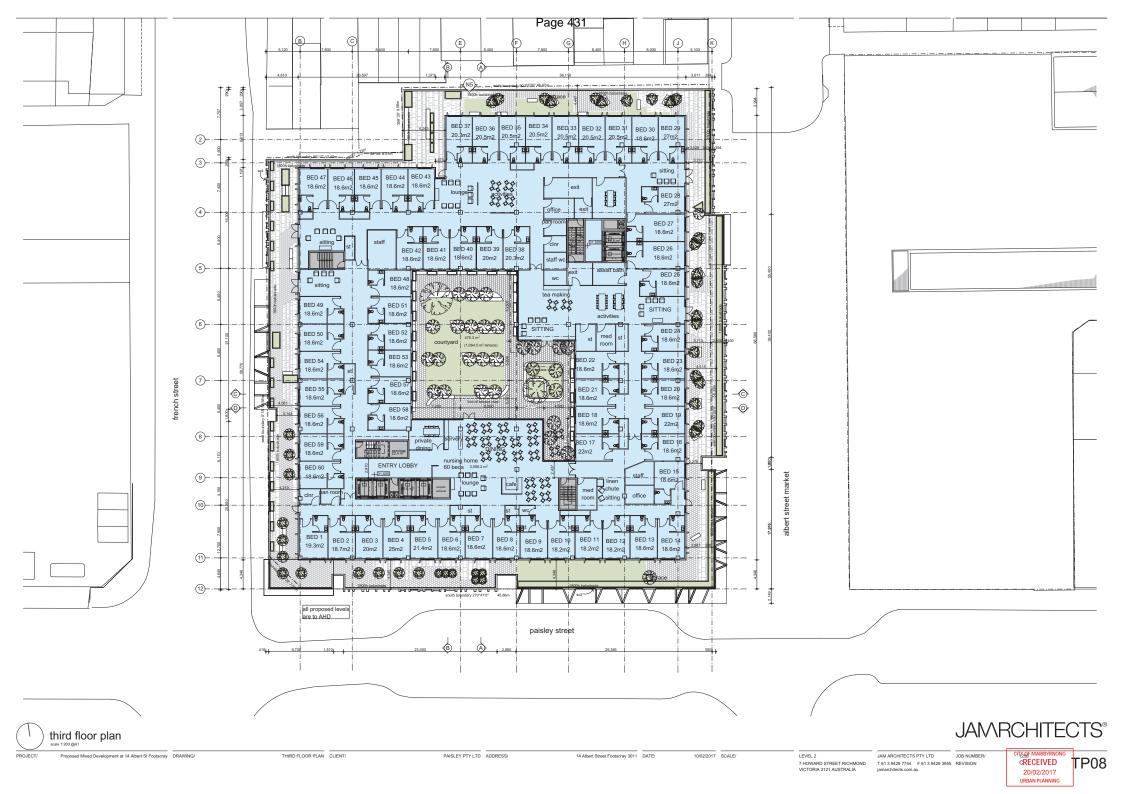


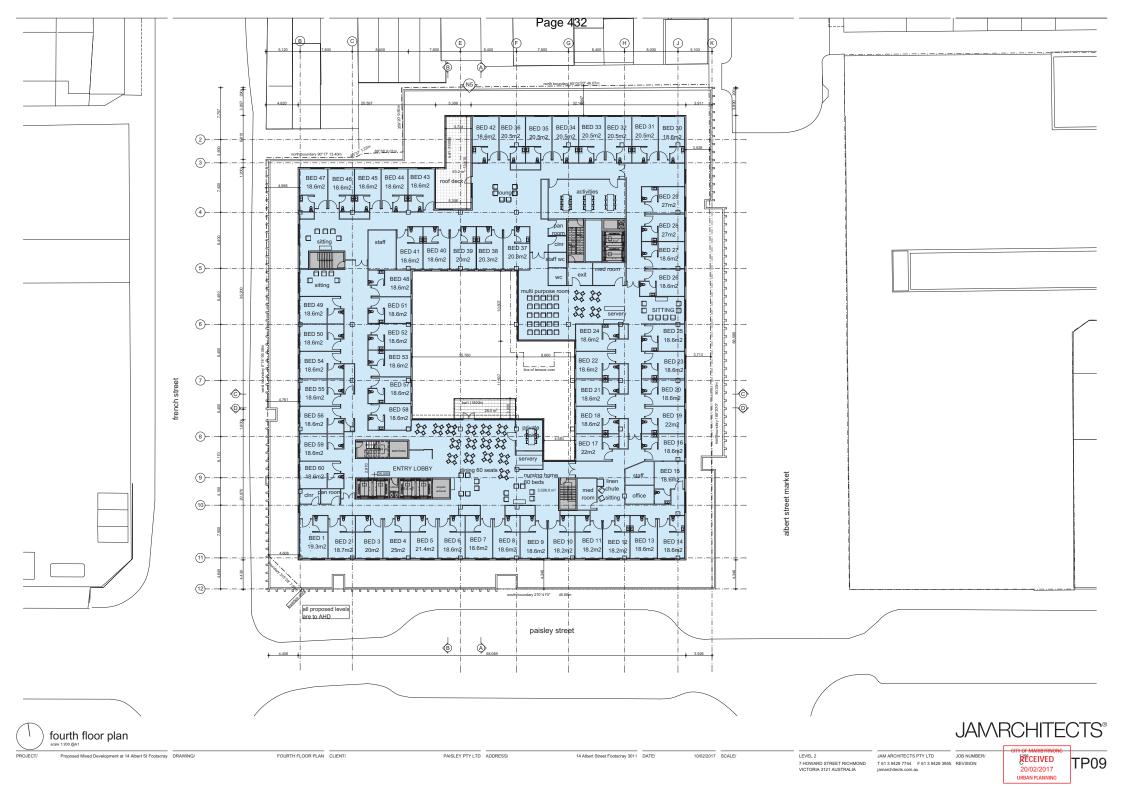


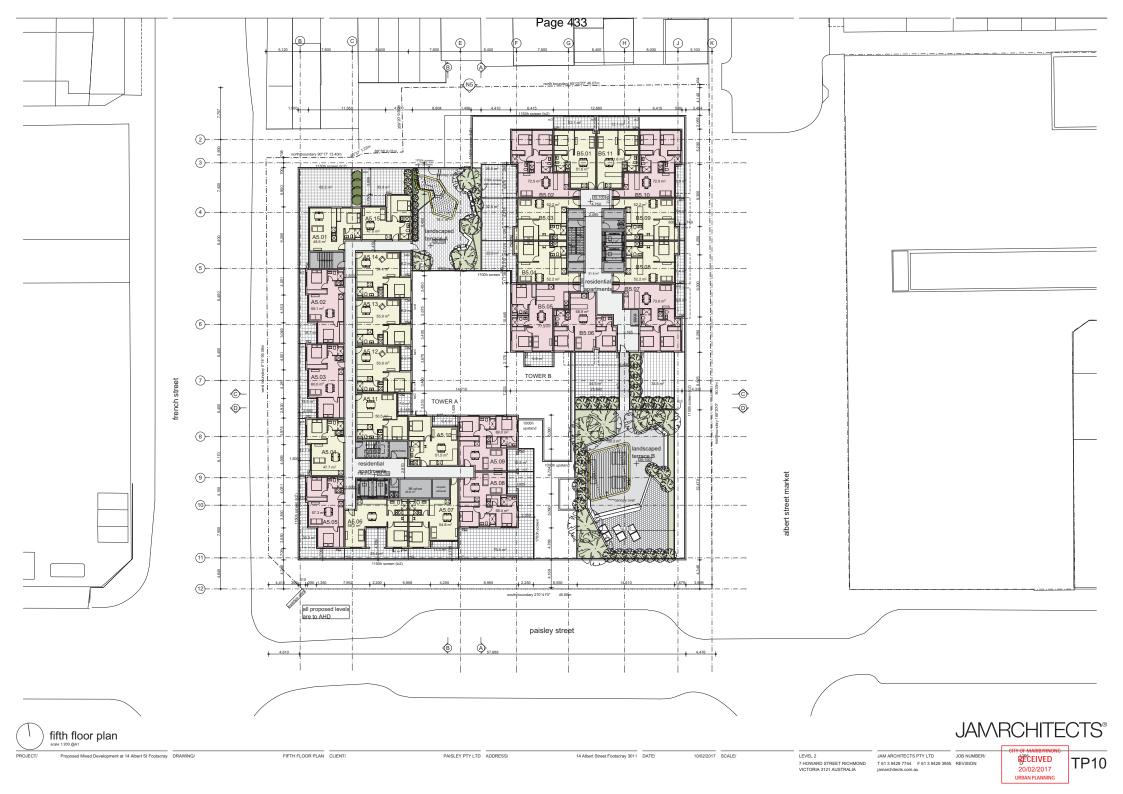


















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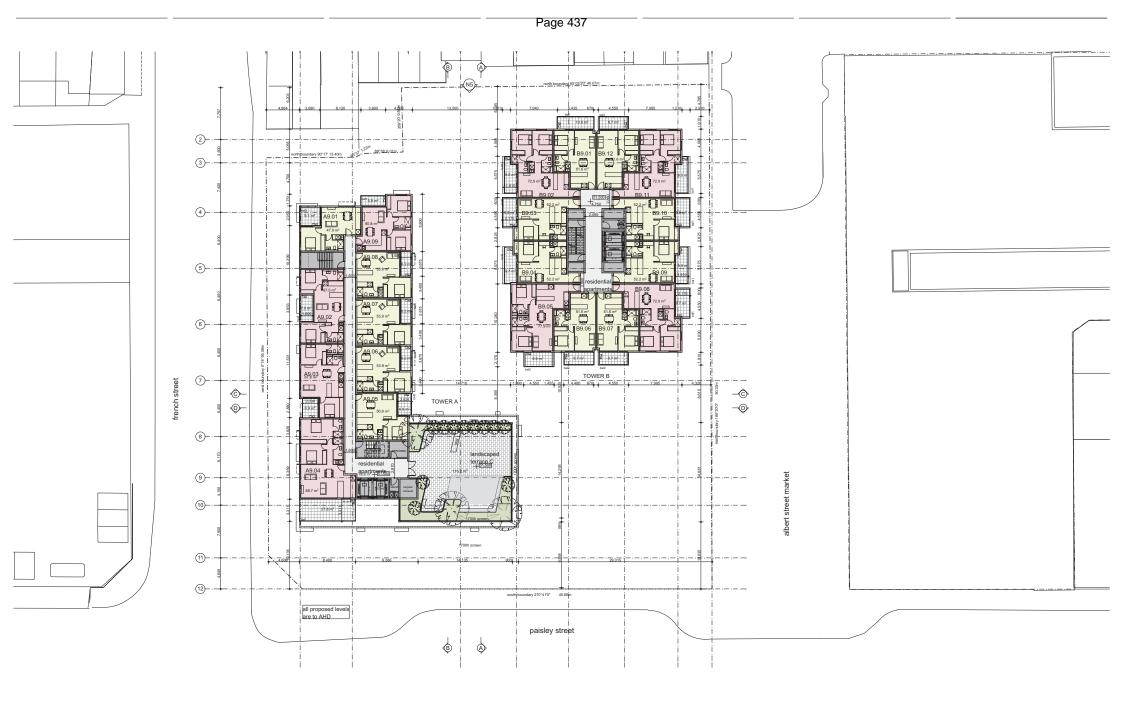
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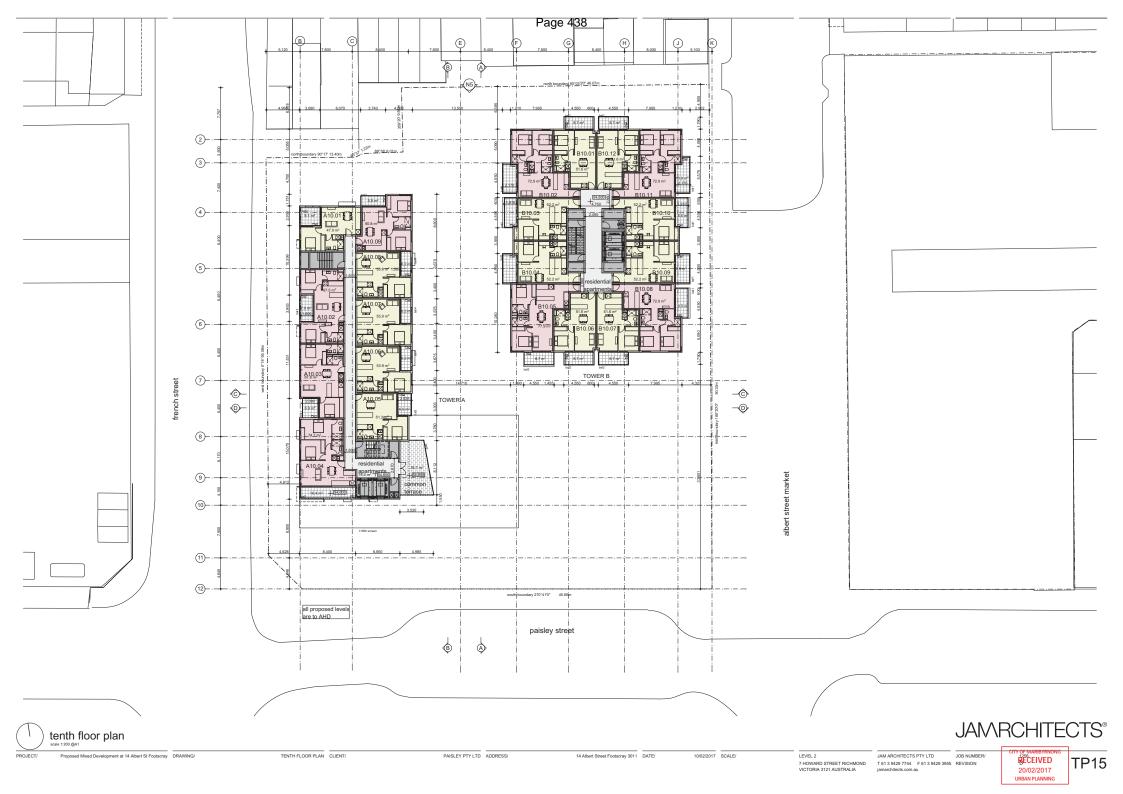


EIGHTH FLOOR PLAN CLIENT/









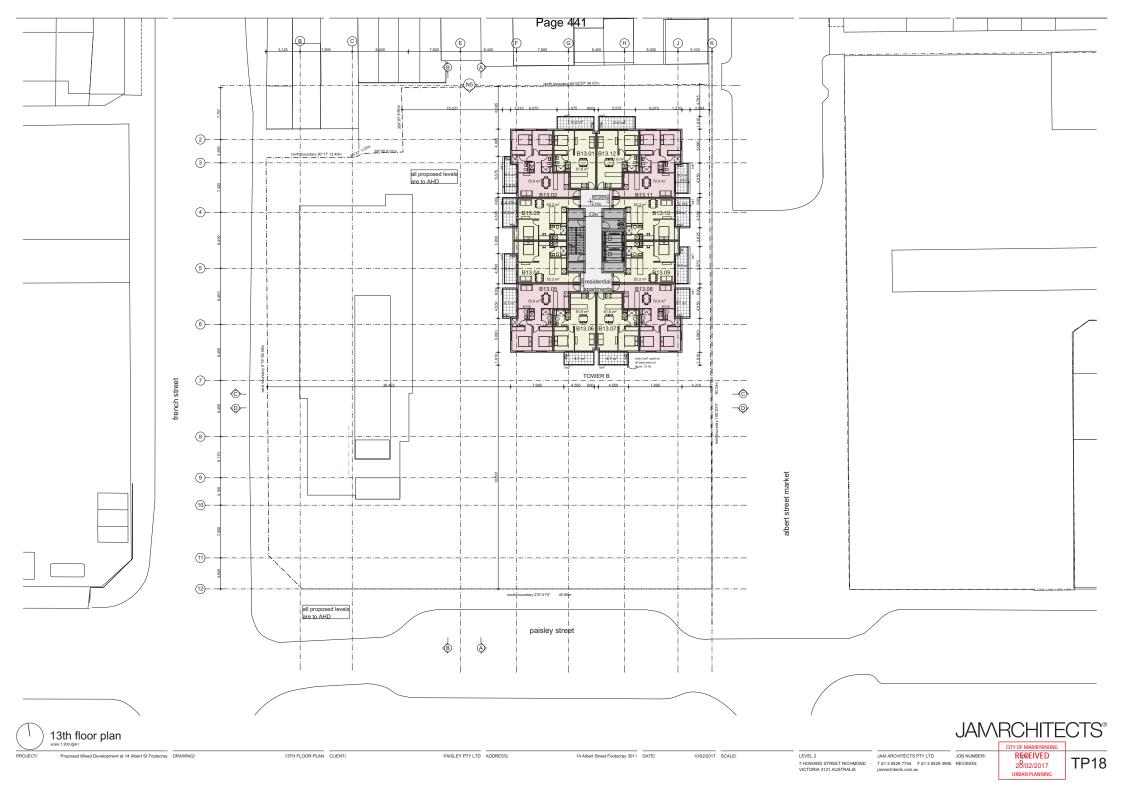


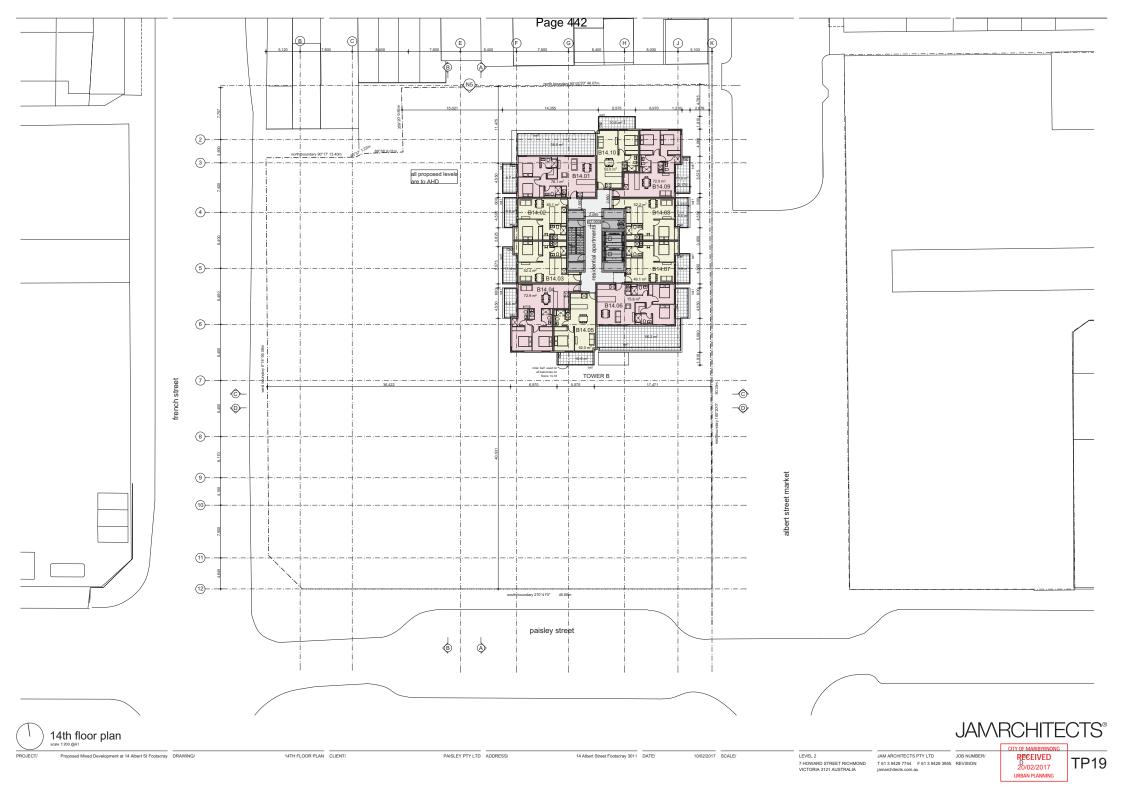


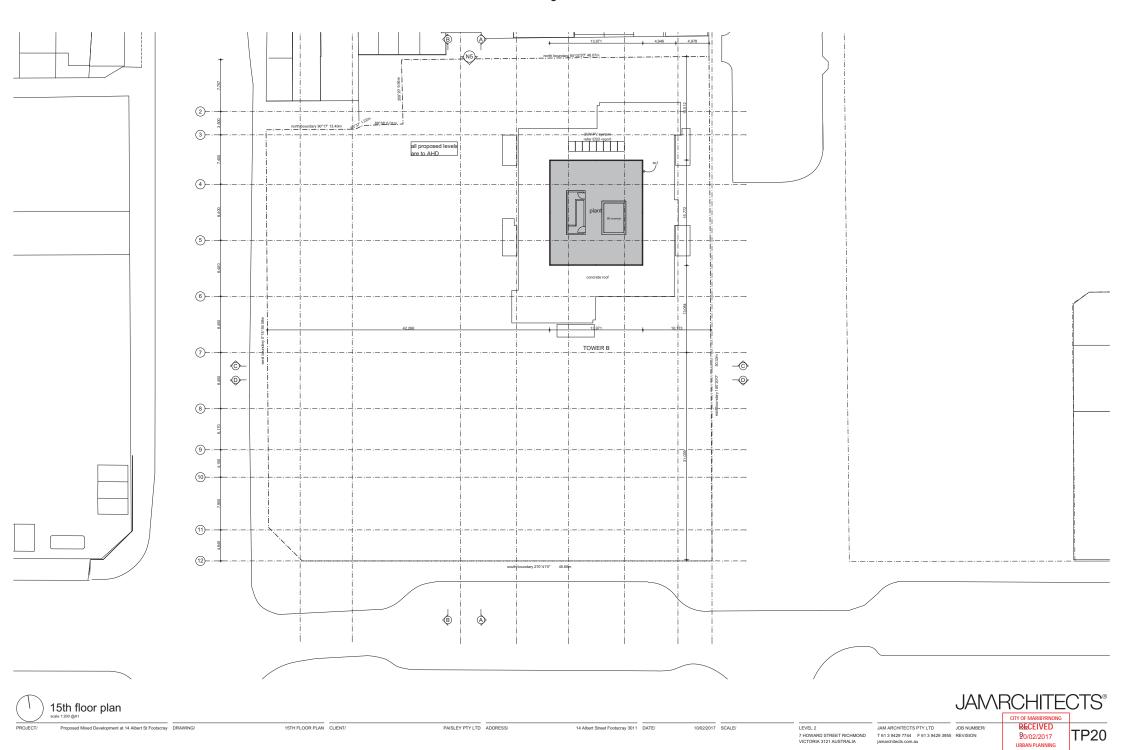


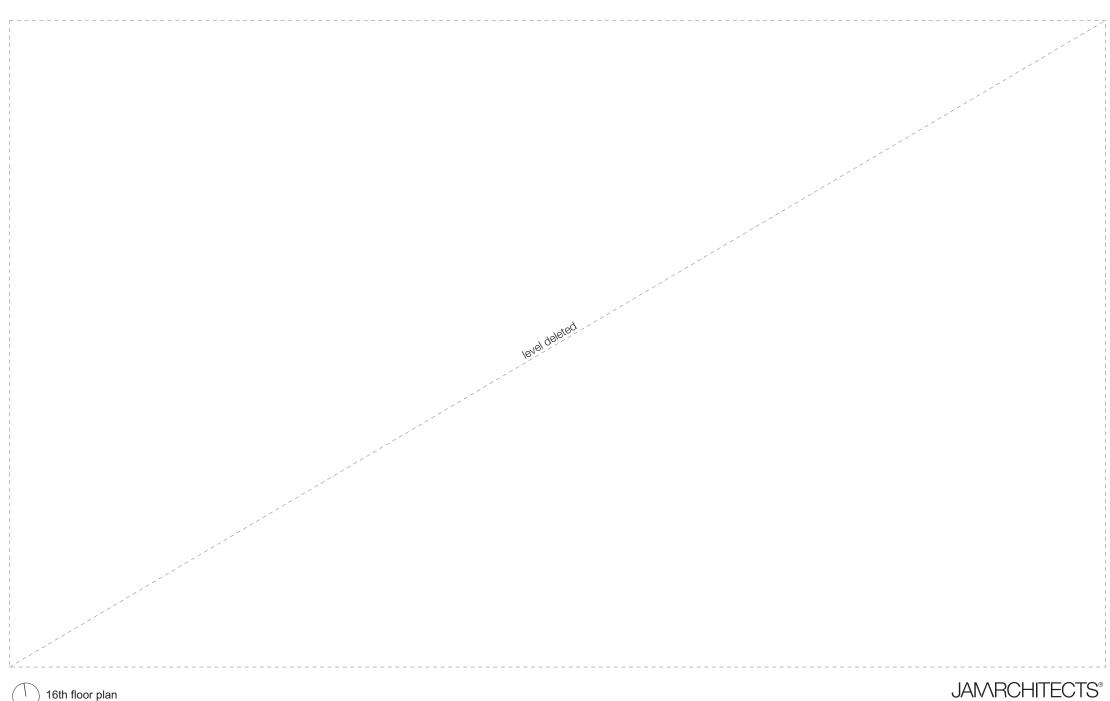
TP17

12TH FLOOR PLAN CLIENT/









16th floor plan

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17TH FLOOR PLAN CLIENT/

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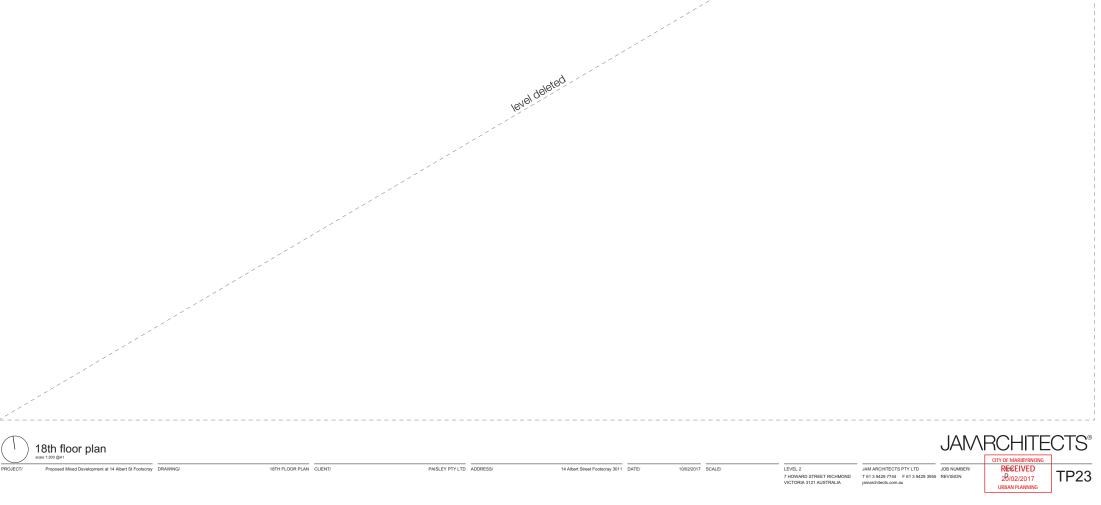
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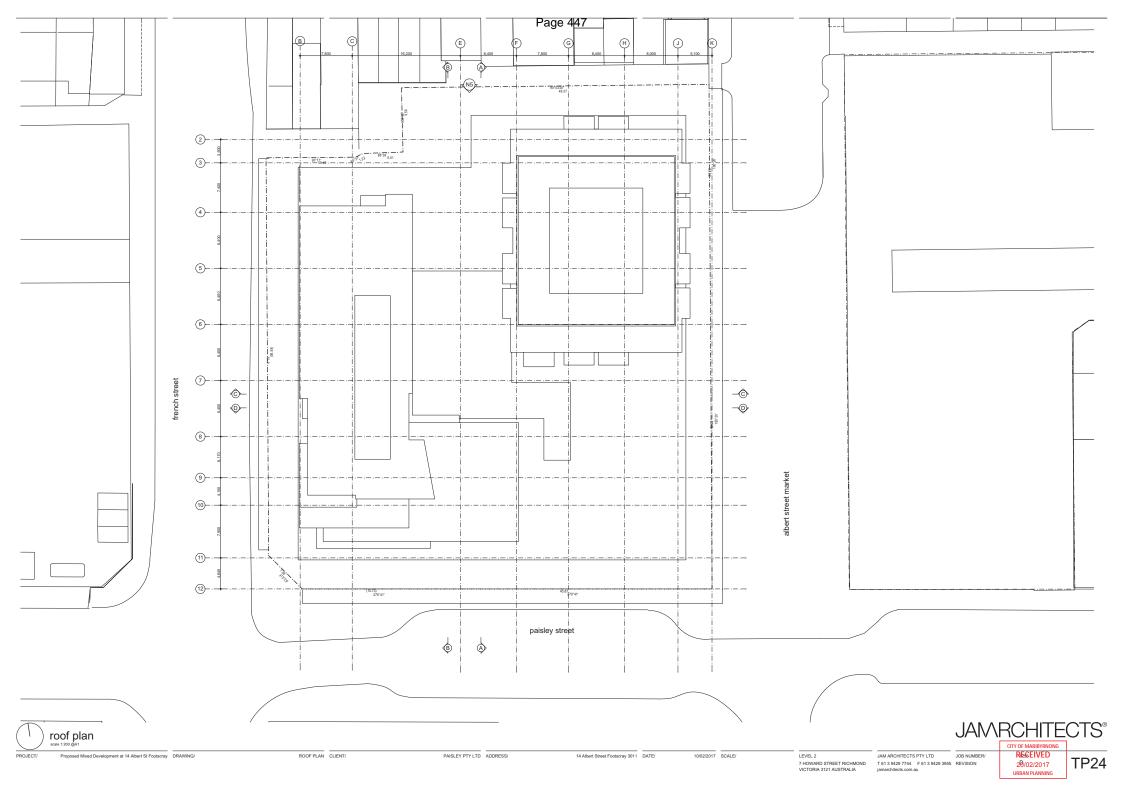
 LEVEL 2
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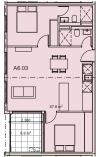
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URBAN PLANNING





TOWER A



typical 2 bed unit

- 2 x bedroom with robe
- 1 x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe
- 1 x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe
- 2 x bathroom & 1x laundry open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe
- 2 x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

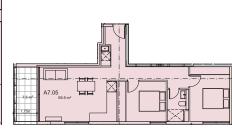
- 2 x bedroom with robe
- 2 x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe

- 1 x bathroom & 1x laundry open plan kitchen, living & dining areas
- balcony/terrace



typical 2 bed unit

- 2 x bedroom with robe
- 1 x bathroom & 1x laundry open plan kitchen, living & dining areas



- 2 x bedroom with robe
- 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balcony/terrace



typical 1 bed unit

- 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balconv/terrace
- 1 x bedroom with robe

typical 1 bed unit

- 1 x bedroom with robe - 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balconv/terrace



- 1x bathroom & 1x laundry
- balconv/terrace

typical 1 bed unit

- 1 x bedroom with robe
- open plan kitchen, living & dining areas



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry & study
- open plan kitchen, living & dining areas
- balconv/terrace



typical 1 bed unit

- 1 x bedroom with robe 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balconv/terrace

'=='

typical 1 bed unit

- 1 x bedroom with robe 1x bathroom & 1x laundry & study
- open plan kitchen, living & dining areas - balconv/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balconv/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry
- open plan kitchen, living & dining areas
- balcony/terrace

TOWER B



typical 2 bed unit

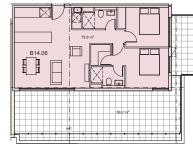
- open plan kitchen, living & dining areas

- 2 x bedroom with robe

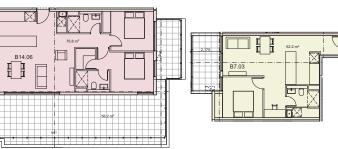
- balcony/terrace

PROJECT/

- 2x bathroom & 1x laundry
- typical 2 bed unit
- balcony/terrace
- 2x bathroom & 1x laundry
 open plan kitchen, living & dining areas
- 2 x bedroom with robe



typical 2 bed unit



- 2x bathroom & 1x laundry
- open plan kitchen, living & dining areas - balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry & study open plan kitchen, living & dining areas
- balcony/terrace



typical 1 bed unit

- 1 x bedroom with robe
- 1x bathroom & 1x laundry
 open plan kitchen, living & dining areas
- balcony/terrace

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south elevation paisley street



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east elevation albert street



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LEVEL 2

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north elevation barkly street

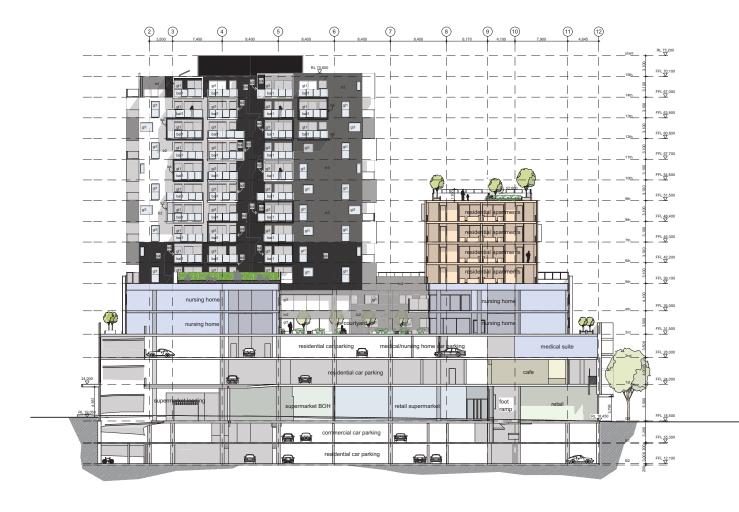


west elevation french street

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TP29

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conc1 - light grey raw concrete finish conc2 - dark grey raw concrete finish

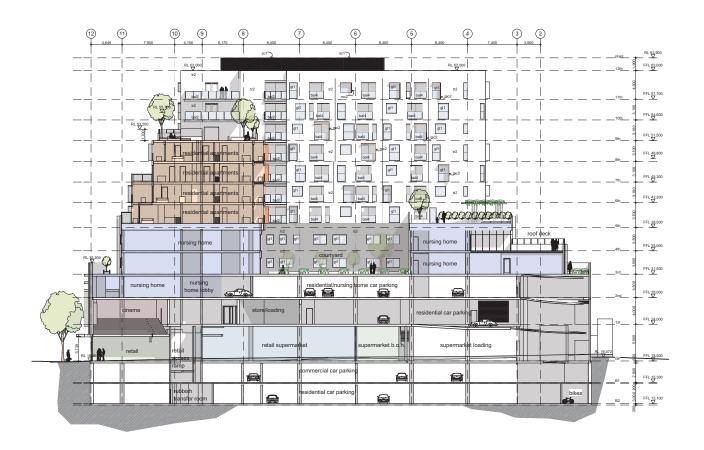
ne at aluminium perforated mesh screen (color: orange) in black oat frame wdercoat aluminium perforated mesh screen (color: tan) in black

mc1 - standing seam cladding in interpon 'monument' or similar mc2 - aluminium composite panel in alpolic 'prismatic gold' or similar to wir

section AA



10/02/2017 SCALE/



conc1 - light grey raw concrete finish conc2 - dark grey raw concrete finish

coat frame owdercoat aluminium perforated mesh screen (color: orange) in black

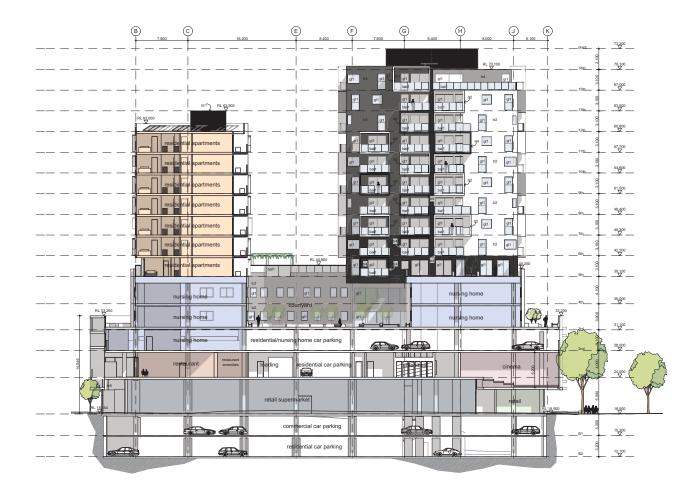
coat frame wdercoat aluminium perforated mesh screen (color: tan) in black

mc1 - standing seam cladding in interpor 'monument' or similar mc2 - aluminium composite panel in alpolic 'prismatic gold' or similar to window hoc

section BB



TP31



conc1 - light grey raw concrete finish conc2 - dark grey raw concrete finish

ame oat aluminium perforated mesh screen (color: light grey) in black

powdercoat frame sc4 - powdercoat aluminium perforated mesh screen (color: crange) in black powdercoat frame sc5 - powdercoat aluminium perforated mesh screen (color: tan) in black

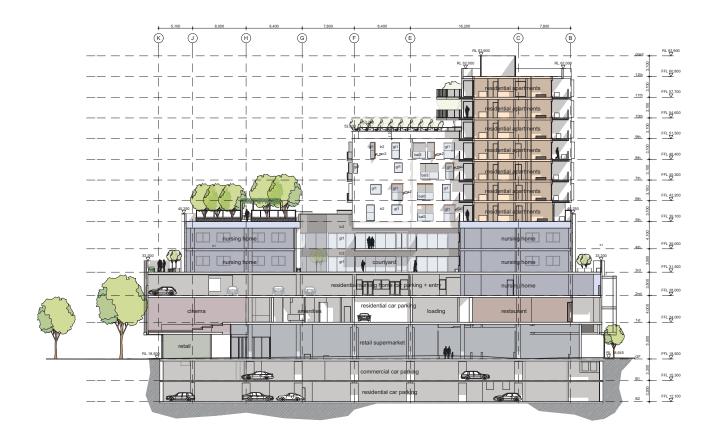
mc1 - standing seam cladding in interpon 'monument' or similar mc2 - aluminium composite panel in alpolic 'prismatic gold' or similar to window h

section CC



TP32

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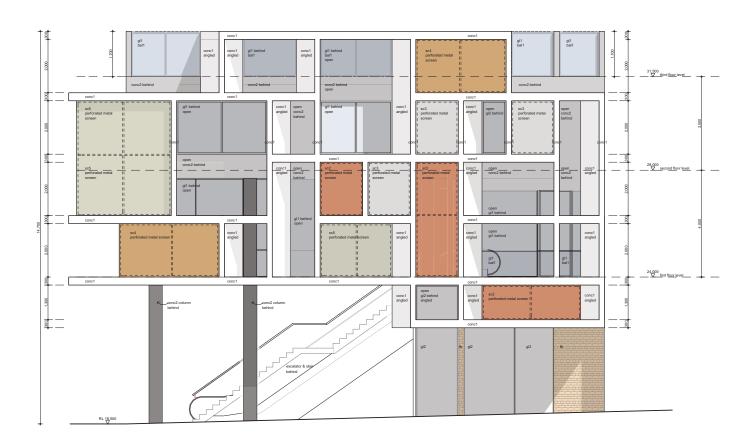


section DD

coat frame wdercoat aluminium perforated mesh screen (color: tan) in black

mc1 - standing seam cladding in interpon 'monument' or similar mc2 - aluminium composite panel in alpolic 'prismatic gold' or similar to window hoo

10/02/2017 SCALE/



facade screen detail 1

ne at aluminium perforated mesh screen (color: light grey) in black

CITY OF MARIBYRNONG

TP34



facade screen detail 2

materials legend

conc1 - light grey raw concrete finish conc2 - dark grey raw concrete finish

cowdercoat frame sc3 - powdercoat aluminium perforated mesh screen (color: light grey) in black

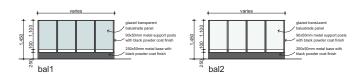
mc1 - standing seam cladding in interpon 'monument' or similar mc2 - aluminium composite panel in alpote 'prismatic gold' or similar to window hood

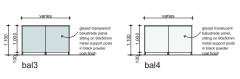
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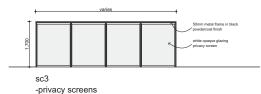
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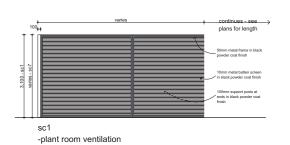
URBAN PLANNING

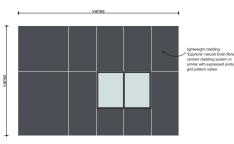
TP35











lc1 + lc2 -aged care elevations & south west corner entry



URBAN PLANNING



tr1 & tr2 texture render in dulux 'lexicon'



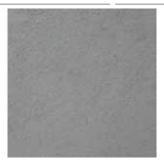
bal1 transparent glazing balustrade in black powder coat finish frame (bal3 same but concealed frame)



sc1 black horizontal powder coated aluminium batten



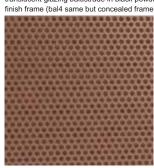
face brickwork



tr3 texture render in dulux 'flooded gum' or similar



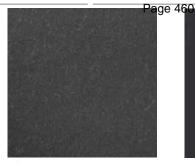
bal2 translucent glazing balustrade in black powder coat finish frame (bal4 same but concealed frame)



sc2 brown powder coated perforated metal screen



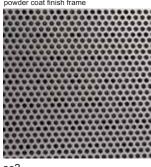
Ic1 alpolic 'medium bronze metallic' aluminium composite panel clad blades



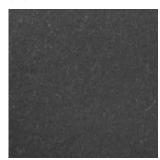
tr4 texture render in dulux 'domino' or similar



transparent glazing in black powder coat finish frame



sc3 light grey powder coated perforated metal screen



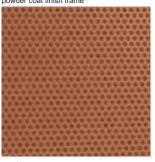
Ic2 equitone 'natura n074' or similar compressed fibre cement sheet with expressed joints to create square or rectangular grid patterns



mc1 charcoal standing seam cladding



gl2 dark grey tinted glazing in black powder coat finish frame



sc4 orange powder coated perforated metal screen



 $\begin{array}{l} mc2 \\ \text{alpolic 'prismatic gold' aluminium composite} \end{array}$



conc1 light grey raw concrete finish



sc5 tan powder coated perforated metal screen

LEVEL 2

7 HOWARD STREET RICHMOND

VICTORIA 3121 AUSTRALIA



conc2 dark grey raw concrete finish



sc6 dark grey powder coated perforated metal screen

421-449 GORDON STREET, MARIBYRNONG

Director: Nigel Higgins

Director Planning Services

Manager: Steven Lionakis

Manager Urban Planning

PURPOSE

To seek Council's support on the amended plans and conditions for 421-449 Gordon Street, Maribyrnong which have been circulated through Victorian Civil and Administrative Tribunal (VCAT) during a compulsory conference (mediation) for planning application TP396/2016.

ISSUES SUMMARY

APPLICATION RECEIVED:	21 September 2016
APPLICATION NUMBER:	TP396/2016
APPLICANT:	421 Gordon P/L
SITE ADDRESS:	421-449 Gordon Street, Maribyrnong
PROPOSAL:	Buildings and works for the construction of a mixed use development comprising multiple dwellings (townhouses and apartments) and commercial tenancies and a reduction in carparking requirements and loading requirements.
ZONING:	Commercial 1 Zone (C1Z)
OVERLAYS:	Clause 43.01 - Heritage Overlay (Schedule HO131) Clause 45.03 - Environmental Audit Overlay
INTERNAL REFERRALS:	Engineering Services Transport Planning Heritage Advisor
EXTERNAL REFERRALS:	VicRoads Public Transport Victoria
COST OF DEVELOPMENT:	\$21 million
WARD:	River
ADVERTISED:	Yes – Plans considered by Council
NUMBER OF OBJECTIONS:	No objections
VCAT HEARING	5 June 2017

- This application is currently under consideration by VCAT.
- The application sought approval from Council for the construction of a six storey building comprising 64 apartments (carpark) and 18, three storey townhouses.
- The site is located within a Commercial 1 Zone and the 'Thales' building is heritage listed. The proposal sought to substantially demolish the existing heritage building.
- The application was advertised by Council in August 2016 with no objections received.

- Council's Heritage Advisor objected to the advertised plans as it resulted in a poor heritage response.
- The application was refused under delegation on 18 November 2016. The grounds of refusal related to the heritage response and site contamination matters.
- The permit applicant lodged an Application for Review with VCAT to review the Notice of Refusal.
- Amended Plans were circulated on the 6 April 2017 responding to the grounds of refusal.
- A compulsory conference (mediation) was held on 10 April 2017.
- During the mediation all parties were satisfied that the refusal grounds can be resolved subject to the amended plans and conditions contained in Attachment 1 and 2.
- The matter is listed for a full hearing on 5 June 2017 if it cannot be settled at mediation.
- The revised conditions and plans address Council's refusal grounds and should be supported to facilitate the mediated outcome.

ATTACHMENTS

- 1. Permit Conditions
- 2. Amended plans
- 3. Advertised Plans

OFFICER RECOMMENDATION

That Council resolve to support the proposal in accordance with the revised permit conditions contained in Attachment 1 and the Amended Plans contained in Attachment 2 for the upcoming VCAT hearing.

BACKGROUND

1. History of application

Planning application TP573/2016 was lodged with Council on 30 June 2016, which sought approval for 82 dwellings at 421-449 Gordon Street, Maribyrnong. The proposal included the construction of six storey apartment building, 18, three storey townhouses and partial demolition of the 'Thales' building (heritage listed).

The application was advertised to surrounding properties in August 2016 and no objections were received.

The application was refused under delegated authority on 18 November 2016 based on the following grounds:

- 1. The extent of proposed demolition is contrary to the purpose of the Heritage Overlay and Clause 21.06 and 22.01 of the Maribyrnong Planning Scheme.
- 2. The proposed development would detract from the architectural and historic quality of the building and the surrounding area and would be contrary to the purpose of the Heritage Overlay and Clause 21.06 and 22.01 of the Maribyrnong Planning Scheme.
- 3. The width, height and overall mass of the mixed use building would overwhelm the heritage place and is a substantial departure from the existing building scale and nearby contributory structures and is inconsistent with the objectives of the 'incremental change' area at Clause 21.07.
- 4. The proposal is contrary to the Statement of Environmental Audit issued in relation to the land and the overriding contamination risk is such that the subject site is not suitable for a sensitive use (contrary to Clause 45.03 and the requirement of the Section 173 agreement that applies to the land).
- 5. The location of the proposed crossovers fails to respond to the location of the existing street trees and fails to comply with the City of Maribyrnong's Street Tree Planting Strategy.
- 6. The proposal fails to make adequate provision for the storage and disposal of waste and fails to comply with the City of Maribyrnong's Waste Management Planning Guidelines.

2. VCAT proceedings

An appeal was lodged by the applicant at VCAT against Council's decision on 29 November 2016. The only parties to the appeal is Council and the permit applicant.

Amended plans were circulated on 6 April 2017 which attempts to resolve the grounds of refusal. A mediation was held on 10 April 2017 and it was agreed that the amended plans addresses the grounds of refusal subject to conditions outlined in Attachment 1.

According to Clause 1.2.3 of the Urban Planning delegation protocols, Council Officers do not have authority to consent to a significant planning application (over \$10 million). This report seeks approval of Council to consent to the amended plans and conditions contained in Attachments 1 and 2.

If the matter is not resolved, a full hearing is listed for the 5 June 2017.

3. Revised Proposal

The amended plans lodged with VCAT show the following key changes to the proposal:

- The ground floor of townhouses 1 to 9 are integrated within the retained heritage façade of the Thales building.
- The heritage façade is retained over the vehicle entrance.
- The setbacks for the first and second floors of townhouses 1 to 8 to Gordon Street increased by 500mm (the upper most level is setback 6.1 metres).
- The design response to William Cooper Street is reduced by one level and amended from an apartment form to townhouses with individual entrances.
- The first floor setback to the north (abutting William Cooper Street) increased from 3.1 metres to 8.6 metres.
- The setbacks to William Cooper Street increased at levels 3, 4 and 5 from 7.2 metres to 15.3 metres.
- The northern setback of the apartment building increased from 3.3 metres to 4.5 metres and 1.8 metres to 3 metres for levels 3, 4 and 5.
- Levels 3-5 of the apartment building reconfigured to have the primary aspect to Gordon Street.
- All studio apartments deleted and 'snorkel' bedrooms widened to 1.25 metres satisfying the Better Apartment Design Standards.
- New windows within the stairwell for levels 1 and 2 of the apartment building.

A Statement of Environmental Audit has been issued for the site which confirms the proposal is suitable for a sensitive use (high density).

4. Notification

The application was advertised and no objection were received.

The amended plans will not be required to be readvertised given the reduction in the built form and they have been submitted during the mediation process.

5. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

6. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

DISCUSSION

Key Issues

The key issues are related to Council's refusal grounds and it is, therefore, necessary to consider whether the amended plans and conditions respond appropriately to these grounds. An assessment against the grounds for refusal follows:

Extent of demolition

One of the principal concerns was the extent of demolition and the disconnect between the Thales building and the new townhouses. The revisions to the application addresses this concern by integrating the ground floor of the townhouses (1-9) within the heritage façade and setting the upper levels further back from the heritage façade. This, together with the retention of the roof over the southern elevation allows a three dimensional form to be retained and appreciated in the round.

The contrast between the two storey heritage form (with sawtooth roof profile) and the proposed additions retain the prominence of the Thales building. This also ensures the heritage component and new facade are viewed as separate elements from Gordon Street.

The townhouses are adequately recessed from the main façade and the second floor incorporates increased setbacks which do not dominate the existing building.

The height of the townhouses is 2.6 metres higher than the sawtooth façade and are of a similar scale to other dwellings in the surrounding area. Although visible from Gordon Street, the townhouses sit comfortably within the context of the area.

Whilst not attempting to match the form and detailing of the heritage building, the townhouses successfully meet the requirements of respectful and interpretive design. In particular, the townhouses reference the fine grain of the sawtooth façade with the dimensions of each townhouse confined within the dimensions of the individual sawtooth. The horizontal roof form, window proportions, construction materials and finishes are consistent with existing development in this locality.

The proposed design response is considered to be respectful of the heritage character and does not affect the ability to interpret the fabric of the heritage building from Gordon Street.

This is approach is considered to comply with Clause 22.01 which requires new buildings and additions be visually recessive and support the visual dominance of the significant elements of the heritage place.

It is considered that the revisions addresses refusal grounds 1, 2 and 3.

Appropriateness of the proposed design response for the six storey building

The six storey building is considered reasonable in the surrounding context given the site is within a Neighbourhood Activity Centre (Edgewater), on a main road served by a tram line and within a Commercial 1 Zone.

The proposal features a three storey podium to Gordon Street providing a strong street edge presence. The six storey element is setback 7.35 metres from Gordon Street and will read as a secondary element to the three storey podium.

The three storey podium is inclemently higher that the existing building at 419 Gordon Street and to the proposed townhouses. The height of the podium is capable of being absorbed within the streetscape.

The design response and the ground floor presentation to William Cooper Street is improved with increased setbacks providing greater landscaping and open space opportunities. The ground floor apartments are reconfigured to allow for direct pedestrian access from William Cooper Street improving the street relationship by providing surveillance. The increased setbacks provides a suitable transition to the adjoining property (419 Gordon Street). The proposal also provides for a new attractive pedestrian link through the site from Gordon Street to William Cooper Street.

As stated, the site is large parcel of under utilised land on a main road within a Commercial 1 zone and therefore some form of substantial change is inevitable. The amended plans will have high compliance with a number of State and local polices addressing refusal ground 3.

Contamination issues

A Statement of Environmental Audit has been completed for the site and was lodged with Council on 8 March 2017. The Statement of Environmental Audit confirms that land is suitable for sensitive uses (high density) and can be used for residential use. Conditions within Attachment 1 will require ongoing compliance with the Statement of Environment Audit. Given the Statement of Environment Audit, there is no longer any contamination concerns responding to refusal ground 4.

Tree removal

The proposal results in the removal of two street trees (Brush Boxes) within the road reserve of William Cooper Street. The tree are both in reasonably good health and contributes to the overall amenity of the area. The trees are proposed to be removed for the provision of the two crossovers to William Cooper Street.

The removal of two street trees is considered reasonable as this species of tree is not native to Victoria and given their young age can be readily replaced. The proposed vehicle access via William Cooper Street ensures that crossovers and garages do not dominate street frontages and limits the number of conflict points.

It is also noted that all existing street trees along Gordon Street are being retained. The retention of these trees, together with the reinstatement of existing vehicle crossovers and the proposed landscaping assists in beautifying the Gordon Street frontage.

The proposal provides a net community benefit with respect to the provision of a pedestrian thoroughfare and associated public space through the site with enhanced landscaping. This will significantly improve the appearance of the site and contribute the vibrancy of the Edgewater Neighbourhood Activity Centre.

The removal of the two trees is justified, noting that a condition is included in Attachment 1 requiring an offset contribution for the removal of the two trees. Refusal ground 5 has been met.

Waste Management

The permit applicant has agreed to a condition requiring all waste to be collected from within the site by a private contractor. This will resolve the outstanding waste matters.

CONCLUSION:

It is considered that the amended plans subject to further modifications outlined in recommended conditions in Attachment 1 adequately responds to Council's refusal grounds. On balance the proposal will produce an acceptable outcome for the site and surrounding area and should be supported by Council.

TP573/2016 - Attachment 1

VCAT REF	P2496/2016
APPLICATION NUMBER:	TP573/2016(1)
SITE ADDRESS:	421-449 Gordon Street, Maribyrnong
APPLICANT	421 Gordon P/L
RESPONSIBLE AUTHORITY	Maribyrnong City Council
WHAT THE PERMIT ALLOWS:	Buildings and works for the construction of a mixed use development comprising multiple dwellings (townhouses and apartments) and commercial tenancies, a reduction in car parking requirements and waiver of loading bay provision.

- Before the development start(s), amended plans must be submitted to the satisfaction of the Responsible Authority. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show:-
 - (a) All modifications shown on the plans by ADDARC, drawing nos. SK01 to SK06 (Inclusive), all marked Revision 1 dated 31 March 2017, and the following further modifications set out below:
 - (i) The northern setback of the new building increased from 3.32 metres to 4.5 metres and from 1.85 metres to 3 metres at Levels 3, 4 and 5.
 - (ii) Where appearing at 7.85 metres, the western setback of the new building reduced to 7.35 metres at Levels 3, 4 and 5.
 - (iii) The ground floor of the townhouses 1 to 9 extended to incorporate and integrated within the retained façade.
 - (iv) The setback at first and second floor levels of townhouses 1 to 8 to Gordon Street increased by 500mm at both levels.
 - (v) Revised landscape details, including cross sections showing the ground level interface relationship between townhouses G.01 to G.09 and William Cooper Street.
 - (b) A schedule of glazing specifications as detailed in the Table 8 of the Acoustic report prepared by SLR Consulting Australia Pty Ltd, dated 12 August 2016.

- When approved, the plans will be endorsed and will then form part of the permit.
- The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. NOTE: This does not obviate the need for a permit where one is required.
- 3 Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- The waste storage and collection arrangements must be carried out in accordance with the Waste Management Plan (WMP) prepared by One Mile Grid, but amended to specify waste collection to the proposed development will be collected on site by a private contractor, to the satisfaction of the Responsible Authority.
- Once approved the submitted Waste Management Plan must not be modified or altered without prior consent of the Responsible Authority.
- Before the development starts, the permit holder must provide, to the satisfaction of the Responsible Authority, evidence from the appointed environmental auditor that the conditions of the Statement of Environmental Audit issued in respect of the land dated 8 March 2017 can be satisfied as part of the development approved under this permit.
- Perfore the dwellings are occupied, the appointed environmental auditor must confirm that the conditions set out in the Statement of Environmental Audit issued in respect of the land dated 8 March 2017 are met.
- 8 Before the development (including demolition) begins, a conservation management plan for the heritage building must be submitted to the satisfaction of the Responsible Authority. When approved, the conservation management plan will be endorsed and will then form part of the permit. The conservation management plan must include:
 - (a) Window and door repairs/restoration;
 - (b) External joinery restoration;
 - (c) Stripping of painted brickwork;
 - (d) Fence design;
 - (e) Removal of the slate tiles on the portion of the building, which is to be demolished, and their re- use to repair the remaining roof.

Works to the heritage building must be undertaken in accordance with the conservation management plan to the satisfaction of the Responsible Authority

- 9 Building works to facilitate remediation may commence prior to the completion of a Certificate of Environmental Audit or Statement of Environmental Audit provided that a Remediation Action Plan (RAP) and an Environmental Management Plan (EMP) for the subject site is prepared to the satisfaction of the Responsible Authority for the use and development allowed by this permit.
- 10 Concurrent with the endorsement of plans, a landscape plan generally in accordance with the City of Maribyrnong Landscape Guidelines dated August 2005 must be submitted and be to the satisfaction of the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and two copies must be provided.

The plan must show:

- (a) Details of surface finishes of pathways and driveways.
- (b) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
- 11 Before the occupation of the development, the landscaping works shown on the endorsed plan (required by Condition 10), must be carried out and completed to the satisfaction of the Responsible Authority.
- The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, this includes the replacement of any dead, diseased or damaged plants.
- Before the development starts a fee must be paid to the Responsible Authority for the removal of the existing street tree(s).
- 14 Before the development starts, a Tree Management Plan (TMP) must be submitted and approved by the Responsible Authority. The Tree Management Plan must be completed by a suitably qualified and experienced Arborist and must identify the Tree Protection Zone, volume of Tree Protection Zone encroachment (%) and how it is intended to carry out site works with minimal impact on tree health including tree protection measures that align with AS4970.
- 15 Before the development commences, a bond equal to the combined amenity value of the tree or a amount otherwise specified by Council must be paid to Council's Parks and Open Space team. The bound will be held for a period of 6 months after the certificate of occupancy has been issued and will be released pending a final inspection. If any tree is damaged or goes into decline within the 6 month period the bond amount will be retained to recover the loss of amenity and establishment of new trees.

- All disused or redundant vehicle crossings must be removed and the area reinstated to kerb and channel and nature strip landscaping to the satisfaction of and at no cost to the Roads Corporation prior to the occupation of the buildings or works hereby approved.
- 17 The permit holder must take all reasonable steps to ensure that disruption to tram operation along Gordon Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria fourteen days (14) prior.
- The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of Public Transport Victoria at the full cost of the permit holder.
- Subject to the occupier of the relevant side neighbouring property allowing the necessary access to that property, the external faces of walls on or facing boundaries must be cleaned and finished to an acceptable standard to the satisfaction of the Responsible Authority.
- 20 All visual screening and measures to prevent overlooking to adjoining properties must be erected prior to the occupation of the buildings to the satisfaction of the Responsible Authority.
- 21 Before the development starts (including any demolition works), tree protection measures in accordance with AS4970-2009 (Protection of trees on Development Sites) must be erected around the existing street tree. The tree protection measures must remain in place until construction is completed.
- Vehicular crossing(s) must be constructed and/or modified to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority.
- No existing boundary levels abutting the proposed development site are to be altered without the consent and approval of Council.
- 24 The site must be drained to the satisfaction of the Responsible Authority. Storm water run-off from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground storm water system. Any cut, fill or structure must not adversely affect the natural storm water runoff from and to adjoining properties.
- No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
- No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof

- level of the building(s) without the written consent of the Responsible Authority.
- 27 Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval drainage plans to the requirements of and to the satisfaction of the Responsible Authority.
- 28 This permit will expire if one of the following circumstances applies:
 - (a) The development is not started within two years of the date of this permit.
 - (b) The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before or within 6 months after the permit expiry date, where development/use allowed by the permit has not yet started; and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Notes

- The owners and occupiers of the residential units are not eligible to apply to the Responsible Authority for any on street parking permits (or equivalent).
- 2. The proposed development requires reinstatement of disused crossovers to kerb and channel. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

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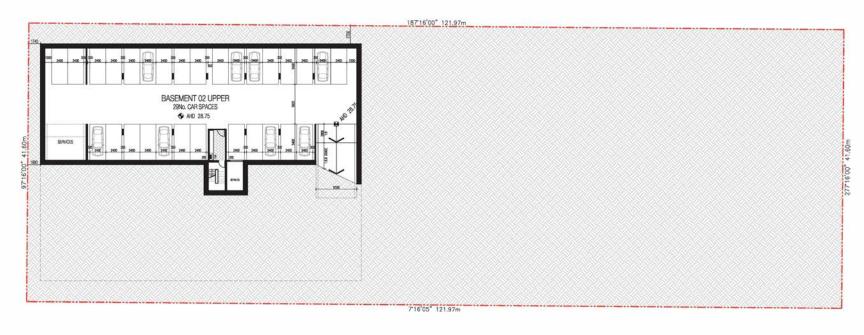






WILLIAM COOPER STREET







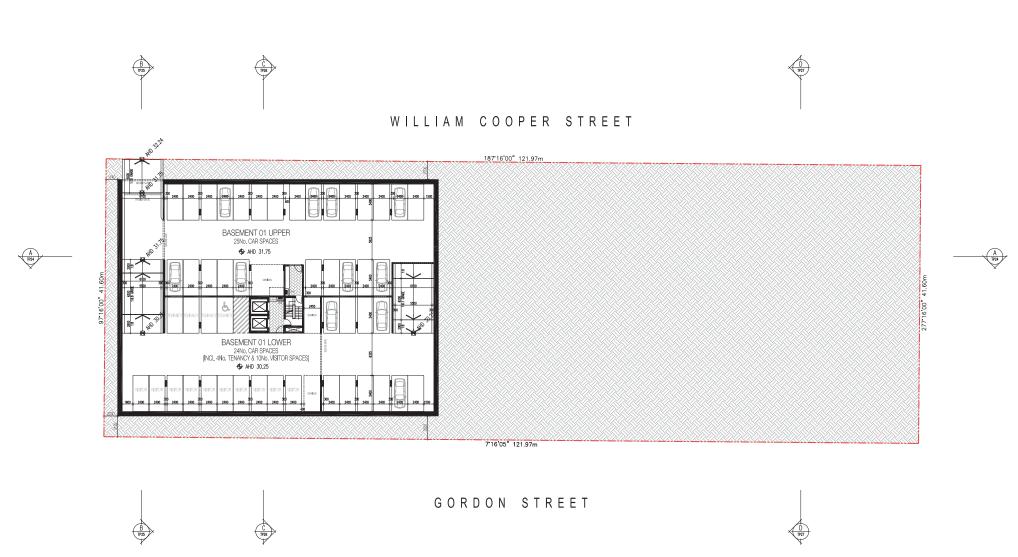


GORDON STREET



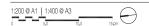


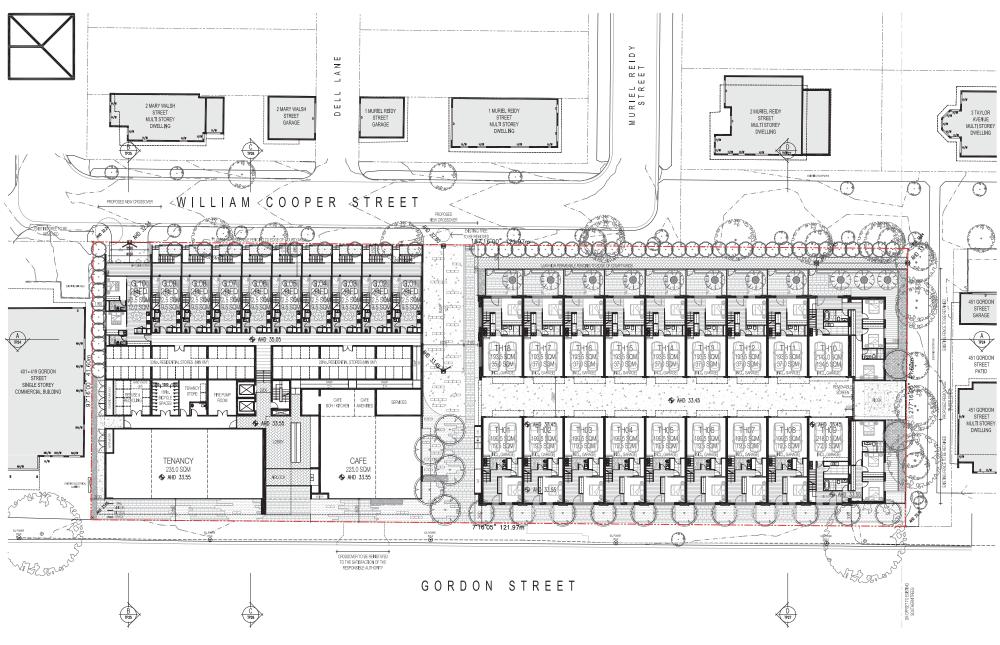






PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG BASEMENT LEVEL 01 PLAN 18.04.17 REV 02 ISSUED FOR VCAT

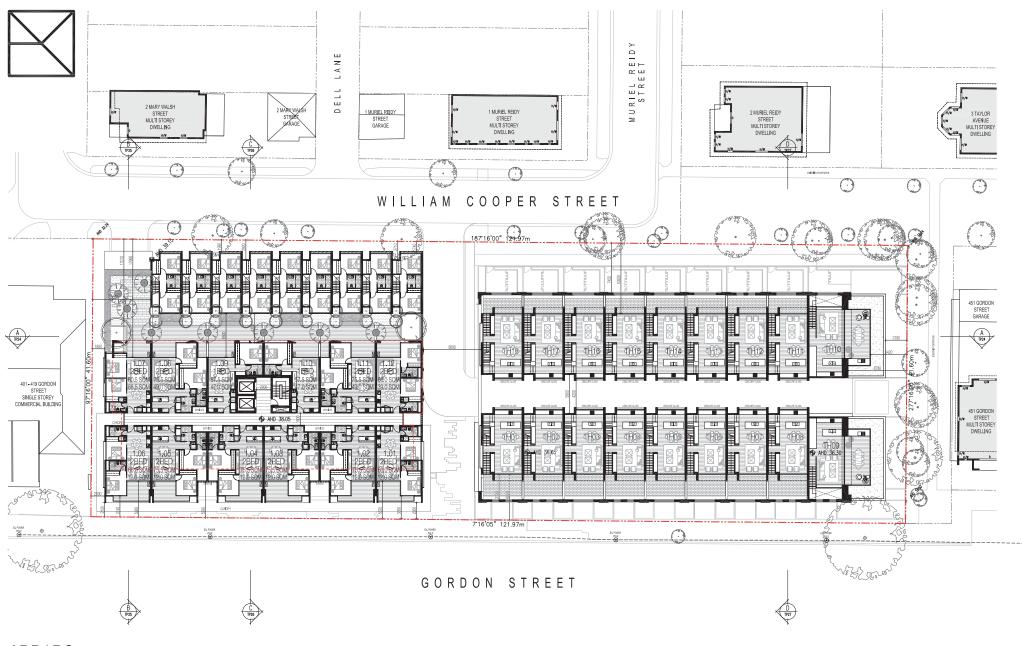




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PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG GROUND LEVEL PLAN 18.04.17 REV 02 ISSUED FOR VCAT 1:200 @ A1 | 1:400 @ A3

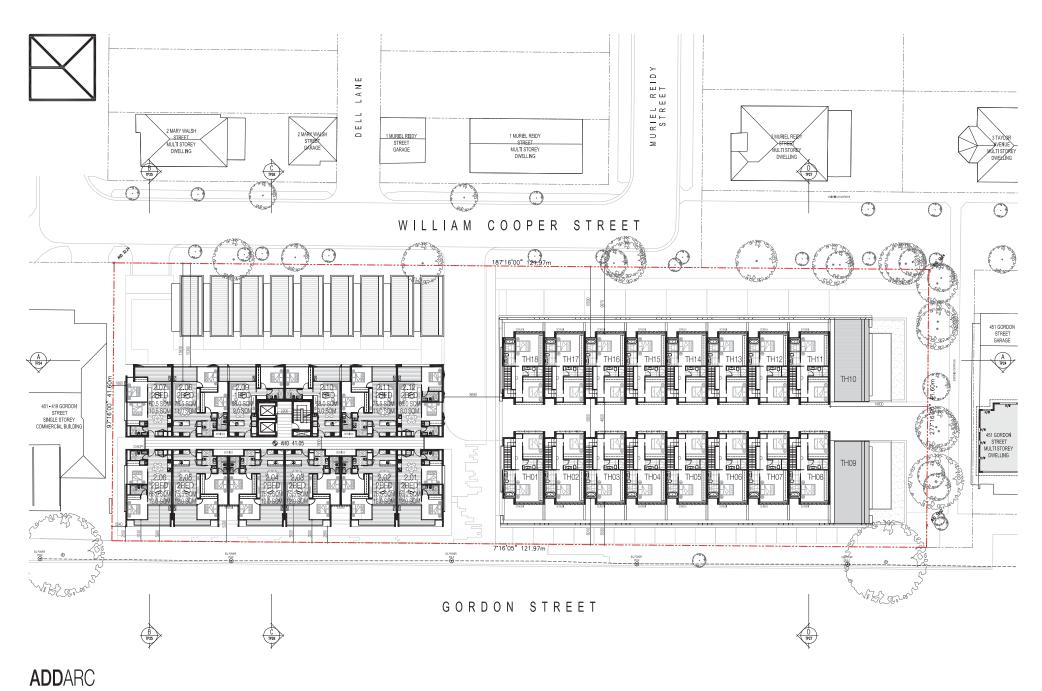


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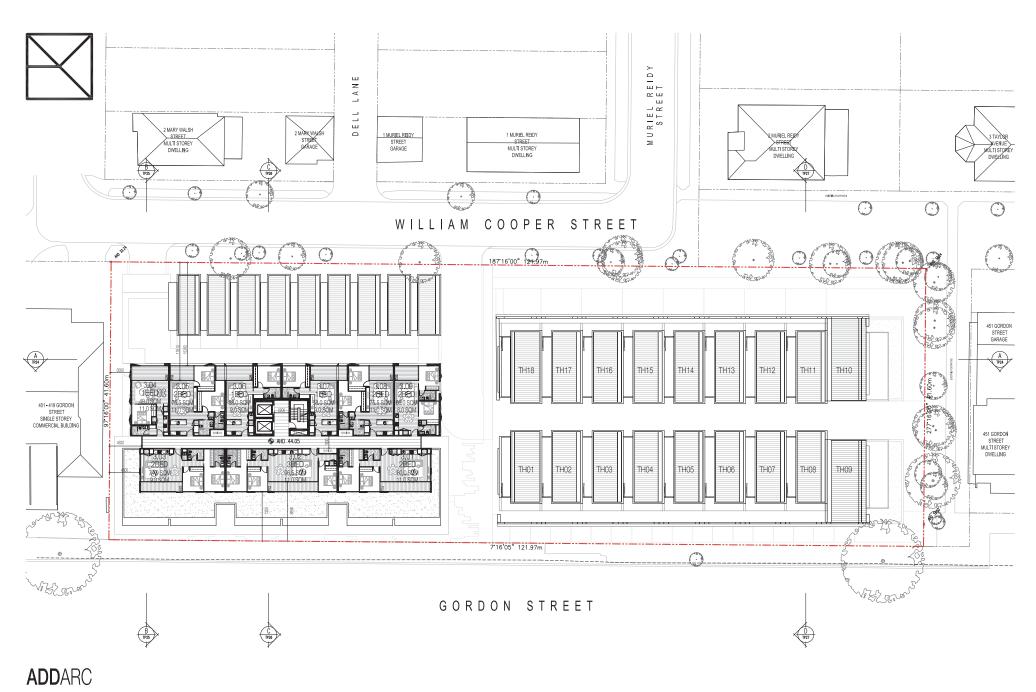
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PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG LEVEL 02 PLAN 18.04.17 REV 02 ISSUED FOR VCAT 1:200 @ A1 | 1:400 @ A3



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PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG LEVEL 03 - 05 PLAN 18.04.17 REV 02 ISSUED FOR VCAT 1:200 @ A1 | 1:400 @ A3

























WITHOUT PREJUDICE PERSPECTIVE View looking west from Mary Walsh Street towards the Subject Site





WITHOUT PREJUDICE PERSPECTIVE" View looking north from landscaped reserve towards William Cooper Street



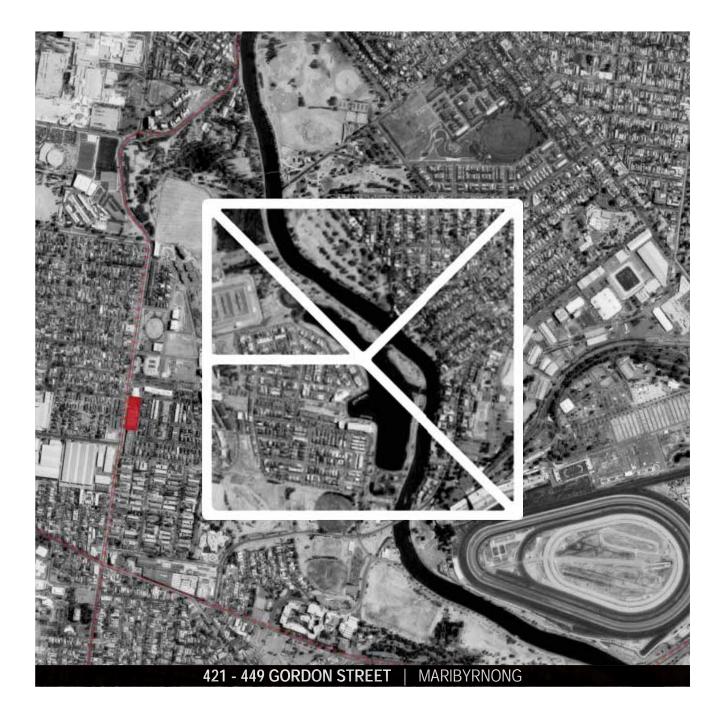


View of central landscape zone, streetscape activation [incl cafe tenancy] and pedestrian link through to William Cooper Street



Retained facade with townhouse articulation referencing the grain of the saw-tooth roof profile

Page 487 Attachment 3



CITY OF MARIBYRNONG
ADVERTISED PLAN



ADDARC Pty Ltd

47A GARDEN STREET SOUTH YARRA VIC 3141

03 9826 0110

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Project 14201

Client 421 Gordon Pty Ltd Date 29 June 2016

DEVELOPMENT SUMMARY

SITE AREA: 5074.0 SQ/M

STREET FRONTAGE: GORDON STREET 121.97 METERS

WILLIAM COOPER STREET

87.91 METERS

DWELLINGS: 10 No. 1 BEDROOM APARTMENTS

54 No. 2 BEDROOM APARTMENTS

18 No. TOWNHOUSES

TENANCY: 235 SQM

CAFE: 195 SQM

CAR PARKING: 64 No. RESIDENTIAL [APARTMENT] CAR SPACES

36No. RESIDENTIAL [TOWNHOUSE] CAR SPACES

10 No. VISITOR CAR SPACES 4 No. TENANCY CAR SPACES

BIKE PARKING: 18 No. BICYCLE SPACES

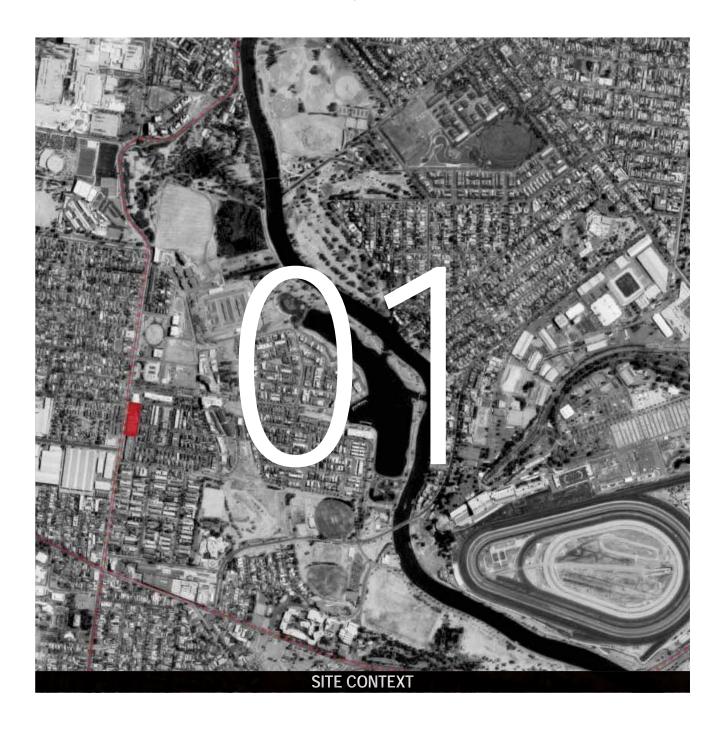
6 No. VISITOR SPACES

CONTENTS

01	SITE CONTEXT
02	DESIGN PROPOSAL
03	SHADOW ANALYSIS
04	PRECEDENT IMAGERY & MATERIAL PALETTE
05	PERSPECTIVE VIEWS

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AERIAL PHOTOGRAPH



Major Doods

- Gordon Street
- Ballarat Road
- Rosamond Road
- Edgewater Boulevard

Parks / Reserve

- Rolling Mill Greens
- Henry Turner Reserve
- Pipemakers Park
- Footscray Park
- 9. Edge Water Lake
- 10. Maribyrnong River
- 11. Walter St. Reserve

<u>Amenitie</u>

- Western Hospital
- Footscray Aged Care

- 4. Maribyrnong Aquatic Centre
- Flemington Racecourse
- 16. Riverside Golf Club

Education

- Footscray North Primary School
- 8. Footscray City College
- Maribyrnong College
- Victoria University

Shopping Precincts

- 21. Aldi
- Highpoint Shopping Centre



Subject Site

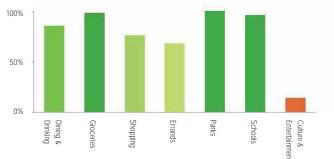


400m Radius (5min walk)



800m Radius (10min walk)

The Subject Site achieves a Walk Score of 81 according to www.walkscore.com which ensures that the proposed development is very walkable whereby most errands can be accomplished on foot, including each of the following activities;



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CONTEXT PHOTOGRAPHS



Sito Conto

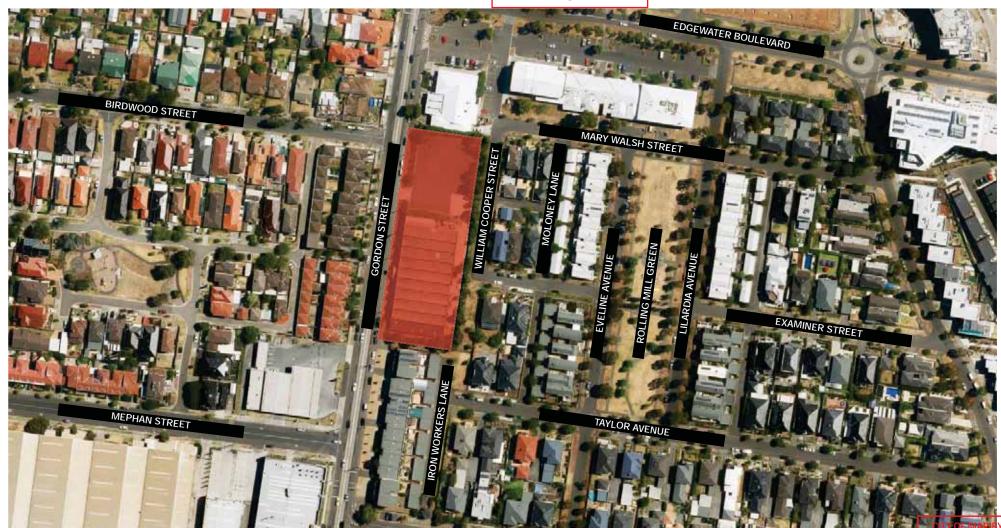
- 421 449 Gordon St. Subject heritage building. Former Ammunition factory.
- 421 449 Gordon St. Now vacant car park.
- 401 419 Gordon St.
 Neighbouring site.
 Currently occupied by 'Lazy Moe's'
 Restaurant.
- Adjacent buildings have been demolished and the former sites are now occupied by residential dwellings.
- 38 Edgewater Boulevard.
 The only other remaining industrial building in the immediate surroundings.
- All other industrial buildings on neighbouring/adjacent sites have been demolished.

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AERIAL PHOTOGRAPH

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CONTEXT PHOTOGRAPHS



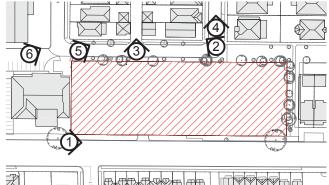












Context Map (NTS)

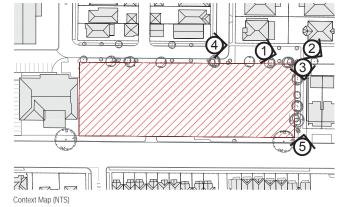












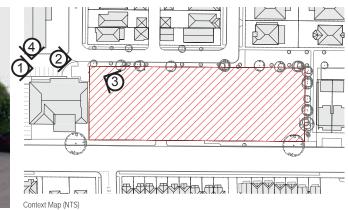












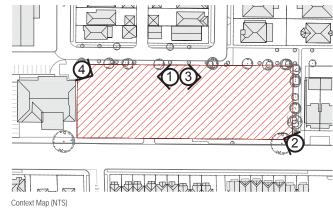




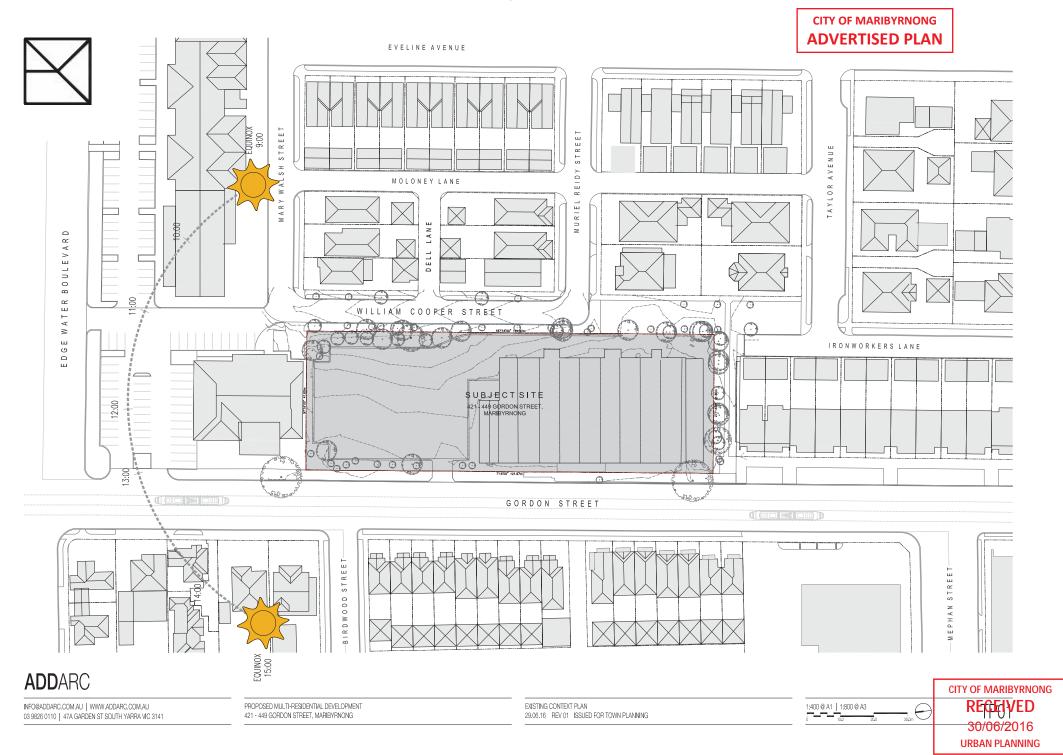












CITY OF MARIBYRNONG

1:400 @ A1 | 1:800 @ A3

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ADVERTISED PLAN EVELINE AVENUE EXTERNAL FINISHES SCHEDULE LEGEND PEDESTRIAN ACCESS/ENTRY VIA GORDON STREET, CREATION OF LANDSCAPE FORECOURT AND ACTIVATED FRONTAGE INCREASE PASSIVE SURVEILL ANCE APARTMENT BUILT FORM ARTICULATED TO CREATE A RECESSIVE ENVELOPE AROUND THE ACTIVATED ENTRY FORECOURT AND PROVIDE STREET A TRANSITION FROM THE TOWNHOUSES UP TO THE APARTMENT FORM. APARTMENT BUILT FORM ARTICULATED TO CREATE A COMMON LANDSCAPED TERRACE WITH NORTH-EAST ORIENTATION, THIS INCREASE IN SETBACK CREATES A TRANSITION TO THE RESIDENTIAL NETWORK BEYOND, WHILST PROVIDING VISUAL LINKS TO THE MOLONEY LANE COMMERCIAL SPACES, \geq VEHICULAR ACCESS TO THE APARTMENT BUILDING FROM SECONDARY STREET NETWORK (MILLIAM COPPER STREET). THIS LOCATION LIMITS PEDESTRIAN/VEHICULAR CONFLICT AND ALSO PROVIDES A PROXIMATE ENTRY ADJACENT THE COMMERCIAL SPACES TO THE NORTH. α VEHICULAR ACCESS TO THE TOWNHOUSES VIA AN INTERNALISED DRIVEWAY ACCESSED FROM WILLIAM COOPER STREET, THE CENTRAL ΕVΑ AISLE DESIGN ALLOWS FOR BOTH ROWS TO HAVE ACTIVATED STREET ٦ (6) INCREASED SITE PERMEABILITY PROVIDED THROUGH PROVISION OF A DEFINED LANDSCAPED PATH/DRIVE LINKING GORDON STREET TO 0 Θ œ 0 0 ш WILLIAM COOR€R STREET TOWNHOUSES ARE POSITIONED BEHIND THE EXISTING SAW-TOOTH BRICK FACADE, THE SCALE OF THE NEW ADDITION & MODULATION OF The state of the s ⋖ FORM ABOVE THE EXISTING PARAPET MAINTAINS THE STREETSCAPE > RHYTHM AND THAT OF THE SAW-TOOTH ROOF, ш 00000000 G THE SOUTHERN MOST TOWNHOUSES HAVE BEEN DESIGNED TO SIT (3) WITHIN THE SAW-TOOTH ROOF PROFILE PROVIDING BOTH A REFERENCE TO THE EXISTING STRUCTURE AND A TRANSITION TO THE (11 (E) THE INTERFACE BETWEEN THE FASTERN BOW OF TOWNHOUSES AND THE LANDSCAPED RESERVE BEYOND HAS BEEN BLURRED TO PROVIDE 12:00 A GREATER INTERACTION AND SURVEILLANCE OF THE STREET REALM. END ELEVATIONS OF THE APARTMENT ENVELOPE/TOWER ARE ARTICULATED TO PROVIDE BOTH BALCONY/ASPECT AND FACADE. TREATMENT WHERE SHADOW AND LIGHT ACT TO TRANSFORM THE PATTERN DURING THE COURSE OF THE DAY. A CENTRAL CORE AND SERVICES DIMINISH VISIBILITY FROM THE SURROUNDING STREET NETWORK. 6 GORDON STREE STREET 0 0 D BIRDW **ADD**ARC CITY OF MARIBYRNONG

DESIGN RESPONSE PLAN

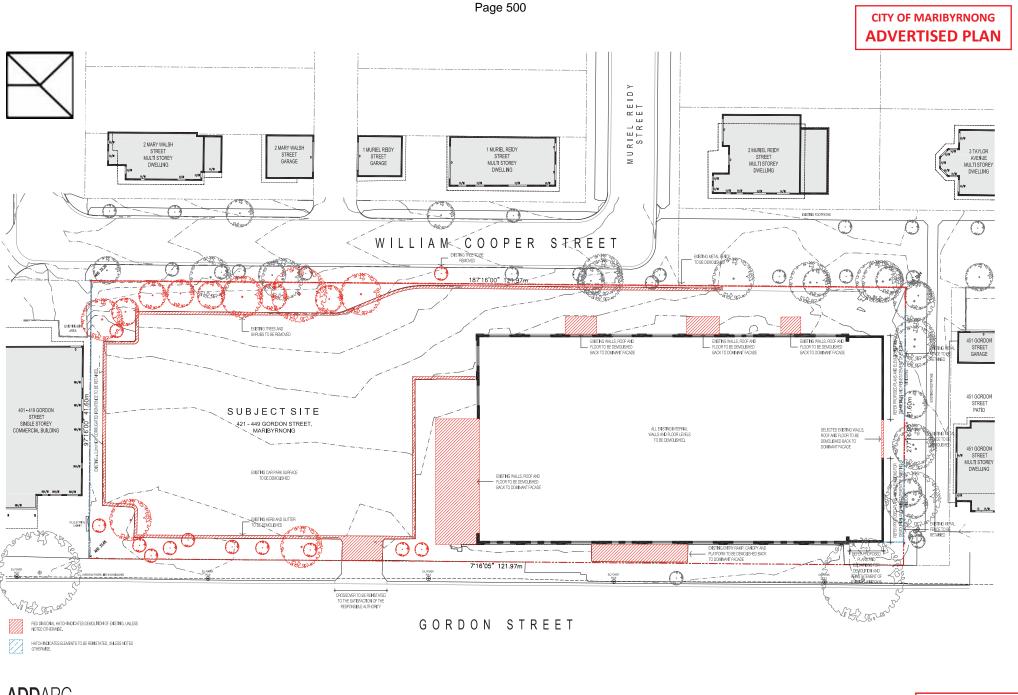
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PROPOSED MULTI-RESIDENTIAL DEVELOPMENT

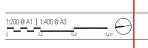
421 - 449 GORDON STREET, MARIBYRNONG



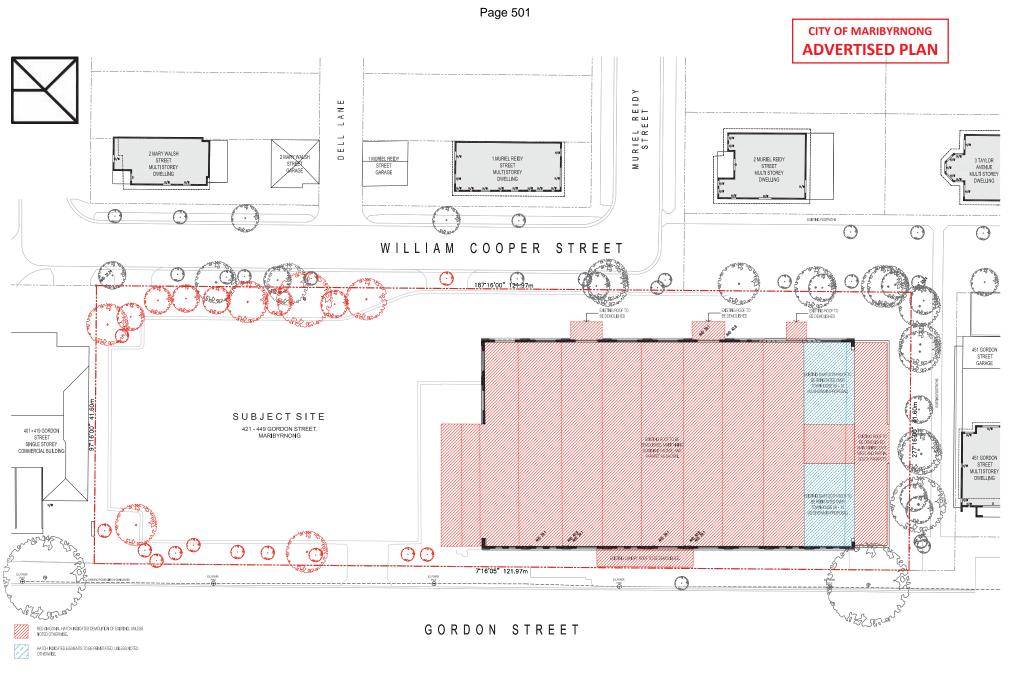
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SITE PLAN_EXISTING CONDITIONS PROPOSED DEMOLITION 29.06.16 REV 01 ISSUED FOR TOWN PLANNING



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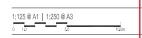
EAST ELEVATION - WILLIAM COOPER STREET



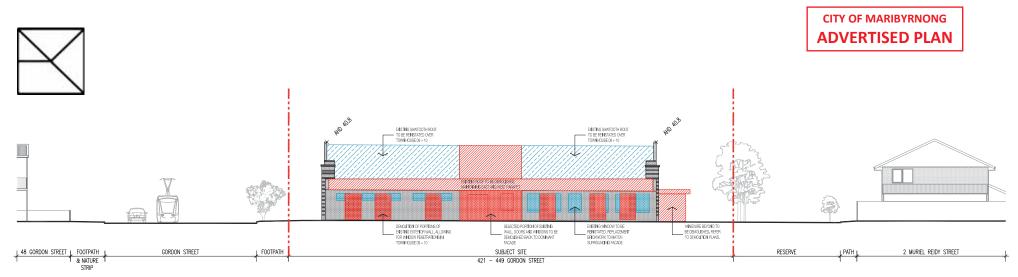
- ALL GLAZING SUITES TO BE REMOVED AND REINSTATED AS PER PROPOSED ELEVATIONS

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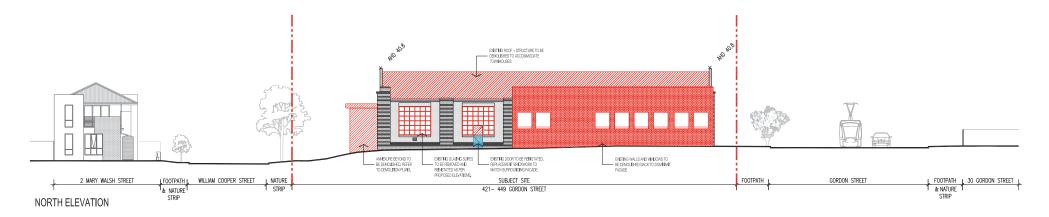
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SOUTH ELEVATION



RED DIAGONAL HATCH INDICATES DEMOUTION OF EXISTING, UNLESS NOTED OTHERWISE.

HATCH NDICATES BLEMENTS TO DEMOLITION OF EXISTIN UNLESS OTHERWISE NOTED.

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HATCH INDICATES BLEMENTS TO BE RENSTATED, UNLESS NOTED OTHERWISE.

NOTES: ALL VISIBLE DOWNPIPES PAINHEADS TO BE REMOVED.

ALL GLAZING SUITES TO BE REMOVED AND RENSTATED AS PER PROPOSED ELEVATIONS

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URBAN PLANNING





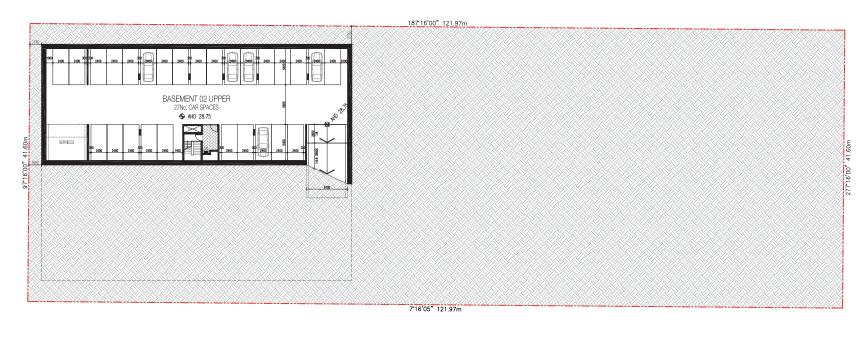






WILLIAM COOPER STREET







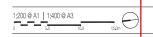


GORDON STREET





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RECENT ED

30/06/2016
URBAN PLANNING

WILLIAM COOPER STREET



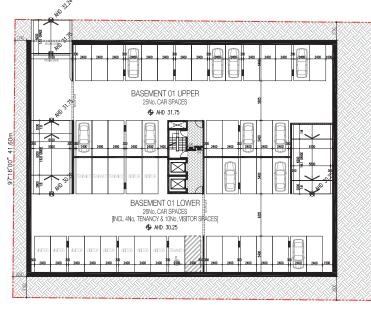


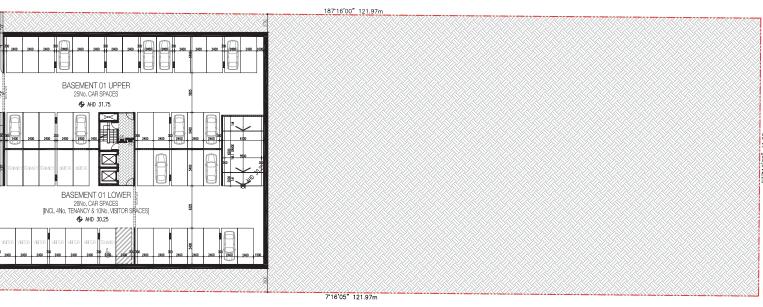
















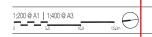
GORDON STREET



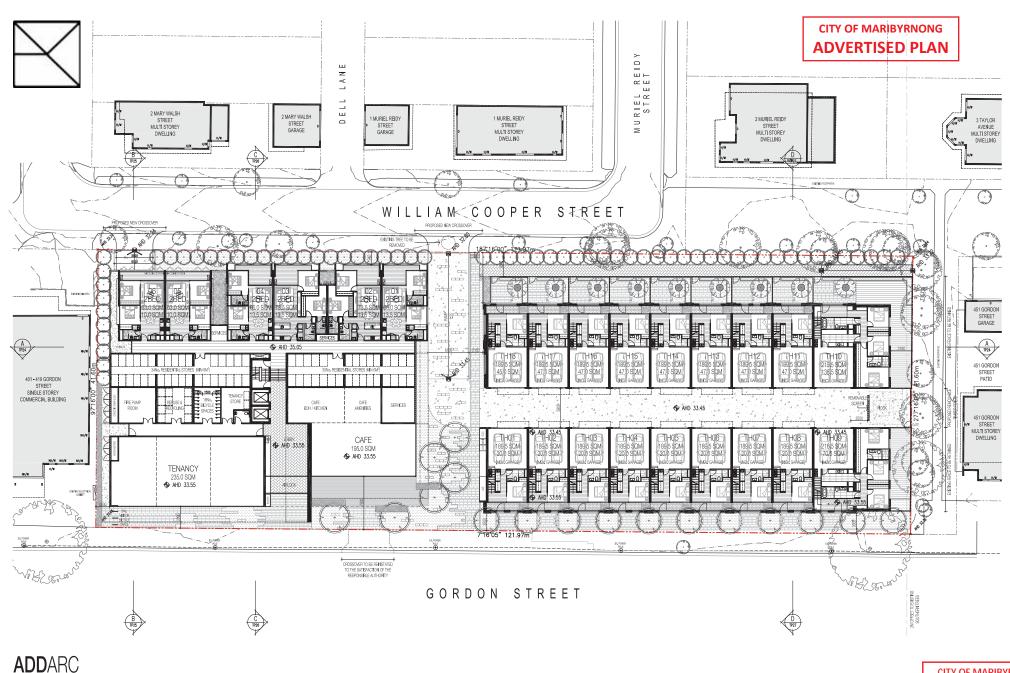


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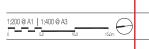
BASEMENT LEVEL 01 PLAN 29.06.16 REV 01 ISSUED FOR TOWN PLANNING

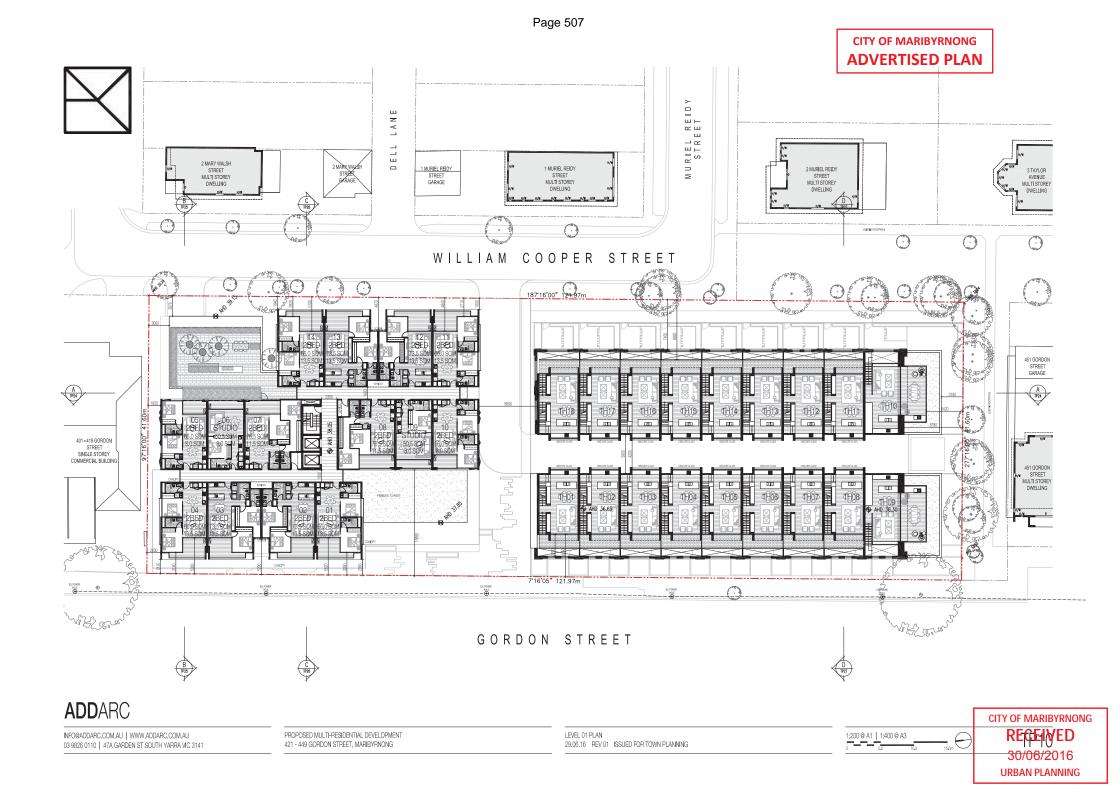


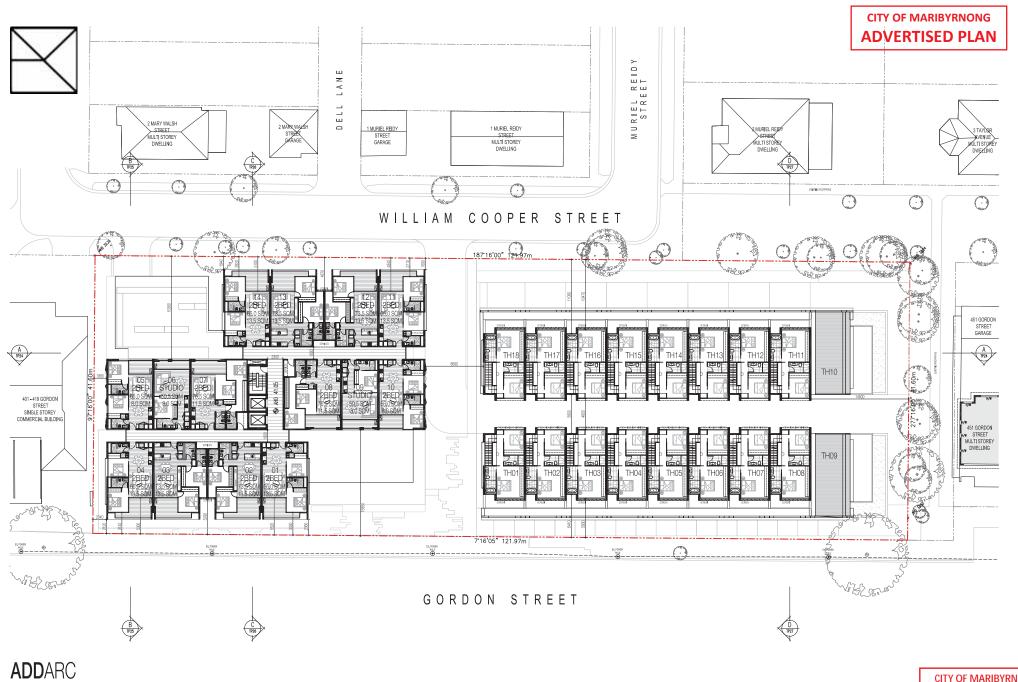
CITY OF MARIBYRNONG REGENVED 30/06/2016 **URBAN PLANNING**



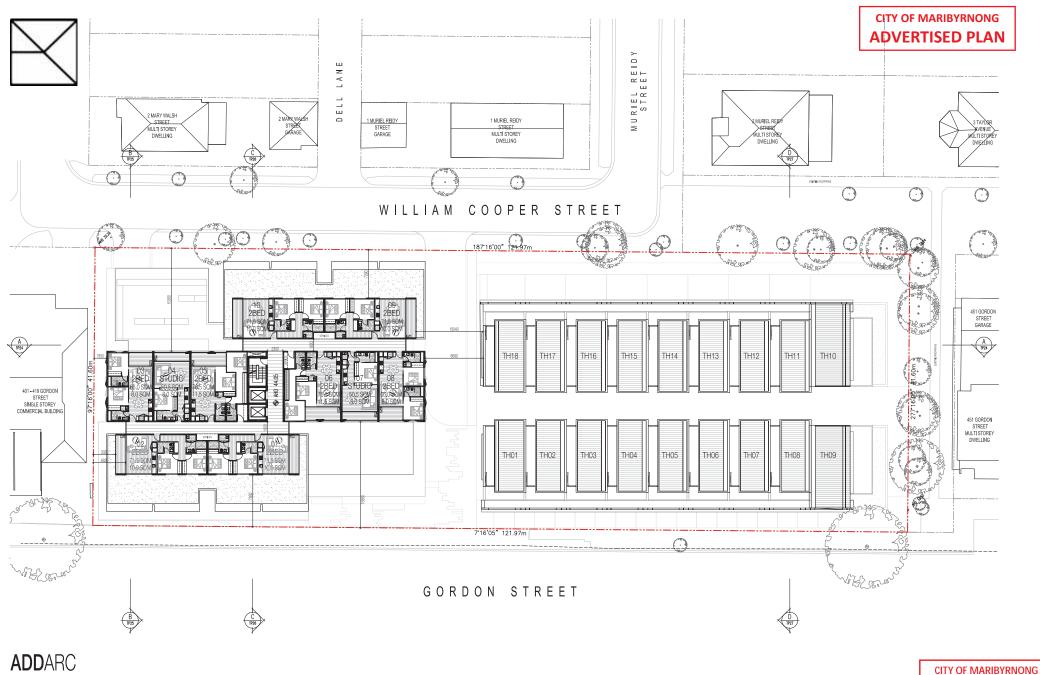
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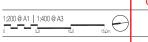


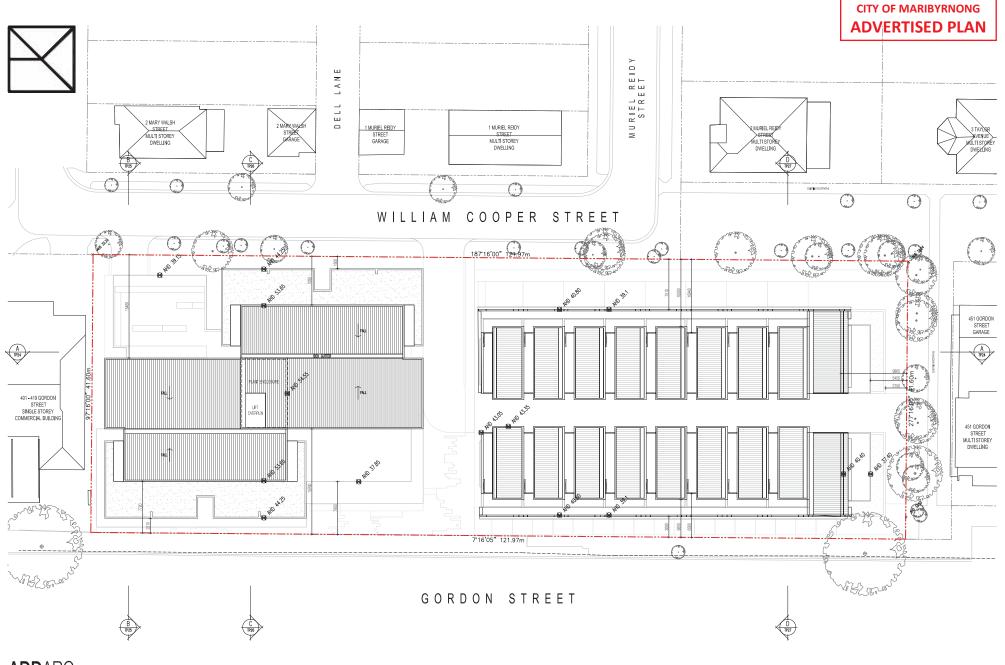


PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG LEVEL 02 PLAN 29.06.16 REV 01 ISSUED FOR TOWN PLANNING 1:200 @ A1 | 1:400 @ A3



PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG LEVEL 03 - 05 PLAN 29.06.16 REV 01 ISSUED FOR TOWN PLANNING





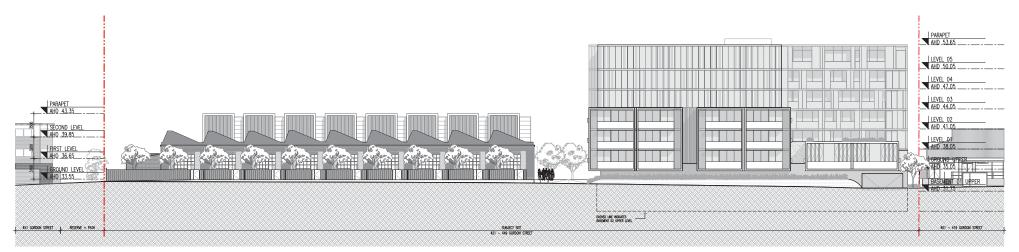
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WEST ELEVATION - GORDON STREET



EAST ELEVATION - WILLIAM COOPER STREET

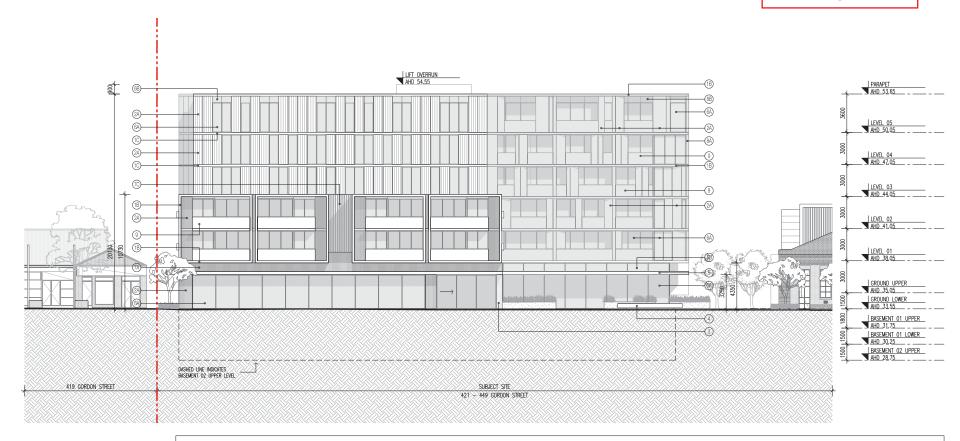
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CONTEXT ELEVATIONS
29.06.16 REV 01 ISSUED FOR TOWN PLANNING







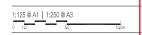
EXTERNAL FINISHES SCHEDULE LEGEND

- CONCRETE RENDER COLOUR: LIGHT GREY (1A)
- (1B) RENDER - COLOUR: WHITE
- 10 RENDER - COLOUR: MID GREY
- (1D) RENDER - COLOUR: DARK GREY
- TEXTURE CLADDING (VERTICAL EXPRESSION) COLOUR: MID GREY
- TEXTURE CLADDING (VERTICAL EXPRESSION) - COLOUR: DARK GREY
- TEXTURE CLADDING (HORIZONTAL EXPRESSION) - COLOUR: MID GREY
- TEXTURE CLADDING GARAGE DOORS (HORIZONTAL EXPRESSION) - COLOUR: DARK GREY
- 3 FEATURE MASONARY
- 4 INSITU CONCRETE PLANTER
 - METAL CLADDING (CANOPY)
 COLOUR: WHITE
 - (A) GLAZING (MINDOW & DOOR ASSEMBLY)
- 68 SPANDREL GLAZING
- STEEL FRAMED WINDOWS & GATES (NO GLASS)
- (60) STEEL FRAMED WINDOWS & GATES (WITH GLASS) 7A) LOUVRE/GRILLE - COLOUR: MID GREY
- (B) LOUVRE/GRILLE (GARAGE DOOR) COLOUR: MID GREY
- SCREEN (VERTICAL) 70 - COLOUR: MID GREY
- 70 SCREEN (BI-FOLD) - COLOUR: DARK GREY
- © SCREEN (BALUSTRADE) TO MATCH BHFOLD - COLOUR: DARK GREY
- (F) SCREEN (VERTICAL)
 COLOUR: SILVER METALLIC
- METAL CLADDING
- COLOUR: WHITE (BB) METAL CLADDING
- COLOUR: MID GREY (80) METAL CLADDING (SHROUD) - COLOUR; DARK GREY
- PALLISADE BALUSTRADE COLOUR: MID GREY 9
- ① EXISTING BRICKWORK
- PALLISADE FENCE/BALUSTRADE COLOUR: DARK GREY
- METAL CLADDING (GATE & MAILBOX) COLOUR: DARK GREY
- 13 STANDING SEAM METAL CLADDING/ROOFING - COLOUR; MID GREY
- (14) TIMBER BATTEN FENCE/GATES



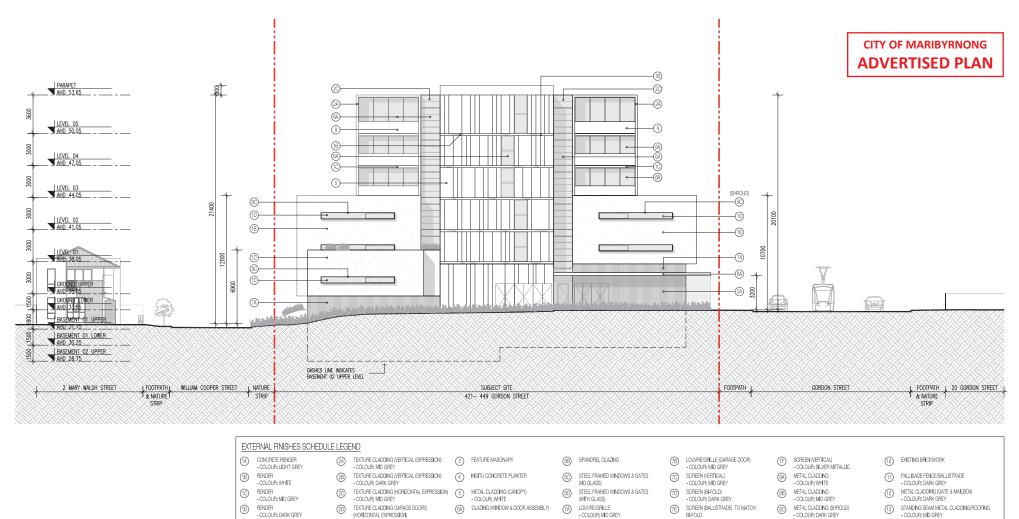
INFO@ADDARC.COM.AU | WWW.ADDARC.COM.AU 03 9826 0110 | 47A GARDEN ST SOUTH YARRA VIC 3141 PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG

WEST ELEVATION_MULTI RESIDENTIAL BUILDING 29.06.16 REV 01 ISSUED FOR TOWN PLANNING



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- COLOUR: DARK GREY

(HORIZONTAL EXPRESSION)

- COLOUR: DARK GREY

NORTH ELEVATION_MULTI RESIDENTIAL BUILDING 29.06.16 REV 01 ISSUED FOR TOWN PLANNING



(14) TIMBER BATTEN FENCE/GATES

- COLOUR: DARK GREY

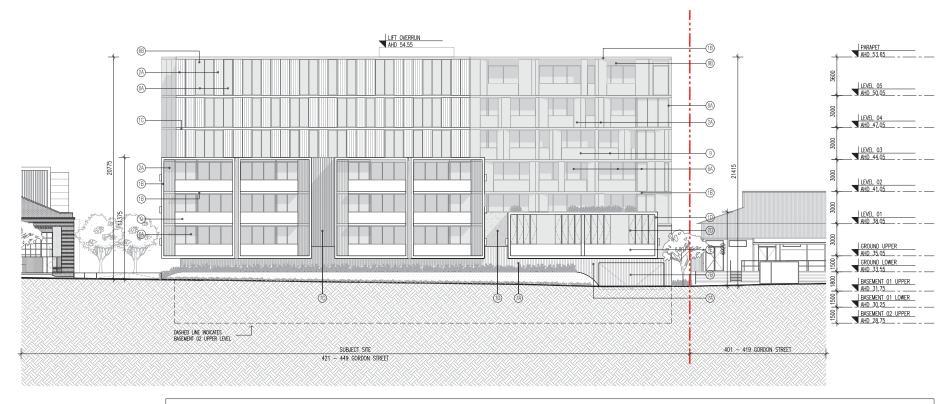
PALLISADE BALUSTRADE - COLOUR: MID GREY

9

- COLOUR: DARK GREY

CITY OF MARIBYRNONG RECEIVED 30/06/2016 **URBAN PLANNING**





EXTERNAL FINISHES SCHEDULE LEGEND

- CONCRETE RENDER COLOUR: LIGHT GREY (1A)
- (1B) RENDER - COLOUR: WHITE
- 10 RENDER - COLOUR: MID GREY
- (1D) RENDER - COLOUR: DARK GREY
- TEXTURE CLADDING (VERTICAL EXPRESSION) - COLOUR: DARK GREY
- TEXTURE CLADDING (HORIZONTAL EXPRESSION) - COLOUR: MID GREY
- TEXTURE CLADDING GARAGE DOORS (HORIZONTAL EXPRESSION) - COLOUR: DARK GREY
- 3 FEATURE MASONARY
- TEXTURE CLADDING (VERTICAL EXPRESSION) COLOUR: MID GREY 4 INSITU CONCRETE PLANTER
 - METAL CLADDING (CANOPY)
 COLOUR: WHITE
 - (A) GLAZING (MINDOW & DOOR ASSEMBLY)
- 68 SPANDREL GLAZING
- STEEL FRAMED WINDOWS & GATES (NO GLASS)
- (60) STEEL FRAMED WINDOWS & GATES (WITH GLASS) 7A)
 - LOUVRE/GRILLE © SCREEN (BALUSTRADE) TO MATCH BHFOLD - COLOUR: MID GREY

(B) LOUVRE/GRILLE (GARAGE DOOR) - COLOUR: MID GREY

SCREEN (VERTICAL)

SCREEN (BI-FOLD)

- COLOUR: MID GREY

- COLOUR: DARK GREY

- COLOUR: DARK GREY

70

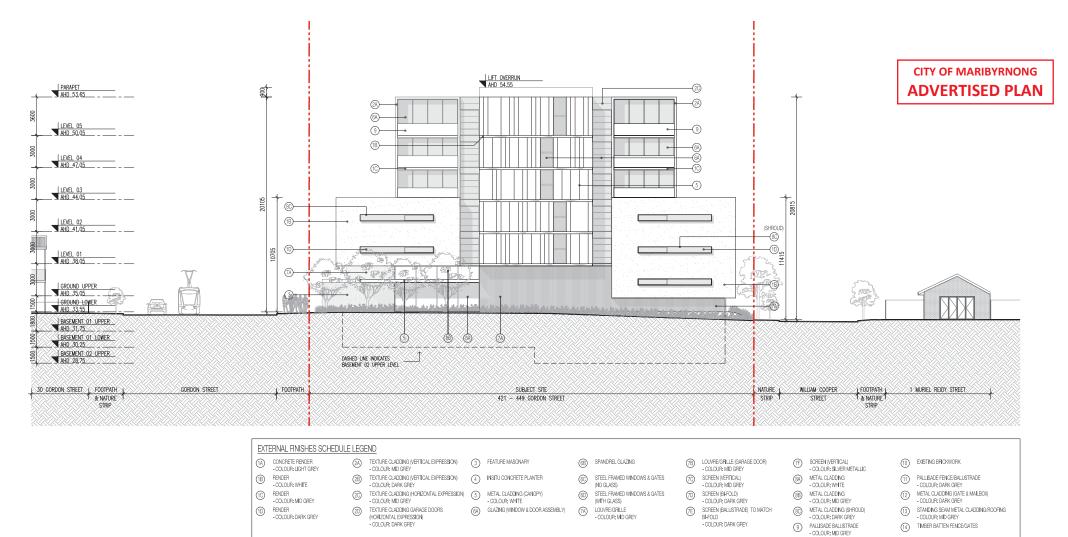
70

- (F) SCREEN (VERTICAL)
 COLOUR: SILVER METALLIC
- METAL CLADDING
- COLOUR: WHITE (BB) METAL CLADDING
- COLOUR: MID GREY (80) METAL CLADDING (SHROUD)
- COLOUR: DARK GREY PALLISADE BALUSTRADE - COLOUR: MID GREY 9
- ① EXISTING BRICKWORK
- PALLISADE FENCE/BALUSTRADE COLOUR: DARK GREY
- METAL CLADDING (GATE & MAILBOX) COLOUR: DARK GREY
- 13 STANDING SEAM METAL CLADDING/ROOFING - COLOUR: MID GREY
- (14) TIMBER BATTEN FENCE/GATES









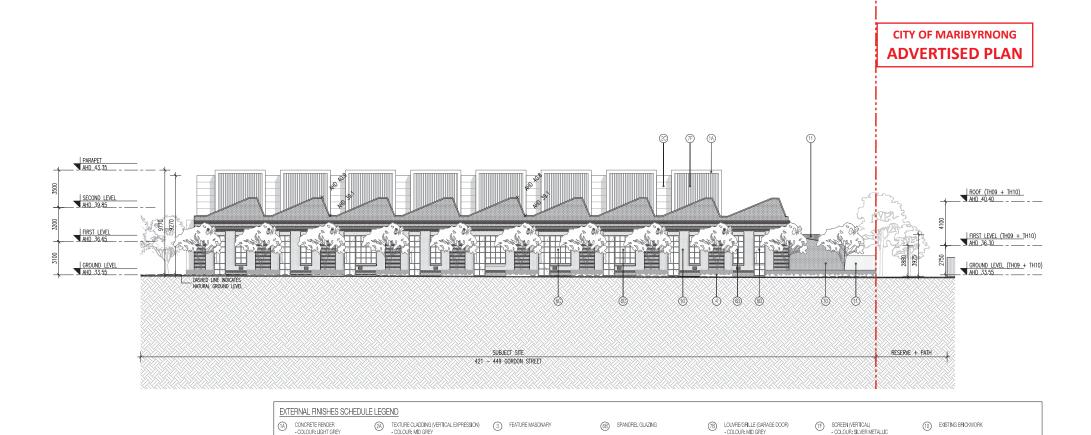
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SOUTH ELEVATION_MULTI-RESIDENTIAL BUILDING 29.06.16 REV 01 ISSUED FOR TOWN PLANNING







(4) INSITU CONCRETE PLANTER

(CANOPY)
- COLOUR: WHITE

(A) GLAZING (WINDOW & DOOR ASSEMBLY)

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(1B)

10

(1D) RENDER

RENDER - COLOUR: WHITE

RENDER - COLOUR: MID GREY

- COLOUR: DARK GREY

TEXTURE CLADDING (VERTICAL EXPRESSION)

TEXTURE CLADDING GARAGE DOORS

TEXTURE CLADDING (HORIZONTAL EXPRESSION)

- COLOUR: DARK GREY

- COLOUR: MID GREY

(HORIZONTAL EXPRESSION)

- COLOUR: DARK GREY

WEST ELEVATION_TOWNHOUSES 29.06.16 REV 01 ISSUED FOR TOWN PLANNING

(60)

7A)

STEEL FRAMED WINDOWS & GATES (NO GLASS)

STEEL FRAMED WINDOWS & GATES

(WITH GLASS)

LOUVRE/GRILLE - COLOUR: MID GREY

O SCREEN (VERTICAL)

70

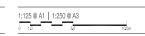
- COLOUR: MID GREY

- COLOUR: DARK GREY

- COLOUR: DARK GREY

© SCREEN (BALUSTRADE) TO MATCH BHFOLD

SCREEN (BI-FOLD)



METAL CLADDING

- COLOUR: WHITE

METAL CLADDING

(80)

9

- COLOUR: MID GREY

METAL CLADDING (SHROUD)

- COLOUR: DARK GREY

PALLISADE BALUSTRADE - COLOUR: MID GREY

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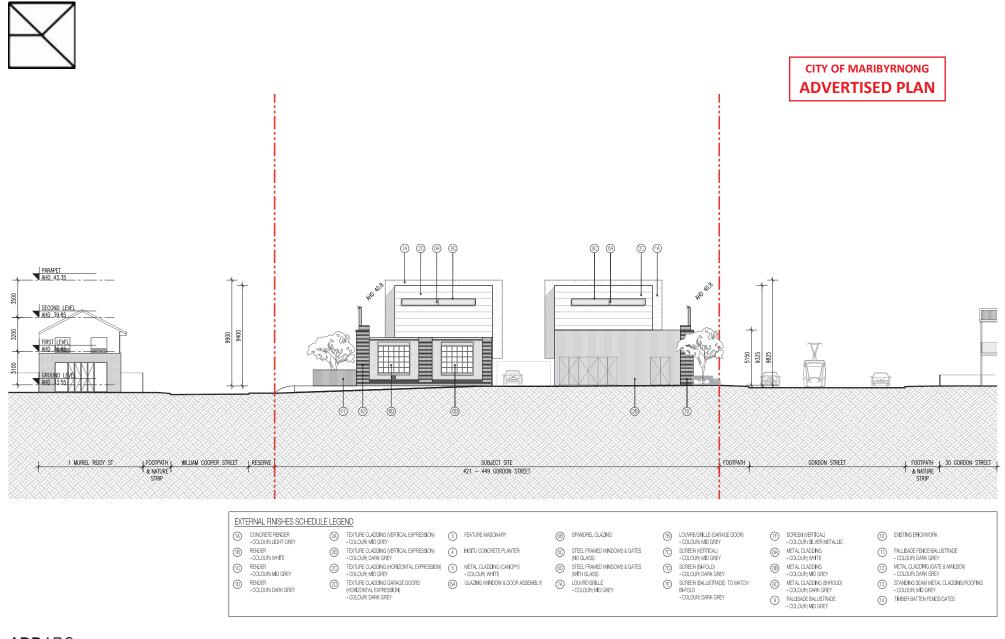
PALLISADE FENCE/BALUSTRADE
 COLOUR: DARK GREY

(14) TIMBER BATTEN FENCE/GATES

13

METAL CLADDING (GATE & MAILBOX) - COLOUR: DARK GREY

STANDING SEAM METAL CLADDING/ROOFING - COLOUR; MID GREY





PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG NORTH ELEVATIONS_TOWNHOUSES
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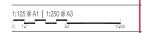
EXTERNAL FINISHES SCHEDULE LEGEND

- CONCRETE RENDER COLOUR: LIGHT GREY (1A)
- (1B) RENDER - COLOUR: WHITE
- 10 RENDER - COLOUR: MID GREY
- (1D) RENDER - COLOUR: DARK GREY
- TEXTURE CLADDING (VERTICAL EXPRESSION) COLOUR: MID GREY TEXTURE CLADDING (VERTICAL EXPRESSION)
- TEXTURE CLADDING (HORIZONTAL EXPRESSION) - COLOUR: MID GREY
- (HORIZONTAL EXPRESSION) - COLOUR: DARK GREY
- 3 FEATURE MASONARY
- (4) INSITU CONCRETE PLANTER - COLOUR: DARK GREY
- METAL CLADDING (CANOPY)
 COLOUR: WHITE
- TEXTURE CLADDING GARAGE DOORS (A) GLAZING (WINDOW & DOOR ASSEMBLY)
- 68 SPANDREL GLAZING
 - STEEL FRAMED WINDOWS & GATES (NO GLASS)
 - (61) STEEL FRAMED WINDOWS & GATES (WITH GLASS)
 - 7A) LOUVRE/GRILLE - COLOUR: MID GREY
- (B) LOUVRE/GRILLE (GARAGE DOOR) COLOUR: MID GREY
- 70 SCREEN (VERTICAL) - COLOUR: MID GREY
- 70 SCREEN (BI-FOLD) - COLOUR: DARK GREY
- © SCREEN (BALUSTRADE) TO MATCH BHFOLD - COLOUR: DARK GREY
- (F) SCREEN (VERTICAL)
 COLOUR: SILVER METALLIC
- METAL CLADDING
- COLOUR: WHITE (8B) METAL CLADDING
- COLOUR: MID GREY (80) METAL CLADDING (SHROUD) - COLOUR: DARK GREY
- PALLISADE BALUSTRADE COLOUR: MID GREY 9
- ① EXISTING BRICKWORK
- PALLISADE FENCE/BALUSTRADE COLOUR: DARK GREY
- METAL CLADDING (GATE & MAILBOX) COLOUR: DARK GREY
- 13 STANDING SEAM METAL CLADDING/ROOFING - COLOUR; MID GREY
- (14) TIMBER BATTEN FENCE/GATES

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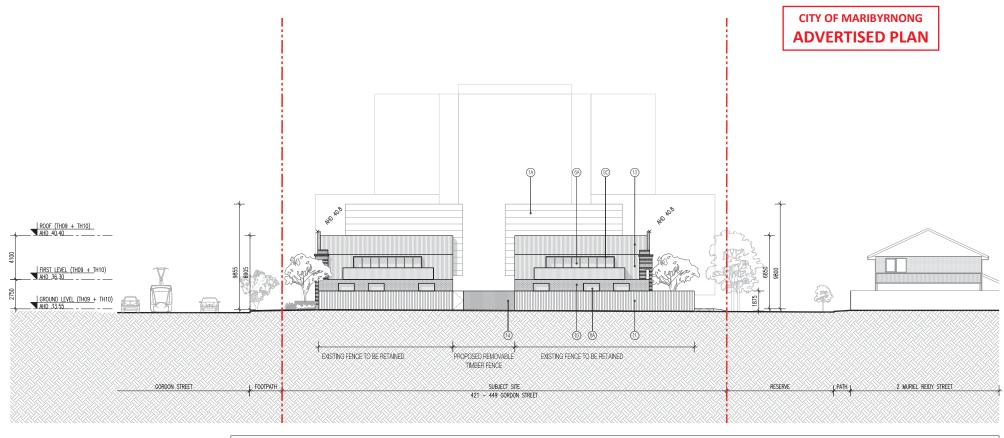
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EAST ELEVATION_TOWNHOUSES 29.06.16 REV 01 ISSUED FOR TOWN PLANNING



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EXTERNAL FINISHES SCHEDULE LEGEND

- CONCRETE RENDER COLOUR: LIGHT GREY (1A)
- (1B) RENDER - COLOUR: WHITE
- 10 RENDER - COLOUR: MID GREY
- (1D) RENDER - COLOUR: DARK GREY
- TEXTURE CLADDING (VERTICAL EXPRESSION) COLOUR: MID GREY
- TEXTURE CLADDING (VERTICAL EXPRESSION) - COLOUR: DARK GREY
- TEXTURE CLADDING (HORIZONTAL EXPRESSION) - COLOUR: MID GREY
- TEXTURE CLADDING GARAGE DOORS (HORIZONTAL EXPRESSION) - COLOUR: DARK GREY
- 3 FEATURE MASONARY
- 4 INSITU CONCRETE PLANTER
 - (CANOPY)
 COLOUR: WHITE
 - (A) GLAZING (WINDOW & DOOR ASSEMBLY)
- 68 SPANDREL GLAZING
- STEEL FRAMED WINDOWS & GATES (NO GLASS)
- (60) STEEL FRAMED WINDOWS & GATES (WITH GLASS)
- 7A) LOUVRE/GRILLE - COLOUR: MID GREY
- (B) LOUVRE/GRILLE (GARAGE DOOR) COLOUR: MID GREY

70

70

- SCREEN (VERTICAL) - COLOUR: MID GREY
- COLOUR: WHITE SCREEN (BI-FOLD) (8B) METAL CLADDING - COLOUR: DARK GREY - COLOUR: MID GREY
- © SCREEN (BALUSTRADE) TO MATCH BHFOLD (80) METAL CLADDING (SHROUD) - COLOUR: DARK GREY - COLOUR: DARK GREY
 - 9 PALLISADE BALUSTRADE - COLOUR: MID GREY

(F) SCREEN (VERTICAL)
- COLOUR: SILVER METALLIC

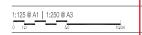
METAL CLADDING

- ① EXISTING BRICKWORK
- PALLISADE FENCE/BALUSTRADE COLOUR: DARK GREY
- METAL CLADDING (GATE & MAILBOX) COLOUR: DARK GREY 12
- 13 STANDING SEAM METAL CLADDING/ROOFING - COLOUR: MID GREY
- (14) TIMBER BATTEN FENCE/GATES

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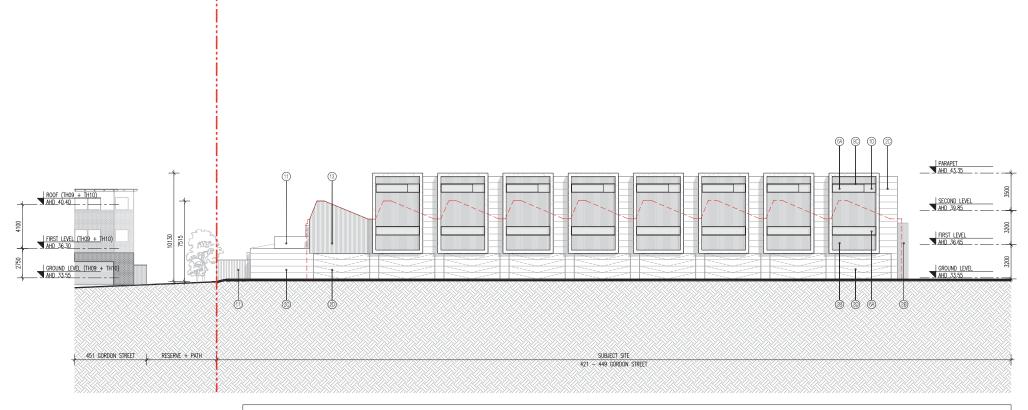
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SOUTH ELEVATION_TOWN HOUSES 29.06.16 REV 01 ISSUED FOR TOWN PLANNING



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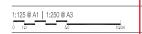
EXTERNAL FINISHES SCHEDULE LEGEND

- CONCRETE RENDER COLOUR: LIGHT GREY (1A)
- (1B) RENDER - COLOUR: WHITE
- 10 RENDER - COLOUR: MID GREY
- (1D) RENDER - COLOUR: DARK GREY
- - TEXTURE CLADDING (VERTICAL EXPRESSION) COLOUR: MID GREY
 - TEXTURE CLADDING (VERTICAL EXPRESSION) - COLOUR: DARK GREY
 - TEXTURE CLADDING (HORIZONTAL EXPRESSION)
 - COLOUR: MID GREY TEXTURE CLADDING GARAGE DOORS (HORIZONTAL EXPRESSION)
 - COLOUR: DARK GREY
- 3 FEATURE MASONARY
- 4 INSITU CONCRETE PLANTER
- (CANOPY)
 COLOUR: WHITE
- (A) GLAZING (WINDOW & DOOR ASSEMBLY)
- 68 SPANDREL GLAZING
- STEEL FRAMED WINDOWS & GATES (NO GLASS)
- (61) STEEL FRAMED WINDOWS & GATES (WITH GLASS)
- 7A) LOUVRE/GRILLE - COLOUR: MID GREY
- (B) LOUVRE/GRILLE (GARAGE DOOR) COLOUR: MID GREY
- 70 SCREEN (VERTICAL) - COLOUR: MID GREY
- 70 SCREEN (BI-FOLD) - COLOUR: DARK GREY
- © SCREEN (BALUSTRADE) TO MATCH BHFOLD - COLOUR: DARK GREY
- (F) SCREEN (VERTICAL)
 COLOUR: SILVER METALLIC
- METAL CLADDING - COLOUR: WHITE
- (8B) METAL CLADDING - COLOUR: MID GREY
- (80) METAL CLADDING (SHROUD) - COLOUR: DARK GREY
- 9 PALLISADE BALUSTRADE - COLOUR: MID GREY
- ① EXISTING BRICKWORK
- PALLISADE FENCE/BALUSTRADE COLOUR: DARK GREY
- METAL CLADDING (GATE & MAILBOX) COLOUR: DARK GREY
- 13 STANDING SEAM METAL CLADDING/ROOFING - COLOUR: MID GREY
- (14) TIMBER BATTEN FENCE/GATES



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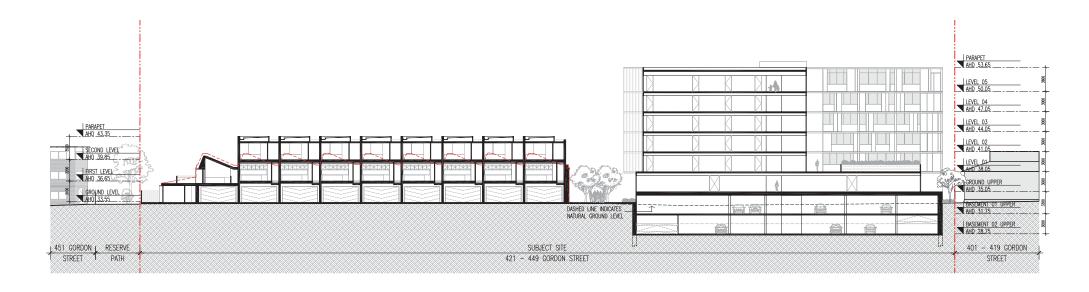
INTERNAL ELEVATION_TOWNHOUSES 29.06.16 REV 01 ISSUED FOR TOWN PLANNING



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---- RED DASHED LINE INDICATES EXTENT OF EXISTING SAWTOOTH FACADE.

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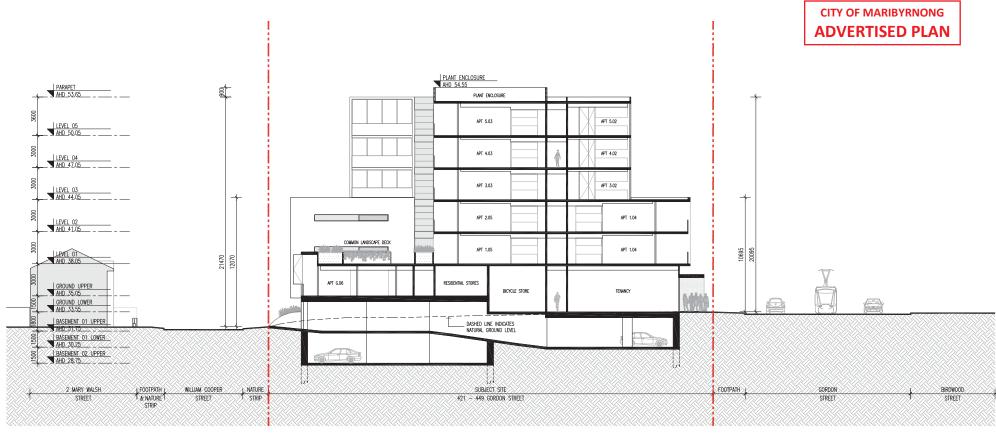
CITY OF MARIBYRNONG

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30/06/2016

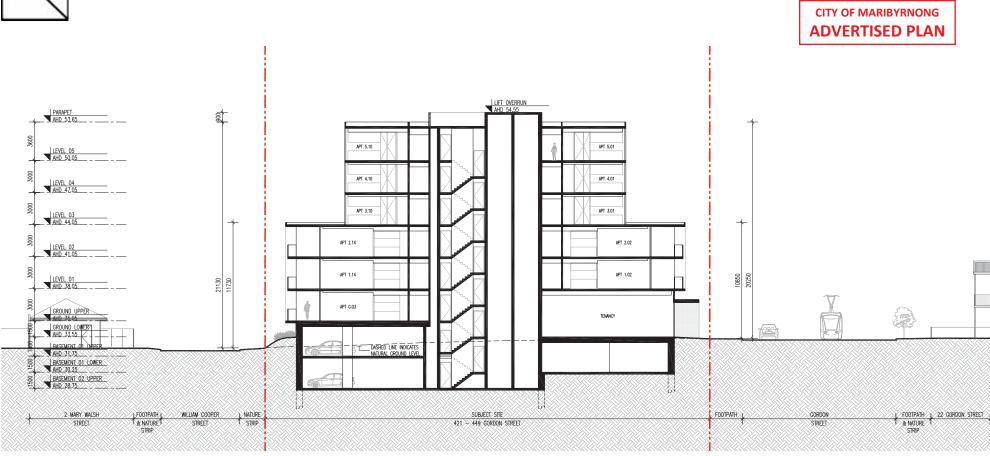
URBAN PLANNING







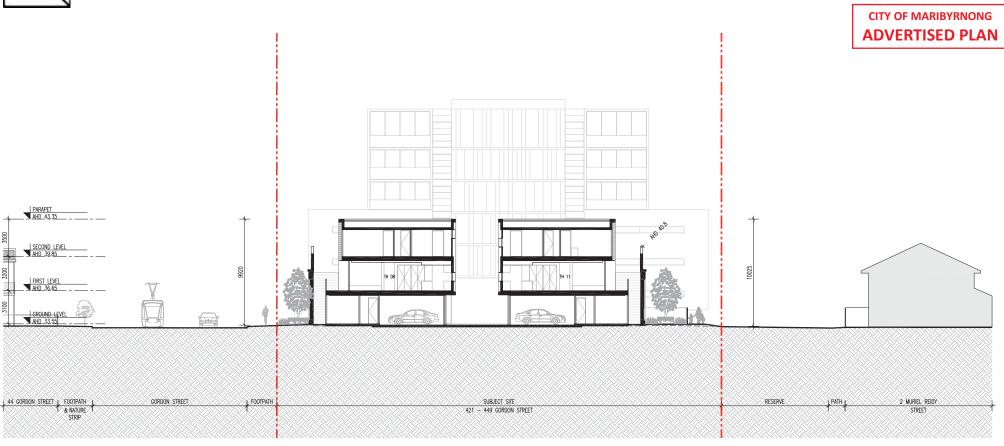










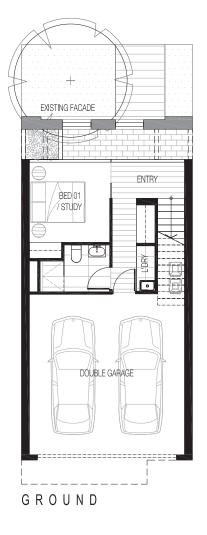


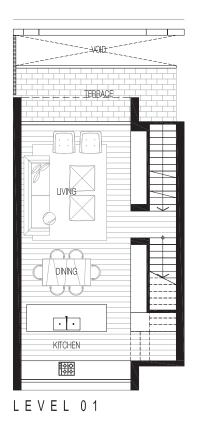


PROPOSED MULTI-RESIDENTIAL DEVELOPMENT 421 - 449 GORDON STREET, MARIBYRNONG SECTION D 29.06.16 REV 01 ISSUED FOR TOWN PLANNING





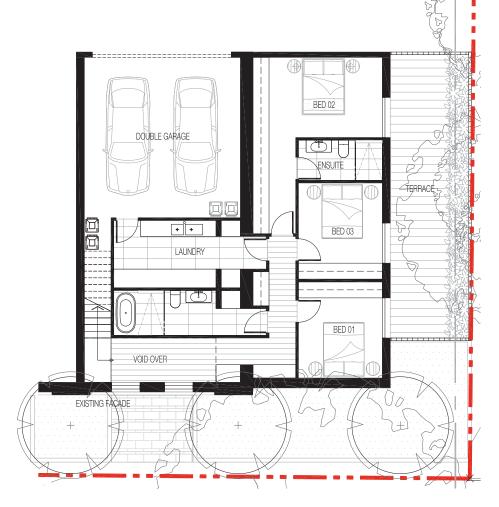






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KITCHEN DINING VOIDBELOW EXISTING FACADE

GROUND

LEVEL 01

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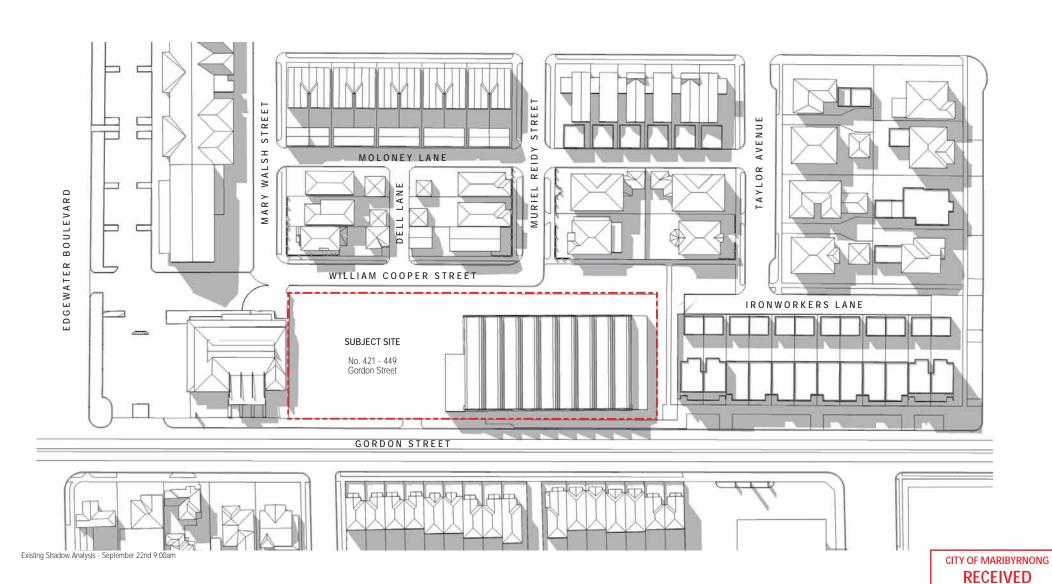




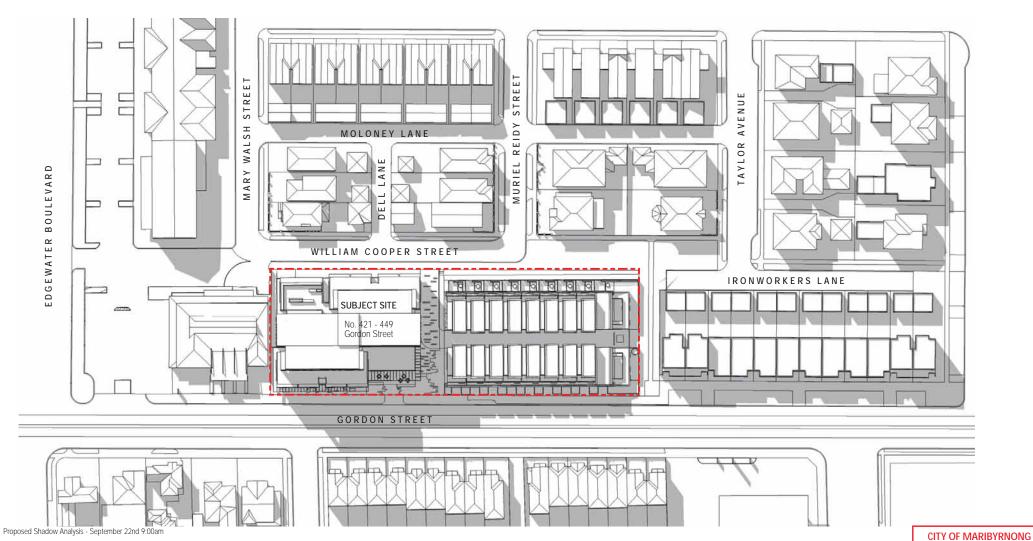
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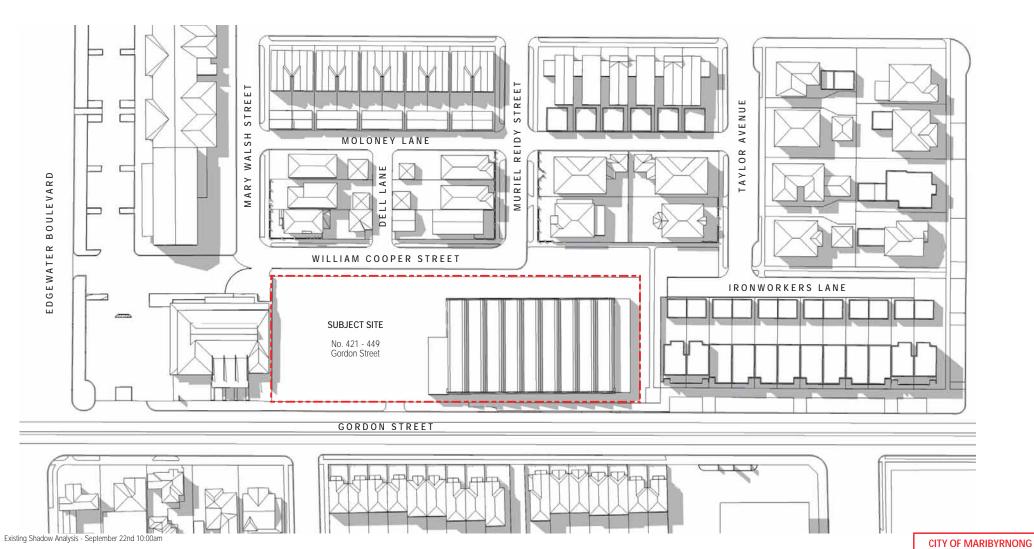






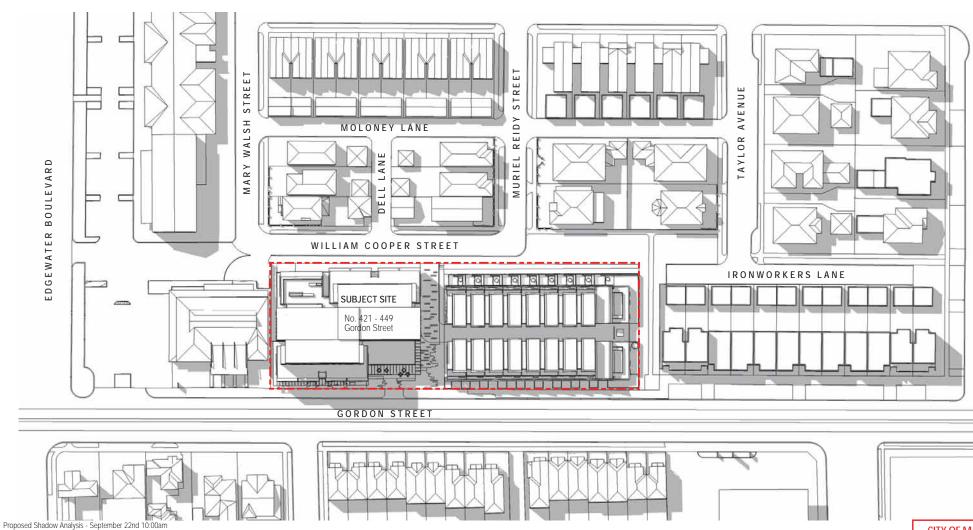
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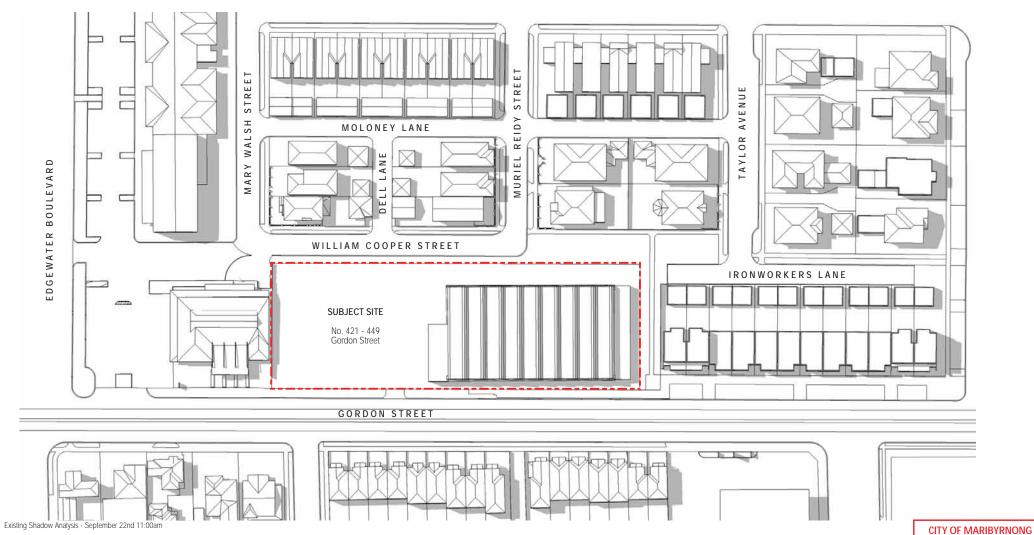




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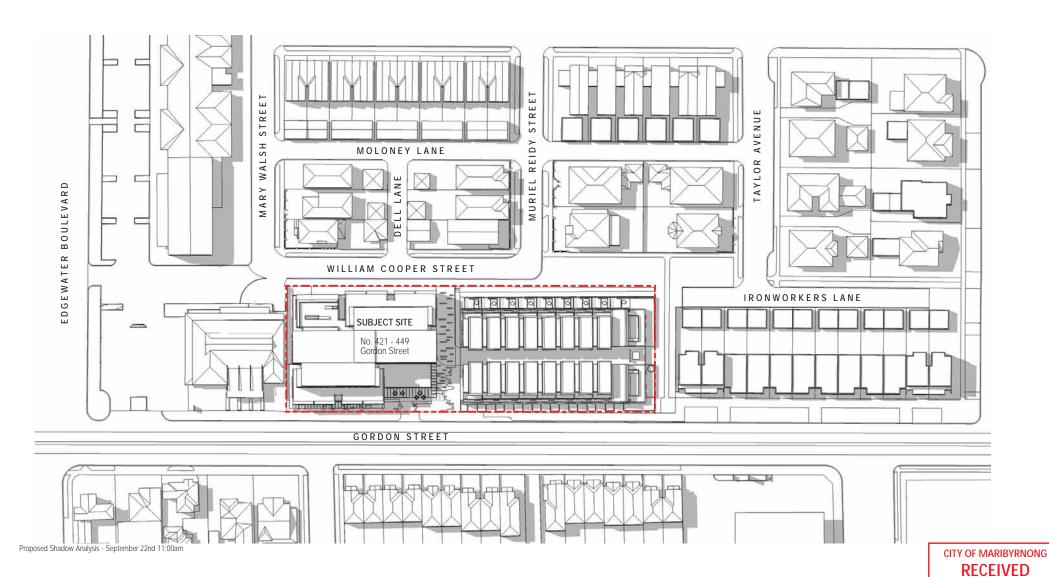




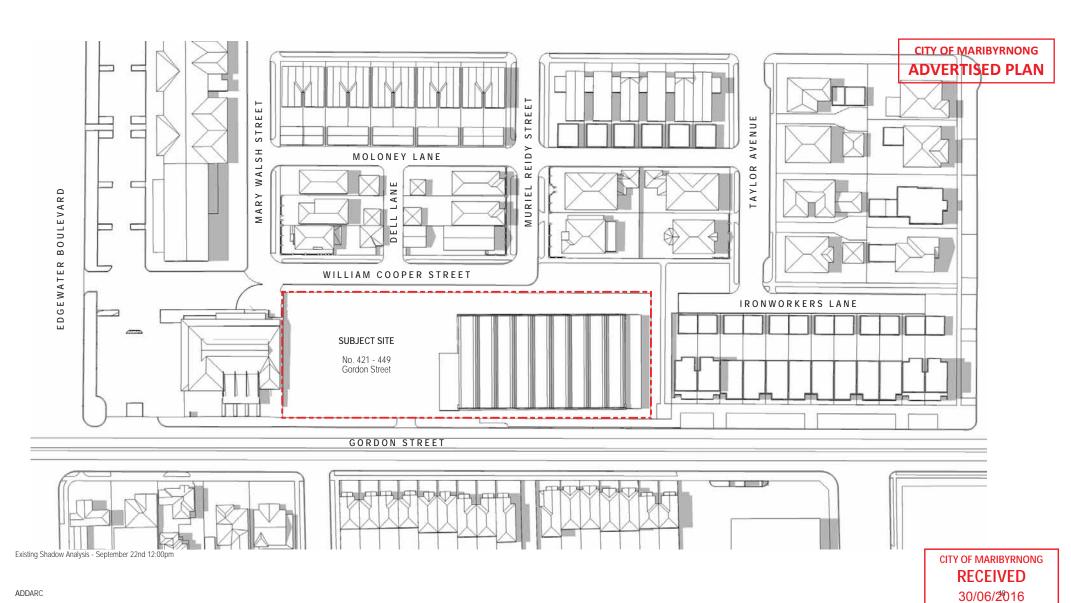
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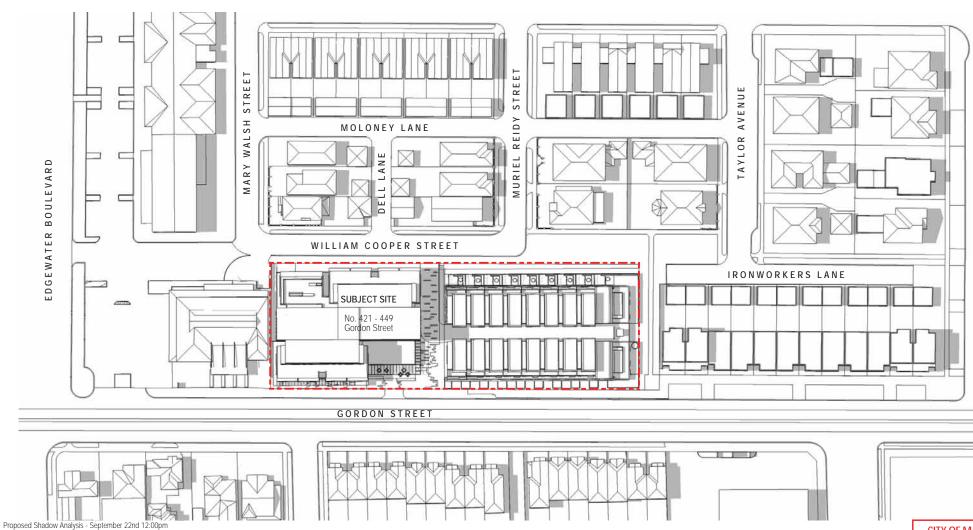




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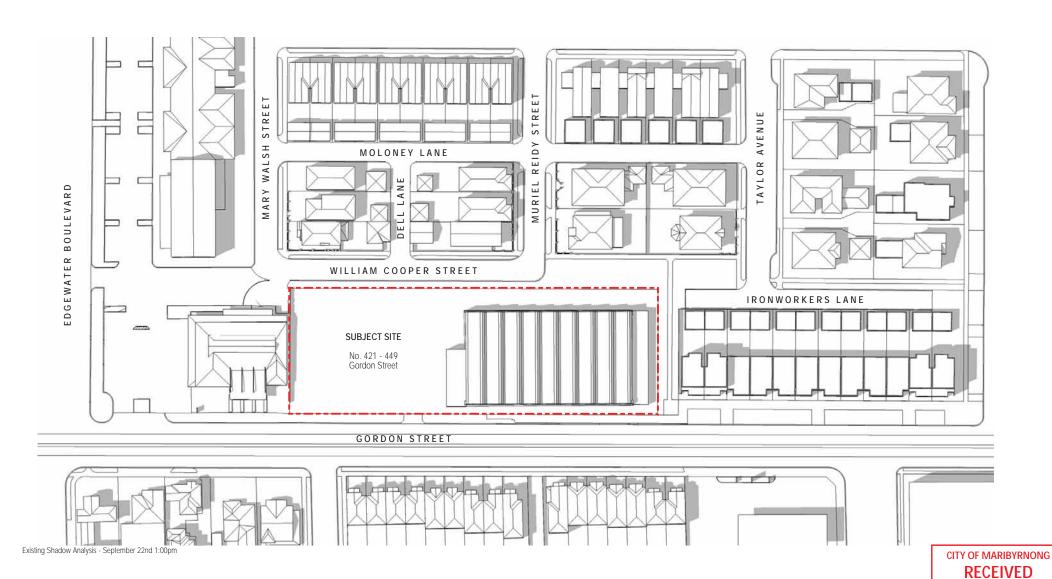


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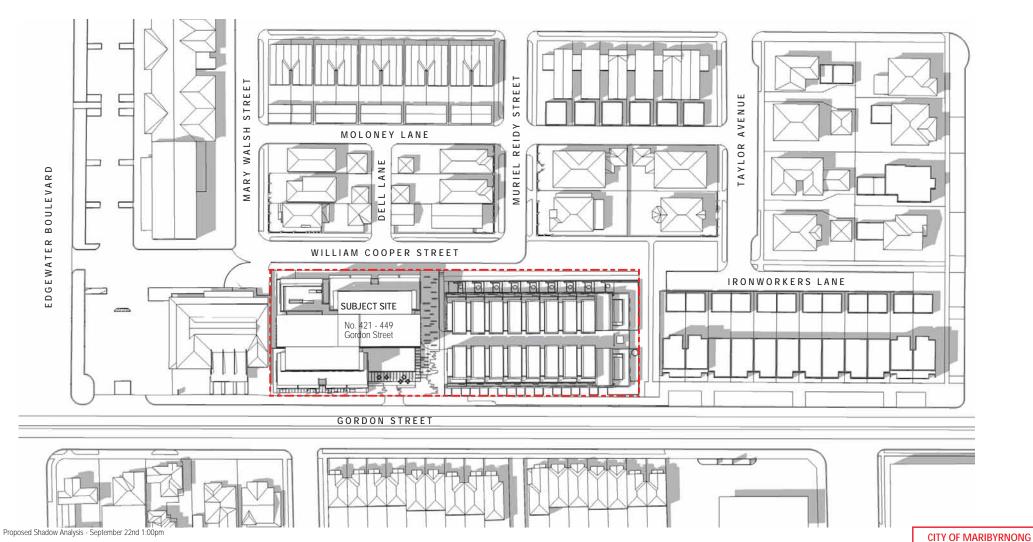
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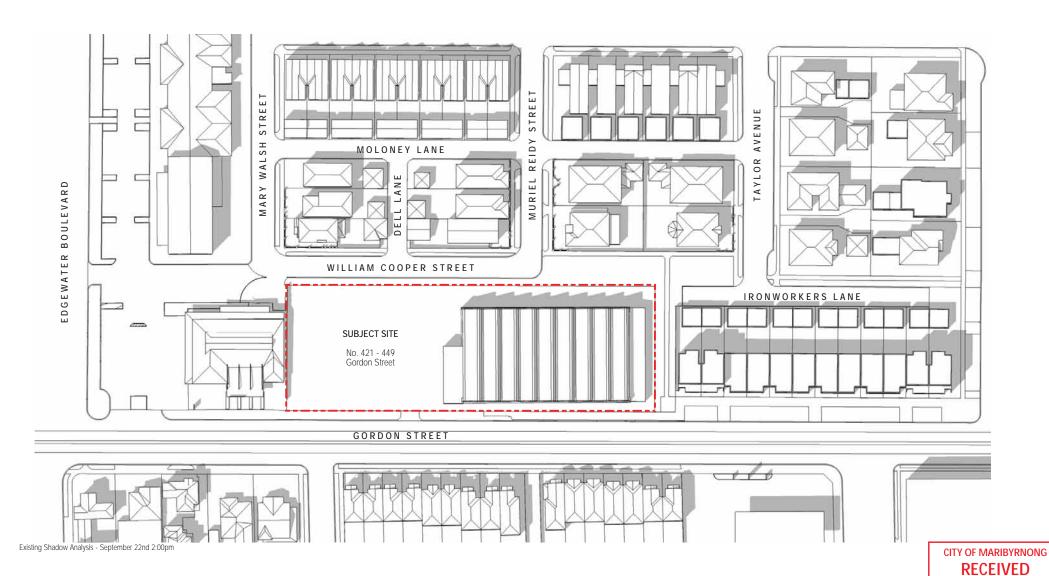




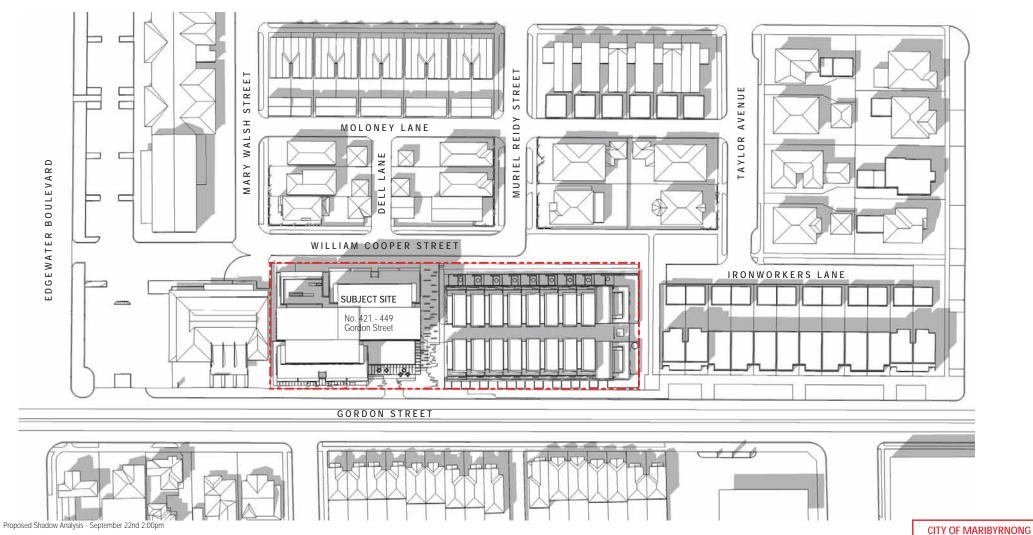
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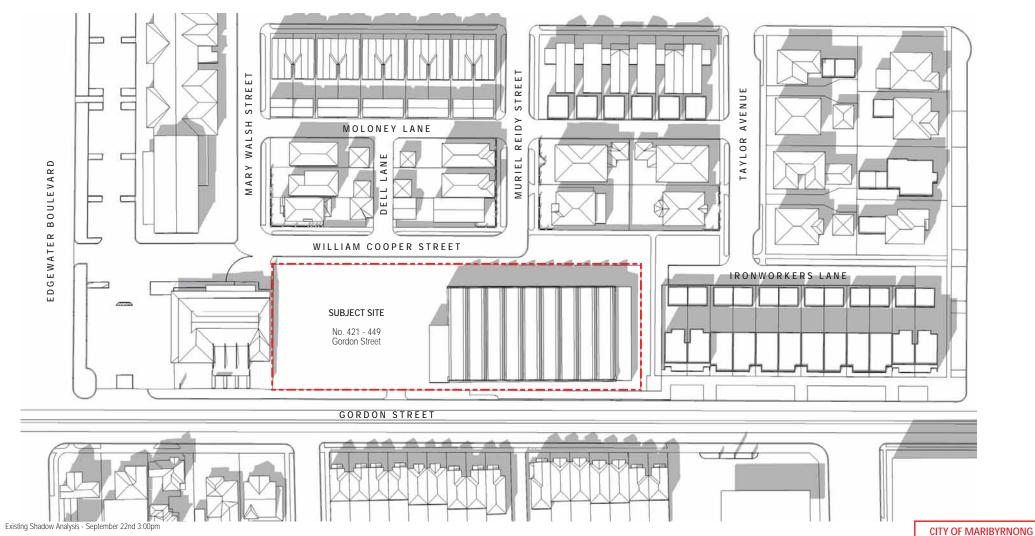






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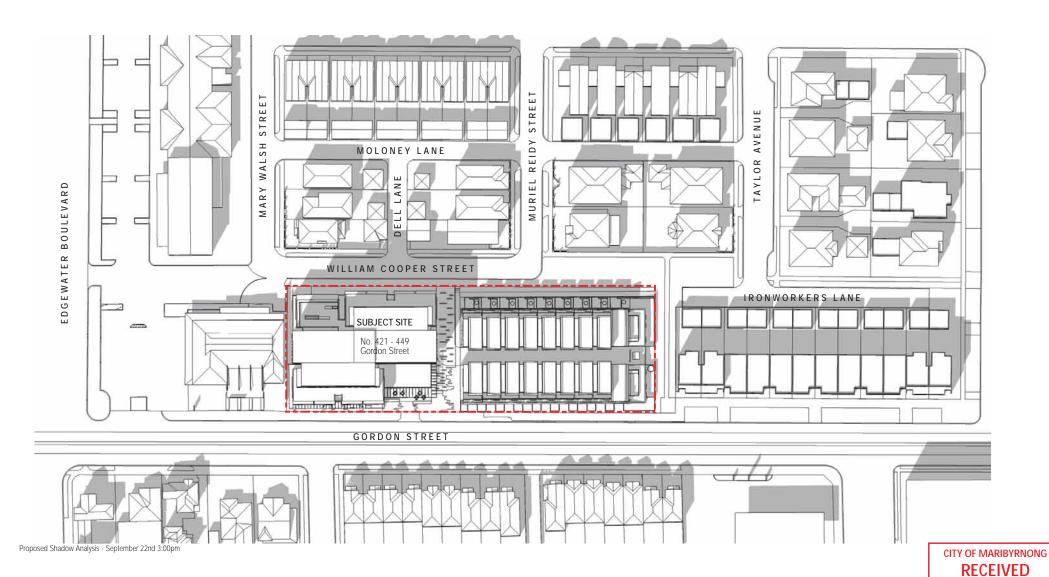




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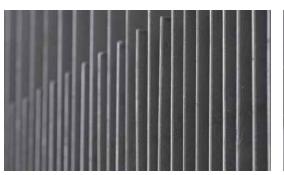






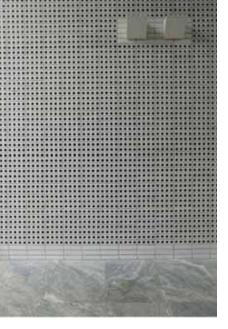








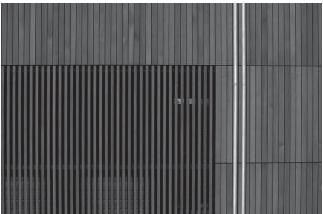














































View looking north along Gordon Street





View looking north-east towards the Subject Site from Gordon Street





View looking east from Birdwood Street towards the Subject Site





View looking south along Gordon Street





View looking south towards William Cooper Street and the Subject Site





View looking west from Mary Walsh Street towards the Subject Site





View looking north from landscaped reserve towards William Cooper Street

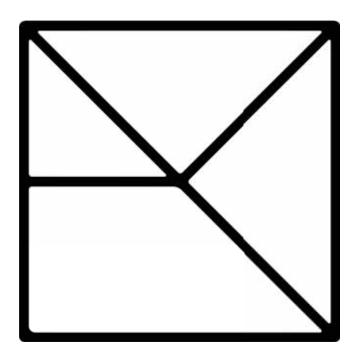








Retained facade with townhouse articulation referencing the grain of the saw-tooth roof profile



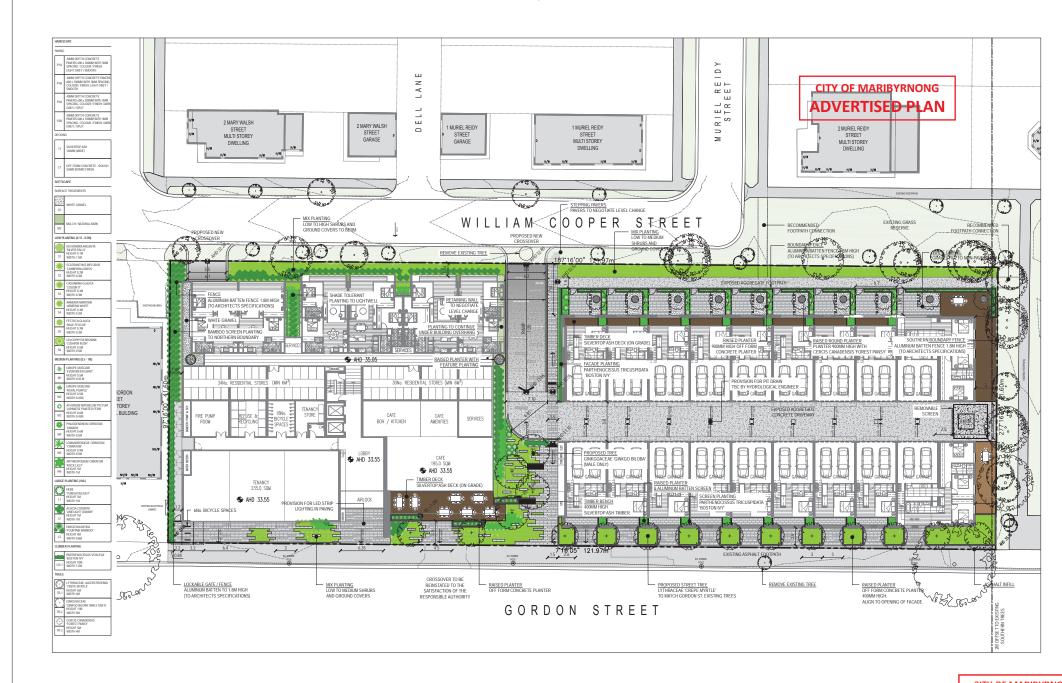
Placemark.

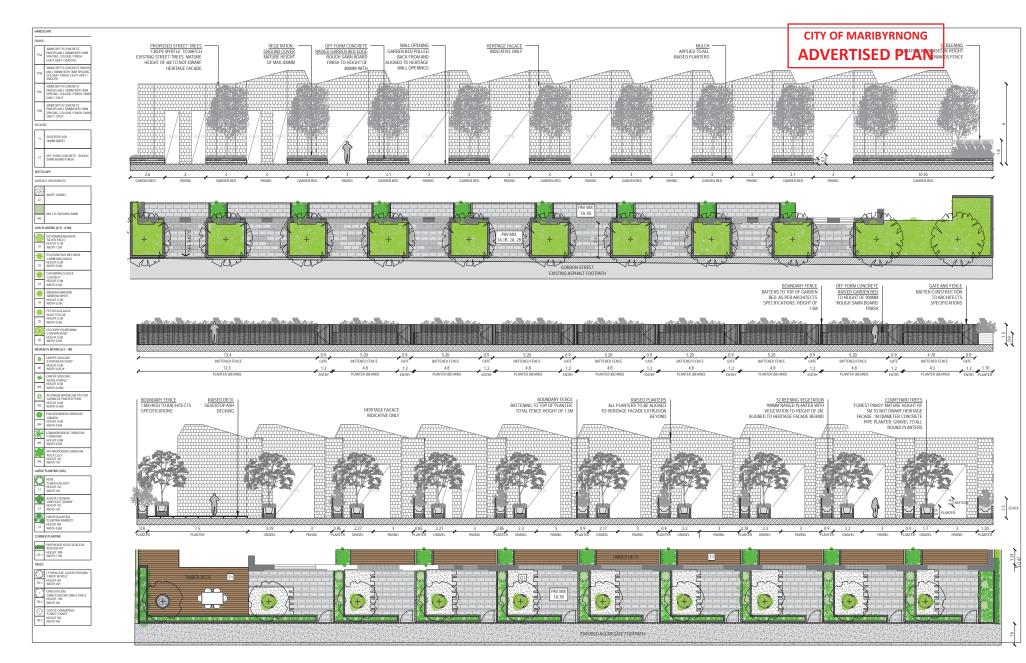
Maribyrnong Landscape Design

In Collaboration with Setsquare Studio

Town Planning

20 June 2016

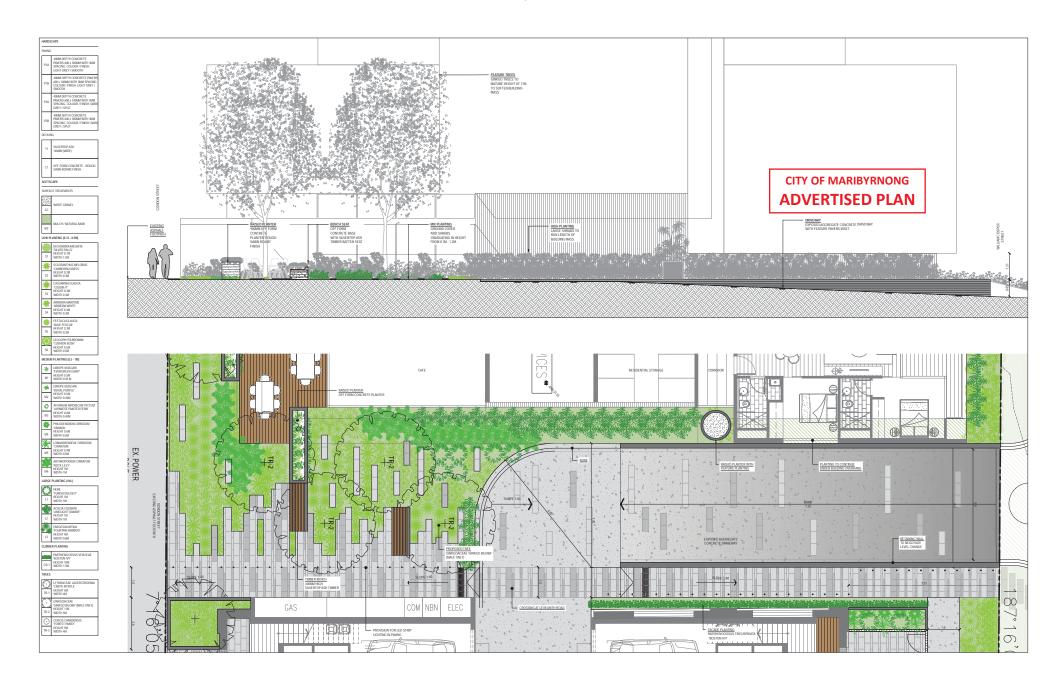


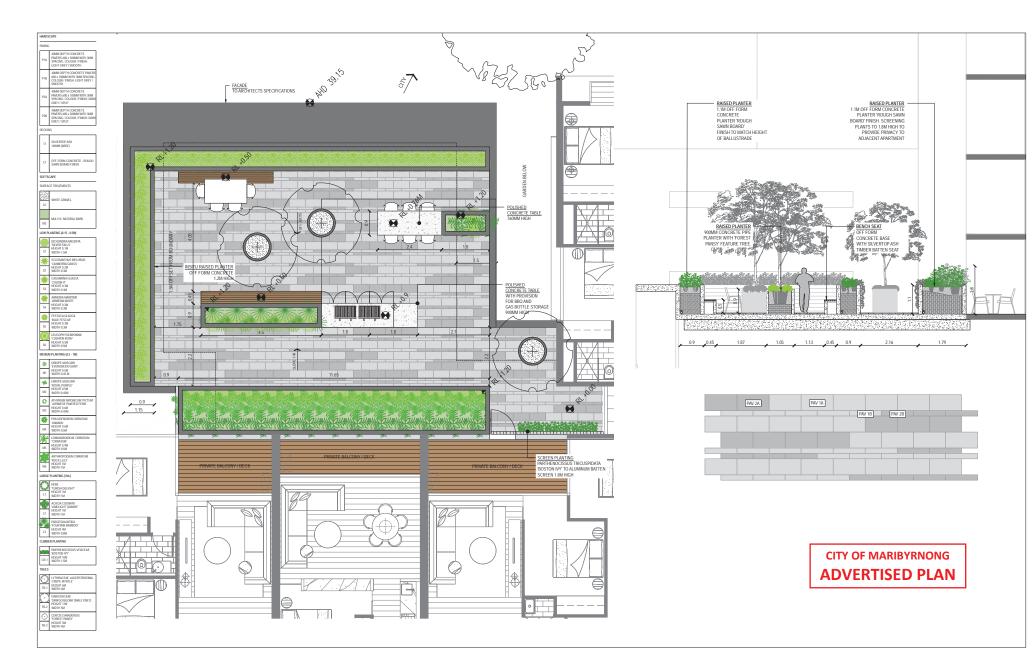


Placemark.















PLACEMARK.COM.AU

Small Planting (0.15 - 0.5M)













Family: Leucophyta 'Silver Nugget'

Mature Size (h x w): 0.5 x 0.5m

Genus: Brownii

Growing Conditions

Drought tolerent

Suitable for areas with full sun

Suitable for areas with part shade

Code: S6



CITY OF MARIBYRNONG ADVERTISED PLAN

Family: Dichondra Common Name: Silver Falls

Mature Size (h x w): 0.1 x 1.5m

Form: Spreading

Genus: Argenta

Code: S1

Growing Conditions

Frost tolerant once established

Drought tolerent

Suitable for areas with full sun

Suitable for areas with full shade

Ideal in pots or containers

An unusual and attractive plant with beautiful silver foliage that cascades in long trailing stems. It is drought and heat tolerant. It provides a vigorous ground hugging tight cover. Grows to 15cm high in shade. Attractive between pavers and is useful for shaded areas steep banks and other inaccessible positions. Plant 25-30cm apart or closer for faster cover.

Code: S2

Mature Size (h x w): 0.2 x 0.3m

Family: Scleranthus

Growing Conditions

Drought tolerent

Ideal in pots or containers

A unique Australian plant that can be found growing naturally in alpine regions in eastern Australia. The vibrant green foliage forms mounds that look like bright green lava. Tolerates heavy frosts and will grow in coastal and alpine climates in well drained soil. Ideal for rockeries, logs or a centrepiece in a bowl.

Code: S3

Family: Casuarina

Mature Size (h x w): 0.3 x 0.3m

Growing Conditions

Drought tolerent

Suitable for areas with full sun

Unique, strange, fun! This popular plant has a character all of its own, with fine 'hairy' strands of evergreen cascading foliage. Use as a groundcover or feature plant in rockeries, where it will spread to 1m across but only 10cm high. Low maintenance.

Code: S4

Family: Armeria

Common Name: Armeria White

Mature Size (h x w): 0.3x 0.3m

Form: Clumping

Genus: Maritima

Growing Conditions

Drought tolerent

Suitable for areas with full sun

Suitable for areas with part shade

Ideal in nots or containers

Armeria White has dainty white cluster flower heads in spring and summer that rise above a neat clump forming evergreen grass. Ideal for edging beds borders and rockeries. Prefers a full sun to part shade position. Very hardy and low maintenance.

Code: S5

Family: Festuca

Common Name: Blue Fescue

Mature Size (h x w): 0.3 x 0.3m

Genus: Glauca

Growing Conditions

Drought tolerent

Suitable for areas with full sun

Suitable for areas with part shade

Ideal in pots or containers

Ideal in pots or containers

Blue Fescue is a hardy dwarf grass with fine wiry greyish-blue leaves and spikes of blue-green flowers during summer. Prefers a full sun position in well drained soil. It has a tidy mounding habit that makes it ideal for small borders or hedges it also does well in pots and containers.

Also known as Cushion Bush, this small Australian native is a member of the daisy family. This dwarf rounded evergreen shrub has the appearance of a mound

of silvery twigs with cream flowers appearing in Spring and Summer. The attractive silver foliage is highly tolerant to sea spray making it excellent for coastal planting.

Medium Planting (0.5 -1M)













Code: M-6

Family: Arthropodium

Common Name: Rock Lilly

Mature Size (h x w): 1 x 1m

 CITY OF MARIBYRNONG

ADVERTISED PLAN



Genus: Muscari

Growing Conditions

Drought tolerent

Mature Size (h x w): 0.5+ x 0.45m

Form:

Code: M-2

Family: Liriope

Common Name: Royal Purple

Genus: Muscari
Growing Conditions

Drought tolerent

Suitable for areas with full sun

Suitable for areas with part shade

Suitable for areas with full shade

Evergreen Giant is a perennial with Evergreen perennial with deep progreen leaves and large stems of spikes in autumn. Clumps spreadell-shaped purple-blue flowers. Clumps moderately. Use as a border or growth of the strength of the streng

strappy green leaves and large stems of bell-shaped purple-blue flowers. Clumps spread moderately. Use as a border or ground cover. Suitable for full sun to full shade well drained soil and protection from the wind. Tolerates dry periods.

Suitable for areas with part shade

Suitable for areas with full shade

Ideal in pots or containers

Evergreen perennial with deep purple spikes in autumn. Clumps spread moderately. Use as a border or ground cover. Suitable for full sun to full shade well drained soil and protection from the wind. Tolerates dry periods.

Code: M-3

Family: Athyrium

Common Name: Japanese painted

Mature Size (h x w): 0.6+ x 0.45m

Form:

Genus: Niponicum 'Pictum'

Growing Conditions

One of the easiest and most rewarding hardy ferns, this delightful selection performs well in any rich, evenly moist soil. It forms a compact clump of fronds, dark green in colour, overlaid in olive and silvery-pewter, with contrasting burgundy stems.

Terrific for edging the shade border, in the rock garden, on in mixed containers.

Code: M-4

Family: Philodendron

Common Name: Xanadu

Mature Size (h x w): 0.6+ x 0.5m

Form:

Genus: Philodendron

Growing Conditions

Suitable for areas with full sun

Suitable for areas with part shade

Suitable for areas with full shade

Xanadu has large green leaves that gives this tropical plant a lush decorative appearance. Compact and tidy it won't take over in the garden and it is ideal for pots and containers. Can be grown inside in a brightly lit position. Outdoors it prefers a full sun position and a warm spot.

Family: Lomandroideae

Common Name: Cirratum

Mature Size (h x w): 0.9+ x 0.9m

Form:

Genus: Cirratum

Growing Conditions

Code: M-5

-Drought tolerent

Suitable for areas with part shade

Suitable for areas with full shade

A hardy evergreen clumping perennial with broad lush green foliage it bears graceful sprays of starry white flowers in summer. Prefers a filtered sun to part shade position ideal under decidious trees. Drought tolerant.

Form:

Genus: Cirratum

Growing Conditions

Frost tolerant once established

Drought tolerent

Suitable for areas with part shade

Suitable for areas with full shade

A hardy evergreen clumping perennial with broad lush green foliage it bears graceful sprays of starry white flowers in Summer. Prefers a filtered sun to part shade position ideal under decidious trees. Drought tolerant.

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Landscape Design

Large Planting (1M+)





Code: L-2

Family: Acacia

Common Name: Limelight (Dwarf)

Mature Size (h x w): 1 x 1m



Code: L-3

Family: Fargesia

Mature Size (h x w): 4m X 0.8



Creeper



Trees



Mature Size (h x w): 11 x 4m grafted

Genus: Ginkgo

Growing Conditions

Drought tolerent

Suitable for areas with full sun

Suitable for areas with part shade

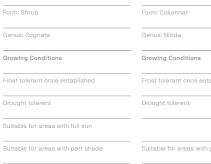


Code	L-1	
Famil	r: Hebe	
Comn	oon Name: Turkish Delight	
Matu	e Size (h x w): 1 x 1m	
Form:	Shrub	
Genu	s: Hebe	

Drought tolernent

Suitable for areas with part shade

Ideal in pots or containers



Suitable for areas with full shade Already the existing Street Tree on Gordon Tall clumping Bamboo with slightly Street, these small deciduous tree have cascading form giving the appearance spectacular white crinkle like flowers of a fountain, this is the variety that Giant Pandas love! Excellent for borne in clusters in late Summer. It has a beautiful growth habit with hedging and screening, requires dark green leaves changing to little maintenance. Prefers a cool orange before falling. It has flaking moist soil, and a position in the bark with a rich brown underbark. garden with filtered afternoon sun. Capable of coping with cold winters and windy conditions, will tolerate frost to minus 20. Suitable for container planting, non invasive variety.

Code: CR-1 Family: Parthenocissus Common Name: Boston Ivy

Mature Size (h x w): 10+ x 1.5m Genus: Vitaceae

Growing Conditions Drought tolerent Suitable for areas with full sun

Suitable for areas with part shade

Ideal in pots or containers Deciduous climber which attaches itself to walls by means of sucker-like discs at the tips of branched tendrils. The leaves are 3-lobed and turn brilliant shades of red, yellow and purple in autumn. Spring before turning to flat long seedpod fruits in Summer.

Code: T-1 Code: T-2 Family: Ginkgoaceae

Family: Lythraceae Common Name: Crepe Myrtle Mature Size (h y w): 6 y 4m

Genus: Lagerstroemia **Growing Conditions**

Drought tolerent

Suitable for areas with part shade

Ideal in nots or containers Already the existing Street Tree on Gordon Street, these small deciduous tree have spectacular white crinkle like flowers borne in clusters in late Summer. It has a beautiful growth habit with

dark green leaves changing to

orange before falling. It has flaking

bark with a rich brown underbark.

This is a fastigiate, male Ginkgo selection. choice for narrow plantings. Foliage has the fan-shape typical to Ginkgo turning from green to various shades of gold in autumn.

Code: T-3 Family: Cercis Canadensis Common Name: Forest Pansy

Mature Size (h x w): 5 x 4m grafted

Genus: Cercis

Growing Conditions

Frost tolerant once established

Drought tolerent

Suitable for areas with full sun

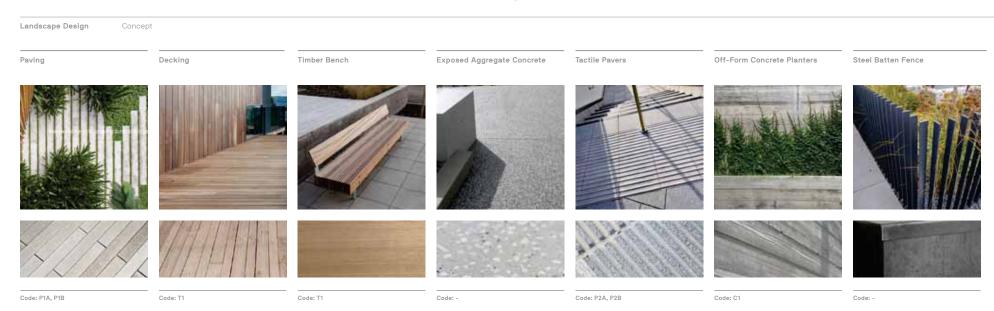
Suitable for areas with part shade

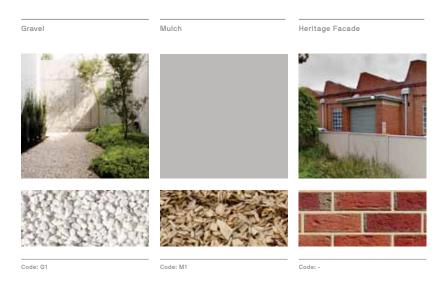
This striking tree has beautiful broad heart-shaped green leaves that turn yellow in autumn. The dark branches have a distinctive zigzag growth habit. The flowers are blossom like and are pink in colour from late Winter to early Spring before turning to flat long seedpod fruits in Summer.

easy to grow plant that looks great in a decorative pot. It bears deep purple-bronze foliage with dainty blue mauve flowers during spring and summer. Prefers a full sun position in well drained soil. Ideal for garden beds, borders, as a feature plant and can create a great display when mass planted.

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28 APRIL 2017

AGENDA ITEM 9.9

GORDON & MEPHAN STREET FRAMEWORK PLAN (AMENDMENT C143)

Director: Nigel Higgins

Director Planning Services

Manager: Adrian Havryluk

Manager City Strategy

PURPOSE

To seek approval to request the authorisation of the Minister for Planning to prepare and exhibit Amendment C143 to the Maribyrnong Planning Scheme, to implement the Gordon and Mephan Precinct Framework Plan 2015.

ISSUES SUMMARY

- The Gordon and Mephan Precinct Framework Plan 2015 was endorsed at the 17 February 2015 Ordinary Council meeting.
- The Gordon and Mephan Precinct Framework Plan 2015 identified the precinct as a viable and important employment area contributing over \$22 million annually to the state economy (a Core Employment Area).
- It is proposed to now to implement the key recommendations of the Gordon and Mephan Precinct Framework Plan 2015 by designating the precinct as a Core Employment Area, discouraging residential rezoning, improving and protecting amenity and supporting the development of key sites.
- Specifically the Amendment proposes policy changes to the Maribyrnong Planning Scheme.
- Following Ministerial authorisation of Amendment C143, public exhibition will be undertaken to allow community and stakeholder consideration on the proposed changes to the planning scheme provisions.

ATTACHMENTS

- 1. Gordon and Mephan Precinct Framework Plan 2015
- 2. Proposed Amendment C143 documentation

OFFICER RECOMMENDATION:

That Council:

- 1. Requests the Minister for Planning to authorise Maribyrnong City Council to prepare and exhibit C143 to the Maribyrnong Planning Scheme, generally in accordance with Attachment 1.
- 2. Notes the delegation and authorises the Chief Executive Officer to make any necessary changes to the relevant documentation in preparation to request the Minister for Planning to authorise the Maribyrnong City Council to prepare and exhibit Amendment C143 to the Maribyrnong Planning Scheme.

- 3. Subject to authorisation being granted by the Minister for Planning, resolves to place Amendment C143 to the Maribyrnong Planning Scheme on exhibition, as prescribed under Section 19 of the *Planning and Environment Act 1987*.
- 4. Notes the delegation of the Chief Executive Officer to consider any submissions received in relation to Amendment C143, in accordance with Section 22 of the *Planning and Environment Act 1987*, and in accordance with Section 23 of the *Planning and Environment Act 1987* refer any submissions that cannot be resolved, along with other submissions, to an independent panel appointed by the Minister for Planning.

BACKGROUND

Maribyrnong Economic and Industrial Development Strategy

The Maribyrnong Economic and Industrial Development Strategy 2011 (MEIDS) guides future sustainable economic development, and outlines the role and land uses of the municipality's key industrial and commercial precincts. MEIDS economic vision foresees the City of Maribyrnong as:

"a leader in urban economic transition and renewal, embracing its traditional industrial past whilst delivering vibrant and successful urban places and meaningful employment."

MEIDS consists of two parts: an Economic Development Strategy (EDS) and an Industrial Land Strategy (ILS), adopted by Council on 18 October 2011 and 24 June 2014 respectively. MEIDS was implemented via Amendment C108 on 8 September 2016.

Precinct designation - Strategic Employment Investigation Area

The ILS seeks to balance the need for retention of employment areas with the increasing need to accommodate alternative uses such as housing.

The Gordon and Mephan Street Precinct was designated in the ILS as a Strategic Employment Investigation Area (SEIA).

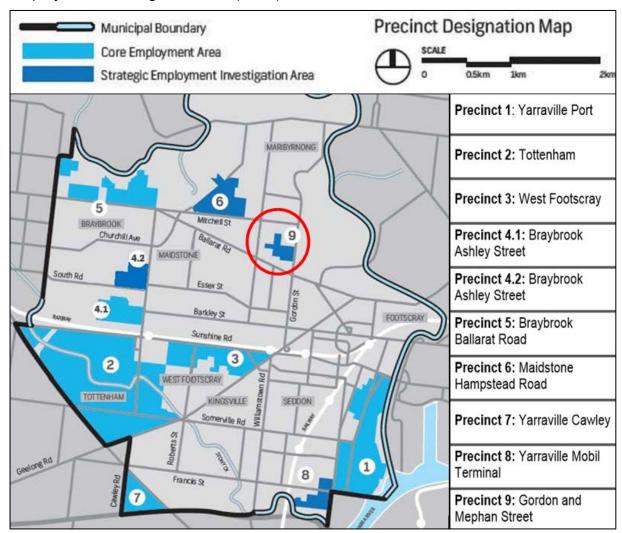


Figure 1: MEIDS – ILS Precinct Designation Map

The ILS defines a Strategic Employment Investigation Area (SEIA) as:

'Areas which have more significant limitations or issues which require investigations to determine if they can be address in order for them to retain or increase their employment role. If these limitations cannot be addressed these areas are determined to be inherently/intrinsically unsuitable for an employment role. SEIA'S are considered to be employment areas until such time as further investigation clearly demonstrated this is not a viable option."

If a SEIA is not found to possess significance limitations or issues which cannot be addressed in order for it to retain or increase its employment role it should continue to play an employment role.

Gordon and Mephan Precinct Framework Plan

In accordance with the SEIA designation, Council engaged SGS Economics and Planning to prepare the Gordon and Mephan Precinct Framework Plan (GMPFP).

The GMPFP covers the existing Industrial 3 Zone (INZ3) manufacturing and warehouse uses along Mephan Street and service uses along Gordon Street.

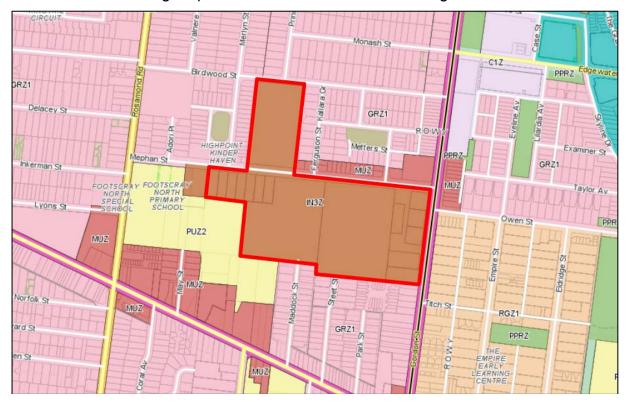


Figure 2: Gordon and Mephan Precinct Framework Plan boundary.

In preparing the GMPFP the following was considered:

- An examination of local and regional policy frameworks so that the relevance and contributions made by existing (and possible alternative uses) in the precinct can be viewed in light of existing policies.
- Analysis of local and regional employment data so that the economic conditions and drivers impacting on the subject site's use were considered. Importantly, how employment patterns in relevant industries and geographies have changed over time and how they are expected to evolve is discussed.
- A survey of businesses in the precinct to ascertain the value and sustainability of their operations to the local and regional economy. In conjunction with landowner

surveys, there is also consideration of site operating issues, preferences and future business outlook.

• A workshop process with Council staff from Strategic Planning, Economic Development, Urban Planning, Transport, Infrastructure and Community Wellbeing.

The analysis concluded that the area is well-functioning and suited for further employment growth and intensification, noting:

- The precinct supports a healthy and diverse economy
- Businesses in the precinct employ approximately 180 staff
- Total direct economic contribution of the precinct is \$22.6 million
- Employment within the precinct has increased over the past several years
- The precinct is a reasonable location for manufacturing and warehousing
- Given the health of the precinct for employment uses a change to residential use does not seem appropriate
- Adequate public transport coverage through existing bus and tram routes.
- Retention of the existing zoning and land use mix is not likely to exacerbate road congestion.

The Framework Plan recommended the Gordon and Mephan Street precinct should be designated as a Core Employment Area, as current employment activities are both viable and desirable in this location. The findings and recommendations of the GMPFP were endorsed by Council at the 17 February 2015 Ordinary Council meeting.

Implementing the GMPFP is included as item 1.1.4 in the 2016/2017 Council Priority Action Plan.

A copy of the GMPFP is provided at Attachment 1.

DISCUSSION/ KEY ISSUES

1. Key Issues

Ministerial authorisation

Under Sections 8A and 9 of the *Planning and Environment Act 1987*, the Council is required to seek authorisation from the Minister for Planning to prepare an amendment to the Maribyrnong Planning Scheme. Council is a planning authority when authorised by the Minister for Planning under this section of *the Act*.

Changes to the Municipal Strategic Statement

Amendment C143 proposes to make changes to the Municipal Strategic Statement (Clause 21) of the Maribyrnong Planning Scheme as follows:

- Amend Clause 21.01 (Municipal Strategic Statement), to reference Gordon and Mephan Precinct as a Local Area.
- Amend Clause 21.02 (Municipal Profile), to reference Gordon and Mephan Precinct as a Core Employment Area.
- Amend Clause 21.03 (Council Vision), to show the Gordon and Mephan Precinct as a Core Employment Area on the "Land Use Framework Plan".
- Amend Clause 21.04 (Settlement), to delete reference to Gordon and Mephan Precinct as a Strategic Employment Investigation Area.

- Amend Clause 21.05 (Environment and Landscape Values), to show the Gordon and Mephan Precinct as a Core Employment Area on the "Environmentally Sustainable Development Framework Plan".
- Amend Clause 21.07 (Housing), to show the Gordon and Mephan Precinct as a Core Employment Area on the "Housing Framework Plan".
- Amend Clause 21.08 (Economic Development), to reference Gordon and Mephan Precinct as a Core Employment Area, and show the Gordon and Mephan Precinct as a Core Employment Area on the "Industrial Related Employment Land Framework Plan".
- Amend Clause 21.11 (Local Areas), to include Gordon and Mephan Precinct as a Local Area and provide precinct specific planning policy.
- Amend Clause 21.12 (Reference Documents) to incorporate the Gordon and Mephan Precinct Framework Plan (February 2015) as a reference document under the "Economic Development" subheading.

The majority of the proposed Clause 21 changes are minor updates to reference the Gordon and Mephan Precinct as a Core Employment Area in existing policy or Framework Plans.

Clause 21.11 (Local Areas) will be amended to provide new planning policy reflecting the recommendations and guidelines of the GMPFP.

The amended Clause 21.11 will contain four overarching objectives for the precinct, including:

- To strengthen the economic role of the precinct as a Core Employment Area.
- To provide and maintain safe, convenient and efficient access to and within the precinct.
- To improve the overall amenity of the precinct.
- To support the development of key sites to provide sustainable, integrated and adaptable development that contributes to a contemporary and professional precinct identity.

A range of specific strategies will sit under each objective.

A copy of the proposed Amendment is provided at Attachment 2.

Residential Amenity

While the GMPFP noted there were no apparent conflicts between the existing employment uses and surrounding residential area, Clause 21.11 will include requirements to address sensitive interfaces and ensure that building design, orientation and signage respects the neighbourhood context in which the precinct sits.

The following concept plan, which will be included within Clause 21.11, identifies sensitive interfaces, important streetscapes and key sites.

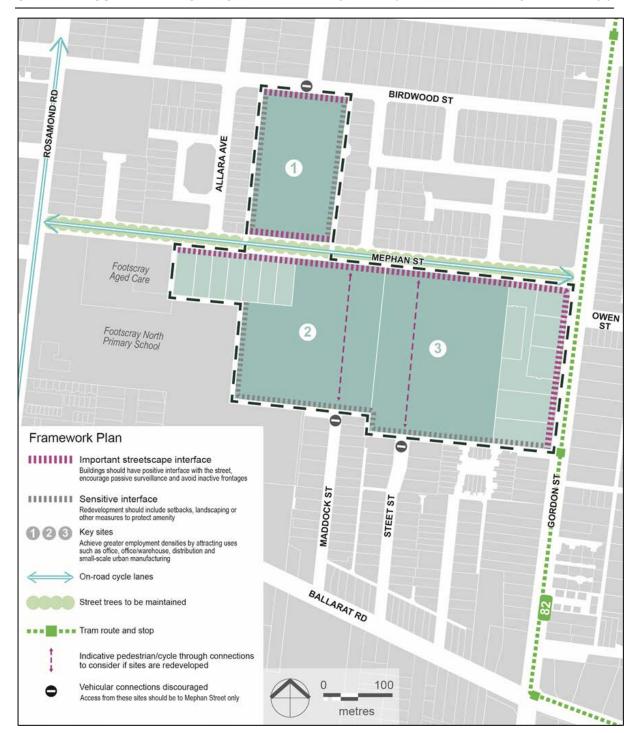


Figure 3: Precinct Concept Plan

Zoning

The GMPFP seeks to retain and intensify the current employment uses within the precinct, and attract new businesses relating to small scale urban manufacturing, office/warehouse, small office, distribution and a range of service uses. As these uses are permitted under the existing Industrial 3 Zone no zoning changes are proposed.

Clause 21.11 will discourage sensitive and non employment uses from locating within the precinct, and provide certainty that residential rezoning is not supported.

2. Strategic Assessment of the Amendment

Why is the Amendment required?

The amendment is required to implement the recommendations of the Gordon and Mephan Precinct Framework Plan (GMPFP).

The Gordon and Mephan Precinct is an existing light industrial area which includes a mix of manufacturing, service and wholesale/distribution uses. The GMPFP identified the precinct remained a viable and preferable location for industrial and employment uses, and recommended these uses be protected and enhanced.

The GMPFP provides a long term strategic framework for future use and development in the precinct and builds on the overarching vision and strategic directions of the Maribyrnong Economic and Industrial Development Strategy (MEIDS). Consistent with the terminology used in MEIDS and the Maribyrnong Planning Scheme the Amendment will designate the Gordon and Mephan Precinct as a Core Employment Area.

A new Local Area Policy at Clause 21.11 will provide specific guidance for the future development of the area. This will ensure the GMPFP recommendations to strengthen the precincts economic viability, improve and protect amenity, improve access and support the development of key sites are implemented.

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

The Amendment implements the following objectives of planning in Victoria (as specified in Section 4(1) of the Planning and Environment Act 1987):

- To provide for the fair, orderly, economic and sustainable use, and development of land;
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- To facilitate development in accordance with the above objectives; and
- To balance the present and future interests of all Victorians.

The proposed policy will ensure an existing light industrial precinct continues to provide employment opportunities in a sustainable, efficient and coordinated manner.

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

The Amendment will ensure the amenity of the area is retained and improved by requiring appropriate treatments to the surrounding residential and education interfaces, new landscaping and improvement of the public realm.

The amendment will have a positive social effect through retaining employment land within the municipality that is accessible to local residents and workers.

The amendment will have a positive economic impact by identifying and protecting an employment area important to the economic development and growth of Maribyrnong. The Amendment provides certainty for Council and the broader community as to which land will be retained for employment uses, and provides guidance on how individual sites may be developed to ensure they can adapt to future economic and employment needs.

Encouraging new industrial and commercial development to achieve high quality design and built form outcomes provides further economic benefit of making industrial premises in Maribyrnong more desirable for potential tenants.

Does the Amendment address relevant bushfire risk?

The Amendment does not impact on bushfire risk.

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

The Amendment complies with the following Ministerial Directions:

- Ministerial Direction The Form and Content of Planning Schemes
- Ministerial Direction 9 Metropolitan Strategy
- Ministerial Direction 11 Strategic Assessment of Amendments
- Ministerial Direction 15 The Planning Scheme Amendment Process

The requirements of the Ministerial Directions have been followed in the course of preparing the Amendment.

3. Legislation/Council Policy

State Planning Policy Framework

The Amendment is consistent with, and gives effect to, the State Planning Policy Framework, in particular:

- Clause 10 Operation of the State Planning Policy Framework
- Clause 11 Settlement
- Clause 15 Built Environment and Heritage
- Clause 17 Economic Development
- Clause 18 Transport
- Clause 19 Infrastructure

The proposed Amendment achieves:

- The orderly development of an urban area by ensuring that a sufficient supply of land is available for industrial and employment uses.
- The promotion of a future urban environment that is safe, functional and of good quality.
- The protection of existing residential areas by minimising the potential for adverse amenity impacts.
- The support of the local and regional economy by ensuring existing employment generating uses have the ability to grow in a managed and coordinated manner.
- The creation of a safe and sustainable transport system that integrates land-use and transport and utilises existing infrastructure.

Local Planning Policy Framework

The Amendment is consistent with, and gives effect to, the Local Planning Policy Framework, in particular:

Clause 21.03 Land Use Vision

The Amendment supports Clause 21.03 by managing the growth of an existing industrial area which contributes to the local and regional economy.

Clause 21.06-1 Urban Design

The Amendment supports Clause 21.06-1 by providing policy guidance on the preferred design outcomes for an industrial and employment precinct and improving and protecting amenity at sensitive interfaces.

Clause 21.08-3 Industry

The Amendment supports Clause 21.08-3 by providing policy guidance to ensure high quality industrial development is delivered across the precinct, including site specific guidance on landscaping, amenity, waste management, access and vehicle parking.

Clause 21.09 Transport

The Amendment supports the use of sustainable transport, with the precinct in walking distance to bus and tram routes.

Human rights consideration

This report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

4. Engagement

Consultation was undertaken with land owners and tenants during the preparation of the GMPFP, which has informed the preparation of the Amendment.

As part of the Amendment process, consultation will include a one month exhibition period with an opportunity for submissions in accordance with Section 19 of the *Planning and Environment Act 1987*. Exhibition of the Amendment will include letters to relevant land owners and occupiers, and advertisement on Council's website, the Government Gazette and Star Weekly newspaper. Council officers will be available to meet with community members and any interested stakeholders.

If submissions are received that cannot be resolved, the submissions will be referred to an independent Planning Panel appointed by the Minister for Planning, providing submitters an opportunity to be heard. Following the Panel hearing the Panel will prepare a report, including recommendations. An officer report will then be prepared for Council to consider the Panel Report and the Amendment.

5. Resources

Resource requirements are in accordance with existing budgetary allocation.

CONCLUSION

Amendment C143 proposes to protect and manage the existing Gordon and Mephan Street Precinct.

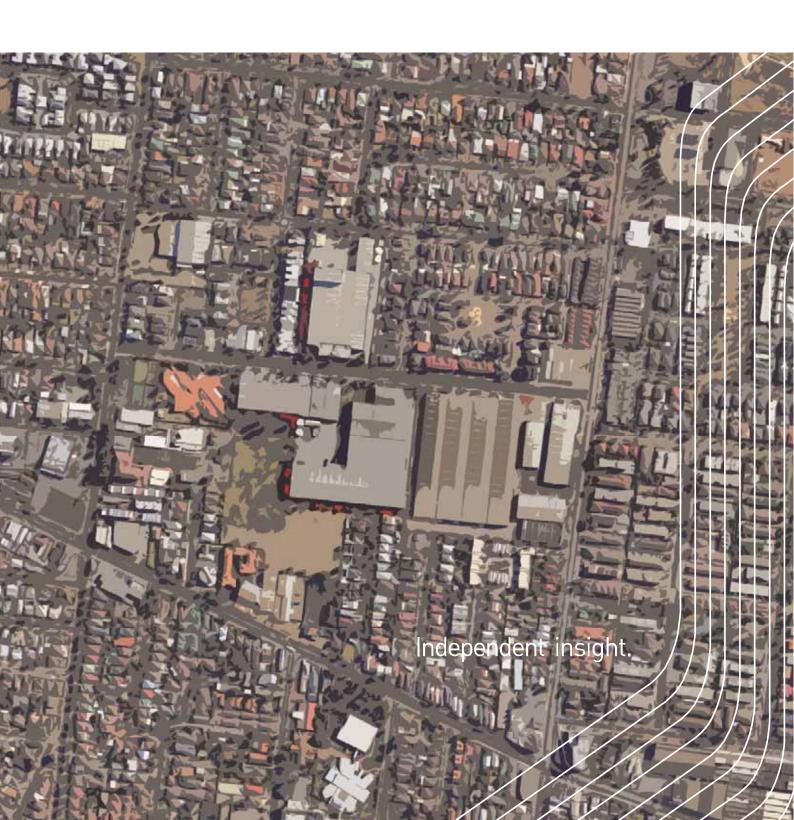
The Amendment will incorporate clear policy guidance into the Maribyrnong Planning Scheme that will strengthen the economic role of the precinct, improve and protect amenity, improve access, support the development of key sites and discourage piecemeal rezoning.

Gordon and Mephan Precinct Framework Plan



City of Maribyrnong

February 2015







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1 INTRODUCTION

1.1 Purpose of this Framework Plan

The purpose of this framework plan is to guide the future use and development in the Gordon and Mephan Street Precinct.

1.2 Process

Gordon and Mephan Street Precinct was designated as a Strategic Employment Investigation Area (SEIA) in the Maribyrnong Economic and Industrial Development Strategy (MEIDS). As a result of this designation, further investigations are required to guide its future planning and development.

To complete these investigations, SGS Economics and Planning (SGSEP) has used a multi-layered approach to the analysis which includes:

- Examination of local and regional policy frameworks so that the relevance and contributions made by existing (and possible alternative uses) in the precinct can be viewed in light of existing policies.
- Analysis of local and regional employment data so that the economic conditions and drivers impacting on the subject site's use were considered. Importantly, how employment patterns in relevant industries and geographies have changed over time and how they are expected to evolve is discussed.
- A survey of businesses in the precinct to ascertain the value and sustainability of their operations to the local and regional economy. In conjunction with landowner surveys, there is also consideration of site operating issues, preferences and future business outlook.
- A workshop process with Council staff from Strategic Planning, Economic Development, Urban Planning, Transport, Infrastructure and Community Wellbeing.
- The framework plans draws on the findings of these various analyses, consultations and discussions.

1.3 Outline of this document

The structure of this document is as follows:

Section 2 provides an overview and analysis of the local and regional policy framework, and of relevant economics trends.

Section 3 contains an overview of the findings of the various local analysis and consultation tasks.

Section 4 is the Framework Plan itself.

Section 5 provides recommendations for how the Framework Plan might be implemented through local policy.



2 CONTEXT

This section initially provides an overview of existing planning and economic policy at the state and local level that is of relevance to the development of a Framework Plan for the Gordon and Mephan Street SEIA. The implications of the existing policy framework on future strategy for the site is also be assessed.

The section then provides some economic data and analysis on the key forces and trends impacting the broader region and municipality.

2.1 State planning policy

The *State Planning Policy Framework* (SPPF) outlines the key planning strategies that guide the planning and development of the greater metropolitan Melbourne region.

Housing

The SPPF identifies a need for an adequate supply of affordable and diverse housing at appropriate locations in metropolitan Melbourne. It asserts that new housing should have access to services and supporting infrastructure, including activity centres, public transport, schools and open spaces, and that an increase in housing supply needs to occur in existing urban areas on under-utilised land to alleviate the pressure for development in fringe areas. A key strategy to meet these objectives is to locate new housing in or within close proximity to activity centres and employment corridors that offer suitable access to services and transport.

Economic development

The need to promote the economic well-being of communities and the State is also identified in the SPPF. To achieve this the SPPF encourages commercial facilities to be located in existing or planned activity centres, and the promotion of development that suitably meets the needs of communities.

Industrial activity is also recognised as playing a significant role in the State's economy, and as such, the continued availability of land for industrial uses must be ensured. To this end, the need to both protect existing industrial areas and support further industrial development in identified areas are both highlighted. The encroachment of unplanned commercial, residential and other sensitive uses onto industrial land needs to be avoided in order to ensure the continued viability of industry in these areas. The document also asserts the importance of providing adequate buffers between sensitive land uses and offensive or dangerous industries, in order to ensure the protection of residents' safety and amenity.

2.2 Local planning context

The City of Maribyrnong's *Local Planning Policy Framework* (LPPF) and *Municipal Strategic Statement* (MSS) provide strategic planning direction at the local level.

Housing growth

The City of Maribyrnong's LPPF's housing policy directions are underpinned by dwelling forecasts. The forecasts show significant population growth is expected in the municipality over the next 20 years, with the City needing to accommodate between 14,000 and 16,000 additional households by 2031. There is an aspiration that this growth will be primarily directed towards substantial change areas, with incremental change areas also having some role to play in ensuring adequate dwelling supply. The LPPF



suggests an increase in the proportion of medium and higher density housing will be encouraged in the municipality, particularly in areas in close proximity to Activity Centres (ACs) and the Principal Public Transport Network (PPTN). In particular, significant densification is expected in around the key centres of Footscray and Highpoint.

Developing a diverse mix of housing types to suit varying community needs is recognised as vital. Where larger sites are to be developed, the provision of high amenity precincts with an identifiable sense of place will also an important consideration.

Economic development and industry

Highpoint and Footscray are also identified as the principal centres for retailing within the municipality, with Highpoint also being an important location for bulky goods retailing. Retail development outside of identified Activity Centres is to be discouraged, with the development of restricted retail premises in particular to be confined to appropriate identified locations.

With the forecasted growth in population, as well as continued gentrification, the significance of the professional sector and the demand for offices in the municipality is also expected to increase. With its high-quality public transport links for office workers, new office development is to be directed to the Footscray Activity Centre.

High quality industrial development is also recognised as being vital. The City has three key core industrial precincts: Yarraville Port Industrial Precinct, Tottenham Precinct and West Footscray Sunshine Road Precinct. These locations are earmarked to accommodate the majority of ongoing industrial development, and to be a major source of local employment opportunities.

2.3 Maribyrnong Economic and Industrial Development Strategy

The *Maribyrnong Economic and Industrial Development Strategy* (MEIDS) aims to guide sustainable economic development, and outlines the role and land uses of the municipality's key industrial and commercial precincts. Its economic vision foresees the City of Maribyrnong as:

...a leader in urban economic transition and renewal, embracing its traditional industrial past whilst delivering vibrant and successful urban places and meaningful employment.

MEIDS consists of two parts: an Economics Development Strategy and an Industrial Land Strategy. MEIDS is being implemented via an amendment to the Maribyrnong Planning Scheme that will be made later this year. The following provides an overview of the key findings of this document.

MEIDS Part 1: Economic Development Strategy (EDS)

Part 1 of MEIDS was adopted by Council on 18 October 2011. It identifies several economic drivers shaping the City of Maribyrnong's economic opportunities and competitive advantages. These include:

- Population growth as a result of natural increase and migration. This is expected to increase labour supply, demand for housing, and retail expenditure.
- Population ageing that is likely to reduce workforce participation and increase the burden on fiscal budgets.
- Industry changes as a result of wider trends in the demand for goods and services, in particular transitions from manufacturing to greater levels of service, higher value-adding products and increased levels of knowledge and innovation. An expected increase in imports is also likely to increase demand for transport and logistics services.
- Redevelopment and renewal supported by federal, state and local government investment that will
 assist in the provision of denser, more liveable areas and accommodate for the City's forecast



- population growth. Footscray Central in particular is expected to become a major economic driver for growth in the City.
- Retail trade, manufacturing, transport and logistics, education and wholesale trade are expected to be key economic sectors for the City in the future. Maribyrnong's industrial businesses are significant local employers.

Industry

Industrial land makes up 23% of total land supply in the City of Maribyrnong. While this is a relatively modest proportion when compared to some other industry-significant municipalities in Melbourne, industry still plays a key role in the economy of Maribyrnong.

In the years from 2004 and 2008, the municipality had a negative industrial land consumption with an average loss of 3.5 hectares per annum. Two key limiting factors in investment and growth in industry in Maribyrnong are the existing conditions of industrial areas, and a lack of greenfield land. In order to maintain the industrial and employment activities that are core components of the City's economy, the EDS proposes that Maribyrnong's industrial areas undergo appropriate planning and development. This will include the identification of those areas which are to remain industrial areas, so that these can be revitalised to accommodate future employment. To further promote revitalisation, it is also suggested that some industrial areas may need to be rezoned to allow for retail or other commercial use. While in some cases rezoning processes can also be used to meet forecasted housing needs, it is recommended that the planning of industrial areas retains a focus on supporting and generating jobs.

Conflicting land use, where development has occurred with insufficient separation between industrial and sensitive residential uses, is also a key concern. Future planning strategies will need to consider implementing buffer zones not only in existing sites, but also in the future allocation of industrial areas and residential development. In a similar vein, the EDS also advocates for a broader balance between population and industry, with sustainable levels of residential and industrial development.

Core economic development activities

Core activities for the promotion of economic development are also identified in the EDS. Key land-use strategies arising from these include: regulating development and assisting and retaining existing businesses. This will include taking a proactive and strategic role in the delivery of policy and planning, as well as ensuring the adequate provision of employment land, and engaging with the local employment sector to support the expansion and retention of existing businesses. Placemaking goals in Activity Centres and industrial areas are also to be achieved.

MEIDS Part 2: Industrial Land Strategy (ILS)

Part 2 of MEIDS was adopted by Council on 24 June 2014.

As an established municipality with few vacant sites, new development in Maribyrnong will predominantly involve the revitalisation or redevelopment of brownfield land, and in some cases, shifts from an established use to another use. The ILS seeks to balance the need for the retention of employment areas with the increasing need to redevelop land to accommodate alternative uses such as housing.

It has been estimated that the demand for Industry Related Employment Land (IREL) will reach approximately 391.5 hectares by 2030, which is a 5.2 hectare reduction of the land that was available in 2010. While it is thus likely that the City will require similar amounts of IREL for traditional uses in the medium-term, it is forecasted that the need for IREL will increase in the longer term. While the 2010 excess of IREL supply in terms of demand was at 16%, this has not been deemed excessive, and can serve as an attractor for new industries. The ILS therefore recommends that it is significant to the long-term economy of the City that the existing supply of IREL is, to a large extent, preserved into the future.



MEIDS (Part 2: ILS) classifies existing industrial land in the City into five categories of varying use and employment intensity for the purpose of guiding the future strategy for individual areas. These five categories are:

Category	Definition
Industry Related Employment Land (IREL)	Industrial precincts as identified in the study.
Core Employment Area (CEA)	Areas which are highly suitable for employment are functioning relatively efficiently and where the employment role is to be protected and enhanced.
Strategic Employment Investigation Area (SEIA)	Areas which have more significant limitations or issues which require investigation to determine if they can be addressed in order for them to retain or increase their employment role. If these limitations cannot be addressed these areas are determined to be inherently/intrinsically unsuitable for an employment role. SEIAs are considered to be employment areas until such time as further investigation clearly demonstrates that this is not a viable option.
Employment Intensification Area (EIA)	SEIAs that have limitations and issues that need to be addressed through an EIA framework plan for them to retain or increase their employment role.
Strategic Redevelopment Areas (SRA).	SEIAs that have limitations or issues that cannot be addressed to retain or increase their employment role and are more suited to mixed use or an alternative role, e.g. entirely residential.

Gordon and Mephan Street Precinct

The Gordon and Mephan Street Precinct is identified in the ILS as an SEIA, a classification which is given to areas that require further investigations to guide their future planning and development. The area largely comprises warehousing, but also some service industry on the lots that have a frontage to Gordon Street.

The ILS recognises that as an industrial area the sub-precinct is constrained by its close proximity to surrounding sensitive uses. Its parcels are quite large, making it attractive for redevelopment, and does not contain any vacant land. A truck ban on Mephan Street limits through-traffic but does not prevent trucks servicing sites in the precinct. The sub-precinct is served by a tram route on Gordon Street providing access to public transport and connections to both the Footscray and Highpoint Activity Centres.

Of particular significance is the policy guideline that if this precinct (as an SEIA) is not found to possess significant limitations or issues which cannot be addressed in order for it to retain or increase its employment role it should continue to play an employment role.

2.4 Traffic and transport policy

Transport Integration Act

The Transport Integration Act is Victoria's principal transport statute and came into effect on 1 July 2010. According to the Act, any decisions affecting the transport system must be made within the same integrated decision-making framework and support the same objectives.

The purpose of the Act is largely to guide the provision of an integrated and sustainable transport system in Victoria, but does include a clause on land use planning.

It states that the transport system should provide for the effective integration of transport and land use to improve accessibility and transport efficiency, such that access to residences, employment, markets, services and recreation is maximised.



It also stipulates that the transport system and land use should be aligned, complementary and supportive. Transport decisions are to be made with consideration for the current and future impact on land use, and land use decisions are to be made with consideration for the current and future development and operation of the transport system.

Maribyrnong Integrated Transport Strategy

The Maribyrnong Integrated Transport Strategy (MITS) was adopted by the City of Maribyrnong in April 2012 to help guide the development of their transport system over the next decade. The strategy provides a range of recommended actions across all transport modes to help deliver the vision for the MITS. Any development project that may influence the transport system within Maribyrnong should consider the MITS with respect to achieving alignment with its recommended actions and overall vision.

PTV Bus and Tram Network Plans

Public Transport Victoria (PTV) is also currently developing bus and tram network development plans to provide a guide to future tram and bus network and service improvements. Discussions with PTV in May 2014 revealed that the network development plans would not be released in time to inform the development of this framework plan.

2.5 Economic Trends

Western Melbourne

Melbourne's West is a region of opportunity for Victoria and Australia. Over the past decade all the communities of the West, whether they be suburbs established in the 19th century, middle ring districts or growth areas, have experienced strong growth. At the same time, environmental constraints and increasing distances from the CBD are slowing Melbourne's historic spread to the east (Figure 1).

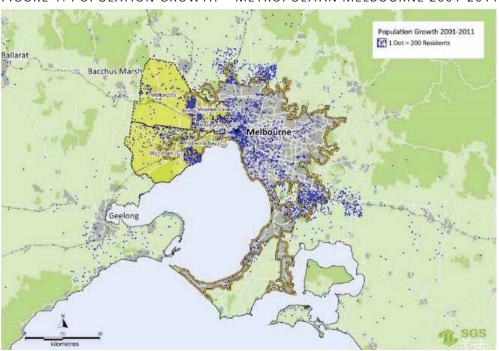


FIGURE 1. POPULATION GROWTH – METROPOLITAN MELBOURNE 2001-2011

Source: SGS analysis, ABS data

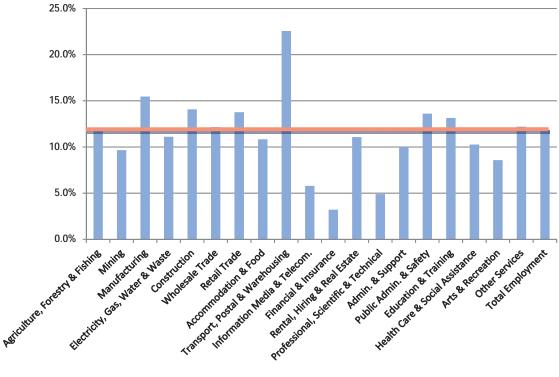
The recent strong growth in employment in Melbourne's West is projected to continue and even accelerate in the medium term.



The West will account for nearly 12 per cent of employment growth in the metropolitan area from 2006 to 2026, while it started this period with around 11 per cent of all of Melbourne's jobs. In the years to 2046, this outsize share of growth will have picked up further still, with the West attracting over 13 per cent of Melbourne's new jobs. In other words, the West is set to command a disproportionate share of greater Melbourne's economic expansion over the next 3 decades.

The West is widely known for its concentration of heavy industries and, more recently, its leading role in the transport and distribution of products and materials across the metropolitan area, the State and the nation generally. The dominance of these functions is borne out in the aggregate numbers for employment share by industry (Figure 2).

FIGURE 2. WESTERN REGION SHARE OF MELBOURNE'S EMPLOYMENT BY INDUSTRY (2011)



It also clear that the modern economy of the West is not just about 'traditional' industries, notwithstanding the vital continuing importance of these sectors. For example, net export sales from Education and Training at \$289 million per year, are very similar in magnitude as those of the petrochemicals industry (being the combination of Petroleum and Coal Product Manufacturing and Basic Chemical Manufacturing) at \$300 million.

Variations in the composition of local economies is also evident. Manufacturing and transport/logistics related business clearly represent anchor activities for Brimbank, Hobsons Bay, Melton and Wyndham. But Moonee Valley and, to a lesser extent, Maribyrnong, reveal a different profile of net export earners, with an increasing orientation towards high value added services, for example, telecommunications medical services, engineers and other consults, software engineers, lawyers, accountants and so on.

Maribyrnong

The City of Maribyrnong is located directly west of the City of Melbourne and has a population of around 70,000 residents. Between 1996 and 2001, Maribyrnong experienced only a slight increase in population, however, between 2001 and 2006, the population increased by 5.3% to 63,137 residents. This growth can largely be attributed a demographic shift and to higher density housing developments. This trend is expected to continue with Maribyrnong forecast to accommodate a total population of around 103,000 residents by 2031.

Over the past 15 years there have been significant employment changes in selected industry sectors across the City of Maribyrnong. Manufacturing employment has almost halved between 1996 and 2011, whilst there has been growth in the number of jobs in both Education & Training and Health Care & Social Assistance (see Figure 3). Employment levels in wholesale trade have also fallen in the municipality. Overall employment levels have remained largely unchanged: there were 29,958 jobs in 1996 and 29,823 jobs in 2011.

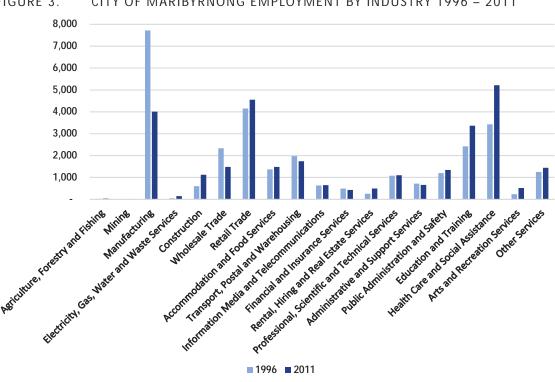


FIGURE 3. CITY OF MARIBYRNONG EMPLOYMENT BY INDUSTRY 1996 – 2011

Residents of Maribyrnong predominantly work in the City of Melbourne (28.0%) and in Maribyrnong (18.5%), while workers in Maribyrnong generally come from Maribyrnong (17.5%), Brimbank (17.4%) or the surrounding western suburbs.

The employment offer in Maribyrnong is diverse within its activity centres and industrial areas. Within activity centres, most employment is limited to retail and local professional services. Industrial areas include light industry and larger manufacturing firms. Whilst industrial activity will remain a vital component of the economy, it is not expected to dominate employment share and there will likely be a transition to cleaner, greener technologies through a mixture of industrial/office business parks. It is also expected that some land designated exclusively to industry will decline and will include office/industrial parks.

The municipality also contains several regionally significant facilities, notably Victoria University, Western Hospital, Highpoint Shopping Centre, Footscray Community Arts Centre and Whitten Oval.



2.6 Implications

The need to provide infill residential development for a growing population while maintaining land for industry, employment and economic growth is a key theme in planning policy at both the state and local level policy.

Industry plays a significant role in the economic well-being of the City of Maribyrnong, and is expected to continue to do so into the future. While the provision of adequate and appropriate housing is a key policy objective, strategies to revitalise existing industrial land and limit the encroachment of other uses into such areas are fundamental to the City's economic development goals. The need for uses on industrial land to directly benefit the community, and moreover, not have negative implications for surrounding residents is also recognised.

The Gordon and Mephan Street precinct is identified in the *Maribyrnong Economic and Industrial Development Strategy (Part 2: ILS)* as an area needing further investigation to determine its employment potential and continued significance to Maribyrnong's economic development. While currently zoned industrial, the area is largely surrounded by residential or other sensitive uses, and is outside of the city's three key industrial precincts. With regard to relevant state and local planning policy, the area's contributions as an employment precinct must be assessed, along with the desirability and viability of alternative land uses (and commensurate zoning) for the precinct.

This chapter presents the regional and local economic context surrounding the activities on Gordon and Mephan Street. It draws from other relevant work and presents relevant data that forecasts the likely trends for the area's future.

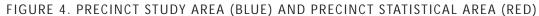
3 ANALYSIS

This section provides a summary of research and analysis that was focused at the precinct level for the Gordon and Mephan Street SEIA. It includes datasets, site analysis, planning policy governing the precinct, as well as summary material of the consultation process and results.

3.1 Employment

The Gordon and Mephan Street SEIA Precinct is located at the heart of the City of Maribyrnong, within close proximity to the Footscray Activity Area and Highpoint Shopping Centre. A relevant statistical area has been identified to assist with the analysis of employment data. This area is shaded red in Figure 4 below, and the precinct boundary is highlighted by the blue line.

Note that the statistical area contains more than just the businesses of the study area precinct. There is also a school as well as many residential dwellings surrounding the employment activities in the area.



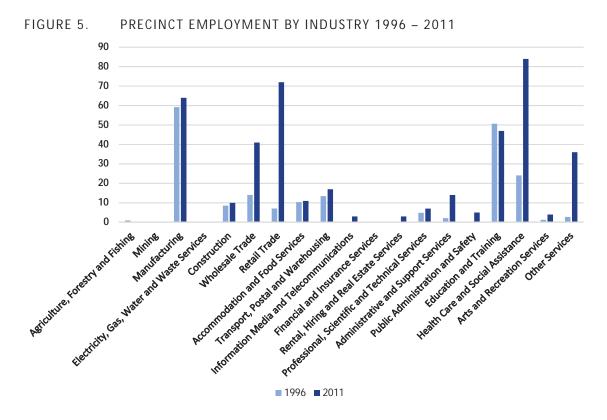


Although total employment across Maribyrnong remained somewhat unchanged between 1996 and 2011, the number of jobs in this precinct has increased substantially from 199 in 1996 to 418 by 2011. Figure 5 shows that most of this increase in employment can be attributed to increases in the industries of Wholesale Trade, Retail Trade and Health Care/Social Assistance.

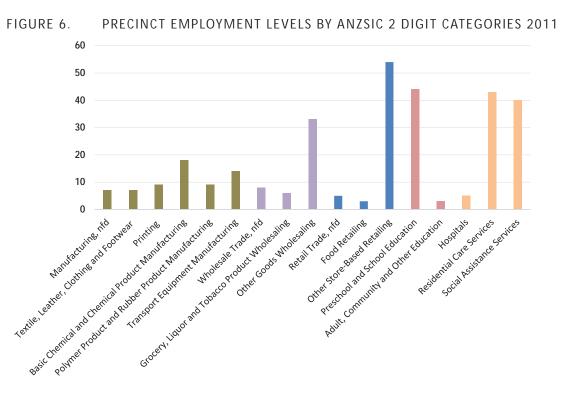
No industry has recorded a decline in economic activity. Manufacturing employment in the precinct recorded a slight increase. The presence of 65 manufacturing jobs recorded in the 2011 ABS Census were largely confirmed through the consultation process which is discussed in further detail in Section 4.

The constant Education and Training employment in these figures can largely be attributed to the presence of the local school in the statistical area.





The employment figures at ANZSIC 2-digit categories for the five broad industries in the precinct are shown in Figure 6. (Note that there are other industry sub-categories at ANZSIC 2-digit level which are not shown as there were no persons employed in those sub-categories in the statistical area.) The data shows that there is a diverse range of manufacturing activity in this precinct, whilst wholesaling and retailing activity is largely unclassified. The analysis of the survey results in Chapter 4 provides for more detail on the nature of these jobs.

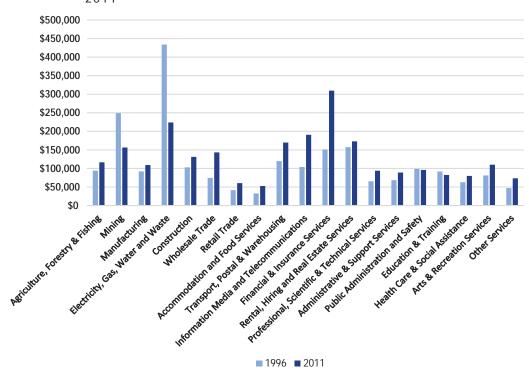


Maribyrnong Gross Value Add (GVA)

The economic value of these jobs to the local and regional economy can be expressed in terms of Gross Value Added (GVA). GVA is a measure of 'net output' and is akin to the 'profits and wages' of a company. It can also be considered as the net output (benefits minus costs; outputs minus inputs) that the stimulus has on the regional economy. When GVA per job is measured, it becomes an indicator of productivity.

Figure 7 shows the level of GVA generated per job for every industry in Maribyrnong in 2011, and how this has evolved since 1996. The data shows that GVA per job has improved significantly in Wholesale Trade and Retail Trade, with some minor improvements also visible for Manufacturing activity in the municipality. This data is expressed in 2011 dollars.

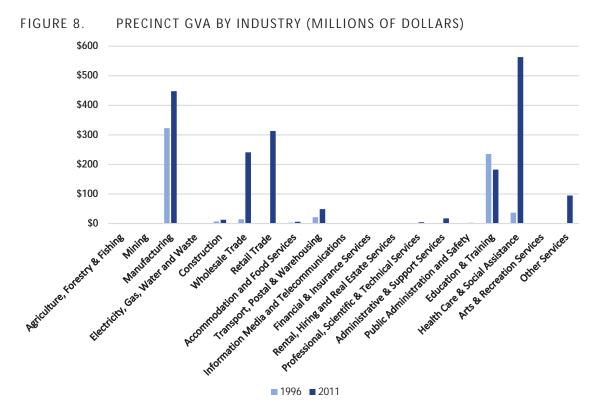
FIGURE 7. GROSS VALUE ADDED BY INDUSTRY PER JOB – CITY OF MARIBYRNONG 1996 - 2011



Precinct Gross Value Add

The GVA per job figures have been applied to activity in the Gordon and Mephan Street precinct. Figure 8 effectively measures the growth in economic value of employment activities in the precinct from 1996 to 2011. The data shows that there have been significant gains in GVA for many industries in this precinct – even for manufacturing activity.

Crucially, the total economic value of employment generating activities in this precinct has risen from \$16.6 million in 1996 to \$39.2 million in 2011. Note that this is a broad figure for the precinct based on ABS data – a more fine grain and accurate economic value for the businesses in this precinct is derived from the survey data in Sections 4 and 5 of this report.



SGS Economics

3.2 Existing zoning and planning overlays

Zoning

The study area is zoned Industrial 3 (IN3Z) and is adjoined by areas that are zoned Mixed Use, Public Use and Residential 1. It is understood that the Residential 1 zoned areas are proposed to be zoned General Residential (GRZ) under the new residential zones.

The key purposes of the Industrial 3 zone are to provide for industrial use in specific areas and ensure uses are suitable in terms of site surrounds. It allows limited retail opportunities, such as convenience shops and small scale supermarkets. Office use is also permitted, and no maximum leasable floor area is currently specified in the schedule to this zone.

FIGURE 9. **CURRENT ZONING**



Overlays

No overlays directly impact on the study area however some adjoining areas are subject to both Heritage and Environmental Audit overlays.

The Environmental Audit Overlay ensures that potentially contaminated land undergoes environmental assessment processes to ensure that any contamination from former uses does not adversely affect future sensitive uses. The Heritage Overlay that applies to the Mitchell Street site, adjoining the study area to the north, refers to the War Service Homes Heritage Area policy, which identifies the site as a historically significant example of a Residential War Service Estate, and ensures its preservation.

FIGURE 10. EXISTING OVERLAYS



3.3 Physical analysis

Lot size

Lots within the Gordon and Mephan Streets Precinct are generally mid to large lots. There are a number of sites in the order of 1,000 square metres – slightly larger or smaller - towards the western end of Mephan Street and fronting Gordon Street. In the middle of the precinct the sites are larger, in the order of 2 hectares or greater. Total land area of the precinct is approximately eight hectares.

Lots around the precinct are generally smaller – between 250 and 750 square metres – reflecting predominance of residential uses in adjoining areas.

FIGURE 11. EXISTING LOT SIZE



Existing uses and built form

Built form generally consists of warehouse type buildings, typically up to two storeys or around 8 metres in height. Most buildings feature both a large open warehousing space for storage and/or production and a component of office space, the latter which is usually adjacent to the street. Many premises feature large, flat areas for parking and loading at the front of the building.

The building at the corner of Gordon and Mephan Street – the Western General Body Works – provides a good precedent for a contemporary industrial building that makes a positive contribution to the streetscape. The building entry on Mephan Street is clearly identifiable with a small awning and signage.



The use of integrated signage and simple landscaping treatments soften the appearance of what might otherwise be relatively large and uninterrupted building facades on both streets.

Other buildings in the precinct, on both Gordon and Mephan Streets, generally make a positive contribution to the street by combining various elements such as clear building entries, windows (which provide opportunities for passive surveillance), soft landscaping and appropriate signage.

FIGURE 12. EXISTING BUILT FORM IN THE PRECINCT









Adjoining development

Land uses adjoining the precinct are generally residential, with typically older housing stock to the south of the precinct, older apartments to the east, and newer, small-lot detached and medium density development located on the northern side of Mephan Street, on land converted from former employment uses. The North Footscray Primary School is located to the immediate west of the precinct.

FIGURE 13. EXAMPLES OF RESIDENTIAL DEVELOPMENT ADJOINING THE PRECINCT







Public domain

The public domain quality of the precinct is reasonable, with continuous footpaths on both sides of the street facilitating easy pedestrian movement. New street trees have recently been planted on both sides of Mephan Street (part of Council's Tree Planting Strategy) which will improve the streetscape amenity over time. Although the buildings are older, their condition and the quality of interfaces with the public domain are reasonably good for an industrial area. The public domain looks run-down in some areas although generally serves its required functions.

FIGURE 14. PUBLIC DOMAIN ON GORDON (LEFT) AND MEPHAN STREETS (RIGHT)









Interface issues

Although the precinct is adjacent to residential development, the current land uses and built form appear to present no obvious issues with regard to land use conflicts at the interfaces of the industrial and residential zoned land. The typical interface treatments are relatively modest scale, blank walls, setback from property boundaries and, as such – with the exception of aesthetic considerations – these configurations do not present any issues to the residential development and school immediately adjacent the precinct.

FIGURE 15. EXAMPLES OF INTERFACES WITH ADJOINING AREAS





3.4 Existing uses

Business activity

Broadly speaking, three types of business activities operate in this precinct:

- Manufacturing (four businesses)
- Wholesale, Warehousing and Distribution (four businesses), and
- Services (five businesses).

The manufacturing and wholesale/distribution activities in this precinct are solely located along Mephan Street. Service based activities in this precinct are predominantly located along Gordon Street, where businesses identified the exposure and passing traffic as a significant advantage for their trading operations.

FIGURE 16. LAND USE SUB-PRECINCTS



Need for buffers

Most land uses identified in the land audit do not appear to trigger a buffer under Clause 52.10 of the Maribyrnong Planning Scheme. One exception would be motor vehicle services along Gordon Street, with panel beaters expected to have a 100 metre buffer distance from any residentially zoned land. This buffer requirement should not affect existing land uses (existing dwellings and existing businesses).

Contaminated land

The City of Maribyrnong's Municipal Strategic Statement (MSS) recognises the need to deal with Potentially Contaminated Land. Clause 22.03 of the City of Maribyrnong's Local Planning Policy Framework (LPPF) provides policy guidelines for dealing with land that is likely to be contaminated.

The business owner consultation process did not identify any sites that are known to have potentially contaminated land.



3.5 Civil infrastructure

In terms of existing infrastructure in and around the precinct, there is an established network of underground services including sewer, water, electricity, gas and telecommunications. To obtain further detail and clarify the extents of underground drainage, sewer and water assets, an existing services request was lodged with Dial Before You Dig to determine the coverage of these services adjacent to and within the site, and consultation has been initiated with Maribyrnong City Council's Infrastructure department as well as City West Water.

Drainage

Existing underground drainage data provided by Maribyrnong City Council's Infrastructure department indicates an extensive network in the area with drainage pipes of up to 750mm diameter running along Mephan Street. As the majority of the study area is impervious (rooftops/car parks/concrete hardstand areas), any changes in land use in this area would not likely have a significant impact on the existing drainage network. However, for any change in land use or proposed redevelopment, a drainage analysis would need to be undertaken to determine whether any upgrade or extension to existing assets is required.

It should also be noted that through our investigation a Melbourne Water drainage pipeline has been identified which runs from the intersection of Ballarat Road and Rosamond Road, to the south along Summerhill Road. For any changes in land use or development, we suggest liaison between Melbourne Water and Maribyrnong City Council to ensure that any changes to drainage strategy comply with Melbourne Water's current policies.

Sewer and water

City West Water is the responsible authority for the provision of water supply and sewer reticulation to the area. The site is well serviced in terms of existing sewer and water infrastructure. Changes to land use, for example a transition to residential or mixed use, would put a greater demand on the existing network and hence may require an upgrade. The number of additional dwellings will influence any required upgrades to sewer and water mains in terms of the size of the mains, whilst the layout of the dwellings will influence any extensions to mains that may be required to service a development. When a development plan has been progressed to preparation of a plan of subdivision, a Development Works Application can be submitted to City West Water, where liaison on a specific layout can be undertaken and City West Water will outline conditions on upgrade or extension works required to facilitate the new development.

Electricity, gas and telecommunications

The other significant infrastructure in the area consists of electricity, gas and telecommunications. Based on existing asset data, all three services appear to have good coverage across the greater area. Jemena is the responsible authority for provision of electricity to new development within this area, and SP Ausnet is the responsible authority for the provision of gas. In order to obtain further advice on future servicing strategies, electricity and gas providers typically require a formal application for supply to be made, which usually includes provision of a plan of subdivision, construction drawing cover sheets, general arrangement plans, etc. SP Ausnet, for example, offers a number of supply options, including full design and construction by SP Ausnet or preparation of design only by SP Ausnet (developer to construct).

Telstra is the responsible authority for the provision of telecommunication facilities in this area. Telstra states that, regardless of the conditions of the development, they are obliged under legislation to provide basic communication services. The developer is normally required to provide all civil works associated with Telstra cabling works. Telstra cables are able to be placed within the same trenches as electrical utilities which can significantly reduce costs of installation.



3.6 Traffic and transport

A high level discussion about the existing traffic and transport in the vicinity of the study area has been undertaken, with a focus on walking/cycling, public transport and roads. VicRoads and Public Transport Victoria were consulted with regard to any issues/opportunities in relation to the arterial road network and public transport in the vicinity of the study area.

Roads

Gordon Street is a 4 lane road with two travel lanes in each direction. The inside lanes are shared with a set of tram tracks, while the outside lanes allow on-street car parking. As an arterial road, Gordon Street is managed by VicRoads and has a 60 kilometre per hour speed limit.

Mephan Street is a Council owned road and is a 2 lane road with one travel lane in each direction. Each side of the road has marked kerbside car parking and a marked cycle lane. Mephan Street has a 40 kilometre per hour speed limit, as North Footscray Primary School backs onto Mephan Street.

VicRoads were contacted in relation to this project, however a response was not provided. In the absence of input from VicRoads, the following key issues relating to the existing operation of the arterial road network were noted from the surveys of the businesses operating in this area:

- Traffic congestion on Gordon Street, particularly on weekends with people travelling to/from Highpoint Shopping Centre
- Access issues turning out of Mephan Street onto Gordon Street, as there are no traffic signals at this intersection, and
- Car parking issues, including the lack of car parking in the area and also vehicles parking across driveways.

Further consultation is required with VicRoads in relation to site redevelopment that would increase traffic on the arterial road network, including the intersection of Gordon Street and Mephan Street. This consultation will also need to identify if VicRoads have any future plans for Gordon Street.

Walking and cycling

Gordon Street has no marked cycle lanes, however there is adequate road width between the travel lanes and the parked vehicles for cyclist use without riding in the travel lane. Mephan Street has line marked cycle lanes on both sides of the road. In May 2014 these line marking were updated with a view to making cycling safer on this route and also as a traffic calming measure (see Figure 17). Footpaths are provided on both sides of Mephan Street and Gordon Street.

The Maribyrnong Integrated Transport Strategy provides a range of walking and cycling actions for implementation over the next 10 years, however these recommendations are high level and therefore not specific to the Gordon Street and Mephan Street study area.

A review of the VicRoads Principal Bicycle Network map shows Gordon Street and Rosamond Road listed as north-south cycle routes.



FIGURE 17 RECENTLY UPDATED CYCLE LANE MARKING ON MEPHAN STREET





Public transport

The following public transport services operate in close proximity to the study area:

- Route 82 tram (Footscray Station to Moonee Ponds, via Gordon Street)
- Route 406 bus service (Keilor East to Footscray, via Gordon Street)
- Route 409 bus service (Yarraville to Highpoint Shopping Centre, via Edgewater Boulevard and Gordon Street), and
- Route 223 bus service (Yarraville to Highpoint Shopping Centre, via Ballarat Road and Rosamond Road).

See Figure 18 below.

These services provide bus-rail transfer opportunities at Footscray and Yarraville rail stations and also connect with key activity centres, including Highpoint Shopping Centre, Victoria University, Western Hospital, Moonee Ponds and Sunshine.

Discussions were held with PTV, the statutory authority responsible for managing Victoria's train, tram and bus services, which highlighted that there are no existing issues with any of the tram or bus services operating in the vicinity of the study area.

PTV were unable to provide specific information about what was going to be included in the bus and tram network plans that are currently being developed, however they did say that they are reviewing all services with a view to improving frequencies.

In summary, the study area is expected to have adequate coverage and improved service frequency in the future through the existing bus and tram routes. Further detail relating to the existing bus and tram routes operating near the study area will be provided in the bus and tram network plans.





FIGURE 18 PUBLIC TRANSPORT ROUTES

3.7 Stakeholder consultation

During the preparation of this framework plan, a survey of the precinct's business owners and land owners was undertaken. Collectively, the surveys identify the key employment trends and land use issues facing the area. These factors form the basis of an analysis that: (a) articulates the value of the precinct's businesses to the local economy; and, (b) provide the basis for assessing future land use options.

The survey of local businesses determined that major advantages of the precinct included the size of sites available for business operations and accessibility to customers/consumers, particularly for businesses on Gordon Street. Businesses highlighted that some issues affecting the precinct were crime, theft and vandalism, and inadequate car parking, an issue which might impact on the expansion plans of businesses.

The survey also highlighted that the precinct had been successful in attracting some new businesses over the past five years. Otherwise, businesses had been in operation within the precinct for an average of 8 years. All business owners within the precinct expected to grow their business or remain the same size. No businesses were considering contraction or relocation.



The landowners survey identified a major advantages of the precinct as being the size of sites, and accessibility to customers and the city. Most landowners indicated that they had no intention of changing the existing use of their site.

3.8 Implications

- Significant growth and development is occurring right across the Western Region of Melbourne. The
 City of Maribyrnong is no exception, as the municipality's proximity to the Melbourne CBD has
 increasingly become a significant source of demand for residential development and densification.
 Demand is increasing for a range of economic industries to service this population growth, namely
 health care, education and retail services.
- Employment patterns in the Gordon and Mephan Street precinct has reflected these trends. There
 has been significant growth in jobs for Wholesale Trade, Retail Trade and Health Care/Social
 Assistance. Intriguingly these new activities do not appear to have compromised the precinct's
 traditional role for manufacturing activities. The result is an area that has seen its overall
 employment numbers more than double between 1996 and 2011.
- Residential developments have also occurred in the area; there do not appear to be any significant interface issues or land use conflicts associated with the co-location of factories and dwellings in this area.
- The amenity of the area is also of a reasonable standard given its light industrial status. Recent
 initiatives by Council (street tree planting and marking of the cycle lanes on Mephan Street) have
 already improved the quality of the streetscape and encourage cycling through the precinct.
- Preliminary infrastructure analysis undertaken has identified a number of issues which would require further investigation including drainage, water and telecommunications as development intensifies within the precinct.
- Stakeholder consultation indicated that economic activity in this precinct is diverse for a small area, generally resilient, and sustains a reasonable level of employment. The business operations in this precinct are adjudged to be stable. There is no evidence to suggest that the precinct is an unviable employment area, and, in line with the guidance on Strategic Employment Investigation Areas in the MEIDS (Part 2: ILS), the precinct should be retained for employment uses

3.9 Planning strategy for the Gordon and Mephan Precinct

Options assessment process

To confirm the directions for the precinct three future land use options were described and presented at a workshop with key Council staff. The workshop included staff from Strategic Planning, Economic Development, Urban Planning, Transport, Infrastructure and Community Wellbeing. The three options presented were:

- 1. Protection and enhancement of the precinct's employment role
- 2. Facilitate the conversion of the precinct to residential uses
- 3. Facilitate the conversion of the precinct to a mix of residential and employment uses.

As a result of the analysis of current economic activity in the precinct and the workshop process, a decision was reached to protect and enhance the precinct's employment role (Option 1). The main reasons for this decision were:

- Significant employment numbers which appeared to only be increasing despite difficult macroeconomic conditions
- A number of promising start-up businesses had established in the precinct. The owners of the businesses had expressed the desire to remain in the precinct and expand their operations over time
- The fact that Maribyrnong is not presently under pressure to find additional housing capacity as strategic work identifies the long term supply of housing sites within Activity Areas and key sites as listed in Clause 21.07 of Council's MSS
- The precinct is currently under serviced by community infrastructure and so is not considered a
 priority area for new housing.

Employment

The City of Maribyrnong's LPPF and MSS, and the recently completed MEIDS, all identify the need to protect local employment. The Gordon and Mephan Street precinct had been categorised as a Strategic Employment Investigation Area (SEIA), the future of which was to be determined through further investigation.

The analysis summarised in this report¹ finds that presently the precinct supports a healthy and diverse economy. Most sites in the precinct are productively utilised by manufacturing, warehousing or service oriented businesses. Collectively, the businesses in the precinct employ approximately 180 staff. This amounts to a direct economic contribution (in terms of value add) of \$22.6 million to the Victorian economy.

Analysis also found that whilst Mephan Street is a reasonable location for manufacturing and warehousing activities, there is no reason to believe it is superior to other core industrial precincts in other parts of the municipality. The service industries on Gordon Street benefit from exposure and passing traffic, but are not significant generators of economic activity or jobs for the local community.

Housing needs

State and local planning policy identify the need for housing development in appropriate locations to accommodate population growth. The Gordon and Mephan Street precinct is close to Footscray, Highpoint, schools and services and therefore might be considered for potential residential development. Conversion of industrial land to housing has been a significant trend in the surrounding area.



¹ Full analysis is to be found in the Issues and Options Paper.

There are however significant opportunities for new housing in many other locations in Maribyrnong. These include the Footscray and Highpoint Activity Centres, and key redevelopment sites, such as the Maribyrnong Defence site in Maribyrnong, the Bradmills site in Yarraville, and the Kinnears site in Footscray. Council would prefer to see additional housing realised in these locations in the short to medium term and therefore identification of additional opportunities for future housing along Gordon and Mephan Street is not required. Given the health of the precinct for employment uses a change of use to residential does not seem appropriate.

Clause 21.07 (Housing) of the City of Maribyrnong's Municipal Strategic Statement (MSS) clearly defines a 'Housing growth area framework':

Description
Significant redevelopments are proposed for the Maribyrnong Defence Site (MDS),
Kinnears site in Footscray, the former Defence site in Beachley Street, Braybrook and
the Bradmill Precinct in Yarraville. Other smaller sites across the municipality will also
contribute to the supply of new housing.
In the future the Highpoint and Footscray will assume a stronger role and greater
capacity for substantial medium and higher density housing developments.
All other residential areas without heritage significance or an identified residential
character that warrants planning protection through specific overlays.
The mixed use and residential developments occurring in activity centres will continue
and increase.
Existing residential areas with heritage significance or an identified residential
character that warrants planning protection through specific overlays, and areas with
an identified constraint, such as inundation, that necessitate protection through an
overlay. The majority of these areas have been identified in Council's Heritage Study
(2001) and neighbourhood character studies.

Source: Maribyrnong Planning Scheme

Transport/Traffic

The site has adequate public transport coverage through the existing tram and bus routes, which are likely to be enhanced as part of the PTV's tram and bus network plans. Gordon Street currently experiences traffic congestion during peak periods, due to it being a key north-south arterial road that provides access to Highpoint Shopping Centre and also a connection between Ballarat Road, Geelong Road and Maribyrnong Road. Intensification of development in the precinct is likely to contribute further to peak period congestion.

Retaining the existing zoning and land use mix will likely avoid exacerbating road congestion, and is therefore the preferred strategy from a Transport/Traffic perspective.

Recommendation

On the basis of the findings outlined above this framework plan recommends the retention of the Gordon and Mephan Street precinct for employment uses, as current employment activities are both viable and desirable in this location, and therefore this employment role should be protected and enhanced. The precinct should be classified as a Core Employment Area.

A strategy of retaining the existing type and mix of employment uses – with the potential for intensification of employment in the future – is proposed. This approach achieves policy objectives to retain and encourage the growth of local employment in Maribyrnong. It also maintains the potential for a wide range of future uses, including more intensive and/or alternative land use, should the precinct be required to support such uses in the longer term.



4 FRAMEWORK PLAN

4.1 Introduction

The Precinct Framework Plan (PFP) for the Gordon and Mephan Street Core Employment Area (CEA) provides the long term strategic framework for future use and development in the precinct.

The PFP builds on the overarching vision and strategic directions of the Maribyrnong Economic and Industrial Development Strategy (MEIDS, Part 1). The preparation of a framework plan for this precinct is a key implementation outcome of the Industrial Land Strategy (MEIDS, Part 2).

MEIDS identified the Gordon and Mephan Street precinct as a Strategic Employment Investigation Area (SEIA), meaning it is to remain an employment area until a further investigation clearly demonstrates that employment uses are not a viable land use option. The analysis and consultation undertaken in the preparation of this framework plan concluded that the employment uses in this precinct are viable and should continue and be protected and enhanced through elevation to the status of a Core Employment Area.

This chapter sets out the key directions and the vision for the precinct, and a series of principles, objectives, guidelines and strategies under three themes: land use and economic development, character and urban structure, and movement and accessibility. An illustrated framework plan document highlights these key elements to the extent that they can be represented diagrammatically.

4.2 Key directions

The following are the key planning directions for the Gordon and Mephan Precinct:

- To protect and enhance the role of the precinct as a Core Employment Area (CEA)
- Improve the amenity within the precinct through streetscape improvements and positive relationships between buildings, the public domain and sensitive interfaces
- Ensure new development does not adversely impact on adjoining residential development or Footscray North Primary School
- Allow for subdivisions of larger lots should new or existing businesses require alternative lot configurations

4.3 Vision

The draft vision for the Gordon and Mephan Street Core Employment Area is as follows:

The Gordon and Mephan Street Precinct will continue to develop as a significant local Core Employment Area. The precinct's employment activities will incrementally intensify and approach an employment density of 50 jobs per hectare.

The precinct will continue to offer a range of lot sizes to accommodate new business investments. New business start-ups will be attracted to the precinct's smaller lots, whilst the larger sites provide significant opportunities for a range of potential employment generating activities.



The impact of freight movements on the nearby community will be minimised, whilst the parking requirements of businesses, residents and the local school will be carefully managed.

Land uses with potential amenity impacts will be directed away from boundaries with sensitive uses. In such cases redevelopment sites will be directed to accommodate setbacks for buildings.

Significant out-of-centre retailing is not encouraged as indicated by the retention of the precinct's industrial zoning.

4.4 Land use and economic development

Objectives

- Strengthen the economic role of the precinct as a local employment area
- Support the long term operations and upgrade of existing businesses
- Attract new businesses to the precinct
- Facilitate redevelopment opportunities that would increase employment densities in the precinct
- Capitalise on the advantages offered by exposure to Gordon Street
- Capitalise on the variety of lot sizes.

Category	Guideline/strategy	Area applicable	Responsibility
Business activities and uses	Encourage greater employment densities through attracting higher density uses such as office/warehouse and small office	Entire Precinct	Council
Business activities and uses	Consider potential contamination and impacts on new uses in accordance with Council's Potentially Contaminated Land Policy (Clause 22.03)	Entire Precinct	Council
Business activities and uses	Direct uses with potential adverse amenity impacts away from boundaries with sensitive uses	Mephan Street	Council
Business activities and uses	Carefully consider the individual merits of applications proposing community uses including child care, community facilities, and recreational facilities. These may be sensitive to existing industrial operations within the precinct	Entire Precinct	Council
Business activities and uses	Limit the extent of out-of-centre retailing and other activity centre related uses from developing in this precinct	Entire Precinct	Council
Subdivision and lot design	Redevelopment of sites that have an interface with residential areas should include suitable setbacks, landscaping or other measures to protect the amenity to established residential areas	Mephan Street	Council & Proponent
Business activities and uses	A wide range of employment uses should be supported in the precinct including office/warehousing/distribution, small-scale urban manufacturing, and a wide range of services that are appropriate to this out-of-centre location, while avoiding adverse amenity impacts to adjoining residential development and Footscray North Primary School	Entire Precinct	Council
Land Use	Protect the employment role of the precinct by prohibiting residential rezonings	Entire Precinct	Council



4.5 Movement and accessibility

Objectives

- Promote walking, cycling, and public transport as suitable transport options
- Provide safe and accessible pedestrian paths (including road crossings)
- Increase accessibility to, and capacity of, public transport to key destinations
- Provide acceptable levels of service for vehicles accessing the road network
- Balance the car parking requirements of businesses and residences within the precinct
- Minimise the exposure and impact of the nearby community to freight movements, and
- Consider any complaints from the community regarding freight movements in a consistent and expedient manner.

Sub-category	Guideline/strategy	Area applicable	Responsibility
Cycling and pedestrian movement	Maintain and improve pedestrian and cycle facilities as appropriate and direct cyclists to designated cycleways as safely and efficiently as possible	Gordon Street	VicRoads & Council
Cycling and pedestrian movement	Encourage the provision of end of trip facilities for cyclists in new developments, to help make cycling an attractive and viable mode of transport for journey to work, and reduce the need for on-site parking for employees and customers	Entire Precinct	Council
Parking	Monitor and analyse car parking demand, utilisation, turnover and complaints within the precinct to determine adequacy of existing parking controls and to identify improvements	Entire Precinct	Council
Vehicle access	Assess the impact of proposed redevelopment on the performance of the Gordon Street/Mephan Street intersection	Entire Precinct	VicRoads
Vehicle access	No vehicular connections from sites to Maddock, Steet or Birdwood Streets	Entire Precinct	Council
Road safety	Analyse road safety crash statistics within the precinct to identify any negative road safety trends that may be resulting from the activities within the precinct and explore options to address any issues	Entire Precinct	Council
Public transport	Maintain adequate public transport (bus and tram) service to the precinct and enhance service frequency to improve attractiveness	Entire Precinct	Public Transport Victoria
Infrastructure – Drainage	Maintain existing drainage system (such as kerb and channel, drainage pits and underground pipe network)	Entire Precinct	Council
Infrastructure – Sewer/Water	Assess the demand that any potential redevelopment or increase of employment densities places on sewer and water networks, and upgrade as required	Entire Precinct	Proponent in consultation with City West Water



Character and identity 4.6

Objectives

- Ensure buildings have a positive interface with the street
- Improve amenity through public domain interventions
- Encourage passive surveillance and avoid inactive building facades
- Manage interfaces between employment uses, residential areas and Footscray North Primary School.

Sub-category	Guideline/Strategy	Area Applicable	Responsibility
Future built form outcomes	New buildings should provide a positive address to the street, encourage passive surveillance and avoid large areas of blank building facades	Entire Precinct	Council and Proponent
Streetscape and amenity	New buildings and modifications to existing buildings, should make a positive contribution to the street through design elements such as clearly located building entries, window glass (which provides opportunities for passive surveillance), appropriate architectural elements and building materials, soft landscaping and appropriate signage	Entire Precinct	Council & Proponent
Streetscape and amenity	New buildings and modifications to existing buildings should avoid blank facades and provide variation in building materials or otherwise achieve facade articulation	Entire Precinct	Council & Proponent
Streetscape and amenity	Maintain street trees in Mephan Street to ensure they make a positive contribution to the streetscape over time.	Mephan Street	Council
Landscaping and vegetation	New development should provide appropriate landscaping and vegetation that provides a positive interface with the public domain. Consideration should be given to the types and species of plants so as to ensure they do not screen buildings from the street, and thereby prevent opportunities for passive surveillance. Low-water use and low maintenance species are better suited to this context	Entire Precinct	Council & Proponent
Signage	Where possible business signage should be integrated into the design of buildings to minimise visual clutter, and to acknowledge that the precinct is adjacent to residential uses	Entire Precinct	Council & Proponent
Interfaces	Redevelopment of sites that have a 'sensitive interface' should employ suitable setbacks, landscaping or other measures to ensure new development does not adversely impact on the amenity of adjoining residential areas and Footscray North Primary School	Mephan Street	Council & Proponent



4.7 Specific guidance for key sites

Guidance provided in the following section applies to three key sites in the precinct which are identified with the numbers 1, 2 and 3 in the Framework Plan diagram at 4.8 below.

The aim of this sections to provide further guidance for the redevelopment of these larger sites to ensure the precinct can accommodate a range of employment uses, support higher employment densities and adapt to changing employment trends over time. Future uses on these sites might include offices, smaller-scale warehousing/distribution and small-scale urban manufacturing.

Improving the precinct and surrounding area's structure, character and amenity should be a priority in any future redevelopment of these sites.

Objectives

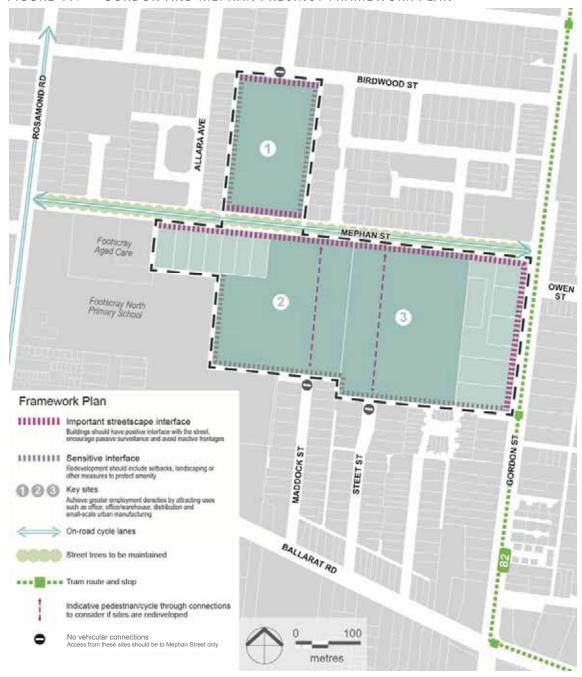
- Ensure the design and layout of subdivisions on key sites provides cost effective and attractive sites for employment generating uses and activities
- Demonstrate that development, landscaping and signage contribute to and enhance the amenity and character of the area
- Minimise impacts of new development on the adjoining residential areas and Footscray North Primary School
- Provide the potential for through site links (pedestrian/cycle connections or streets) that might be desirable to improve permeability and amenity for adjoining residential areas.



Sub-category	Guideline/strategy	Area applicable	Responsibility
Subdivision and lot design	Sub-division of larger lots should be permitted to allow intensification of employment activities in the precinct. The design of such sub-division, and the resulting configuration of lots, must take into consideration the following:	All key sites	Proponent and Council
	- Lots should be regular in shape to provide for efficient use of land and enable a range of industrial and business uses to be accommodated on the lot		
	 The orientation of new lots with regard to adjoining residential development and Footscray North Primary School 		
	 Loading and servicing should be undertaken internally to each site and be separated from visitor/staff car parking. Loading and servicing should be screened from the street 		
	- The need for new public streets to facilitate access.		
	 Proposals for small-lot subdivisions (e.g. lots less than 1,000 sqm) should be discouraged. 		
Cycling and pedestrian novement	Subdivision of larger sites should provide opportunities for future north-south through-site connections for pedestrians and cyclists from Maddock and/or Steet Streets through the Mephan Street.	All key sites	Proponent and Council
	Note: The guideline does not conflict with the specific prohibitions on vehicular connections as outlined previously.		
Future built form outcomes	Development should provide end of trip facilities for cyclists.	All key sites	Proponent and Council
	Services, storage areas, plant and roof-top equipment should be located to minimise its impact on the public domain and be designed as an integral part of the building.		
	Lighting should be designed to minimise light spill onto surrounding residential areas.		
	Where possible, sites should include outdoor amenity areas for workers that incorporate seating, tables, water supply and rubbish disposal and which are suitably located to provide shade and weather protection and a reasonable level of amenity (e.g. located away from noisy or unpleasant activities).		
nterface treatments	Redevelopment of key sites with identified sensitive interfaces must take into consideration the following: - Buildings with long facades should be broken up with variation in wall articulation, building	All key sites	Proponent and Council
	materials, colours and windows		
	 Landscaping treatments should be used to screen the rear and side of industrial and business sites adjacent to Footscray North Primary School. 		
iignage	The location and design of signage must not result in visual clutter.	All key sites	Proponent and Council
	Freestanding signs may include multiple panels with one panel per occupancy. Multiple freestanding signs for a single property will be discouraged.		
	All signage should complement the streetscape and contribute to the creation of an identifiable character and consistent theme for the Precinct.		

Framework plan diagram 4.8

GORDON AND MEPHAN PRECINCT FRAMEWORK PLAN FIGURE 19.





5 IMPLEMENTATION

5.1 Draft Local Planning Policy Framework changes

This Framework Plan should be implemented via a Planning Scheme Amendment that:

- Introduces this Framework Plan for the Gordon and Mephan Core Employment Area as a reference document to the Maribyrnong Planning Scheme
- Changes the designation of the precinct from a SEIA to a CEA on the Industrial Related Employment Land Framework Plan in the MSS, and
- Introduces a Local Area Policy at Clause 21.11, based on the key elements of the Framework Plan.

5.2 **Zones**

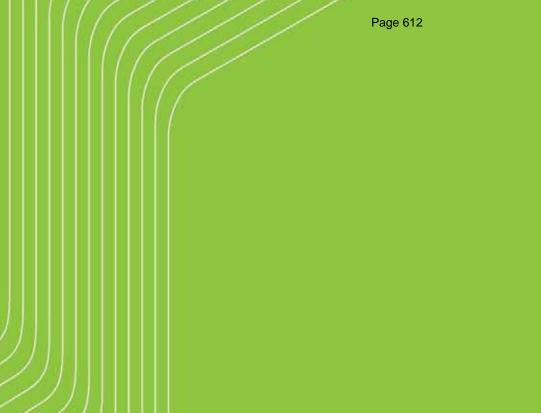
The recent introduction of new industrial zones, which have in general made the IN3 more flexible are in keeping with the current land use mix found in the precinct.

The realisation of the vision, strategies and objectives describe in this framework plan should not require any changes to the Industrial 3 Zone for those sites which are currently occupied by businesses and for vacant sites. However, Council may consider rezoning Industrial 3 zoned land outside the precinct boundary which is currently occupied by an aged care facility.

5.3 Overlays

As the Issues and Options Paper did not (a) find any major impediments to the precinct's existing operations or its potential to develop a stronger mix of employment uses or (b) recommend any significant changes to land use in the precinct, it is assessed that there is no significant need to apply any overlays to the land within the precinct.





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21.01 MUNICIPAL STRATEGIC STATEMENT

DD/MM/YYYY
Proposed C143

This Municipal Strategic Statement (MSS) provides the key policy objectives and strategies for land use planning in the municipality. The MSS guides Council's land use planning decisions such as planning permit applications and amendments to the planning scheme.

Themes

The objectives and strategies are set out under seven themes which are broadly based on the themes in the State Planning Policy Framework:

- Settlement
- Environment and Landscape Values
- Built Environment and Heritage
- Housing
- Economic Development
- Transport
- Community and Development Infrastructure

Local areas

Detailed objectives and strategies for specific local areas of Maribyrnong are provided in Clause 21.11.

The local areas are:

- Footscray Central Activities District
- Highpoint Principal Activity Centre, Maribyrnong
- Central West Major Activity Centre, Braybrook
- Yarraville Neighbourhood Activity Centre
- Seddon Neighbourhood Activity Centre
- West Footscray Neighbourhood Activity Centre
- Edgewater Neighbourhood Activity Centre
- Maidstone Hampstead Road East Precinct
- Gordon and Mephan Street Precinct

21.02 MUNICIPAL PROFILE

DD/MM/YYYY Proposed C143

General

The City of Maribyrnong is changing, as Melbourne's inner western suburbs become more popular and significant new residential developments occur. In the past, the defence industries and other manufacturing industries dominated the municipality, which was once Melbourne's industrial heartland. With the closure and redevelopment of many of these industrial sites and changing economic circumstances, the municipality has experienced considerable changes to its economy, pattern of land uses and population.

Location and Regional Context

The City of Maribyrnong (the City) is a relatively small municipality situated on the Maribyrnong River, 4km to the west of the Melbourne Central Business District (CBD). The municipality comprises the suburbs of Braybrook, Footscray, Kingsville, Maidstone, Maribyrnong, Seddon, West Footscray, Tottenham and Yarraville.

The City is a 'gateway' to Melbourne's western region; sitting between Melbourne's Docklands and port and the outer western industrial and residential areas. Melbourne's western region, with its land supply, major transport routes and accessibility to the port and airports, is a significant growth area in metropolitan Melbourne. The region's population will significantly increase by 2030, as more housing is developed in growth areas in the cities of Wyndham and Brimbank.

The Port of Melbourne, situated on the eastern boundary of the city, is Australia's largest container port and is an important driver in the state and national economies.

Significant regional facilities located within the city include the Western Hospital, Victoria University, Footscray Community Arts Centre and Whitten Oval. These facilities are important to Maribyrnong's economic and community wellbeing.

Background

Settlement

The city has a comprehensive network of activity centres varying in their size, functions and roles, ranging from boutique centres like Yarraville through to regional centres like Footscray and the Highpoint Shopping Centre. This network allows residents access to a very wide range of retail and business services all within the local municipality.

Activity centres are key locations for employment, transport, retailing, businesses, community services and increasingly are locations for higher density forms of housing. The larger activity centres such as Footscray and Highpoint have potential to broaden their range of uses, particularly increasing the extent of professional offices and residential development.

For more than a decade the city's population has been steadily increasing and in 2008 was estimated at nearly 70,000 people. Forecasts expect this to increase to 103,000 by 2030 as an increasing proportion of Melbourne's residential growth occurs within established suburbs. Over the next 20 years approximately 13,000 - 16,000 additional dwellings will be needed to accommodate this growth.

Changes in global market forces together with the closure of Commonwealth defence facilities and the attraction of more suitable alternative locations have resulted in a significant reduction in the manufacturing and defence industries and associated employment within the city. This has led to many redundant and underutilised industrial sites. Consequently, over the last decade, a significant proportion of Commonwealth and

industrial land has been redeveloped for residential and mixed use developments. Not all industry in the municipality will transition to residential and mixed use, with new and changing employment uses also revitalising industrial land.

Built Environment and Heritage

The changing pattern of land use and the extent of new development over the past 10 years has changed the appearance and form of the city significantly. The dominance of the industrial character and image has receded and the city's 'renewal' is bringing about a greater residential character and reputation.

The context for development varies from established residential neighbourhoods and commercial centres to large scale new estates. New development needs to be responsive to its context. The extent of new development provides opportunities to build on the qualities of the city's heritage and neighbourhood character and streetscapes whilst also introducing new forms of development that can enhance the city's role, design, image and liveability.

The City of Maribyrnong has a rich and diverse heritage. Places of Aboriginal cultural heritage, early European settlement and sites that reflect the various phases of the city's industrial, commercial and residential development can be found within the city.

Housing

Compared to the metropolitan area, the city has a culturally diverse population and has a lower proportion of younger and older age groups and a larger proportion of family age groups. The city has a higher proportion of lone person households and an increasing proportion of family households. Compared to the metropolitan area there is a relatively high proportion of public housing stock (6%) which is predominantly located in Braybrook, Maidstone and parts of Footscray.

Economic Development

Historically, Maribyrnong's industrial areas have provided a strong employment base for the city. Early industry was closely associated with shipping and primary industries. Later, the municipality's comparatively sparse settlement, large lots and established workforce proved highly suitable for the development of large manufacturing and defence industries.

Over the last few decades, the character of employment in Maribyrnong has been transitioning from a 'production focussed' economy to one more focused on services. This transition has seen many traditional 'production style' jobs disappear in the face of removal of tariffs, competition from lower cost producers from overseas and technological advances. At the same time, the proportion of service sector jobs has been steadily increasing, representing demand for a wide array of services.

Ongoing structural economic changes are likely to produce continued changes in manufacturing in Maribyrnong. A number of manufacturing sub-sectors located within the municipality will continue into the future, making a significant contribution to the City's economy. These sectors include food and beverage, publishing and other niche manufacturing sectors.

Many former industrial sites have recently been redeveloped for mixed-use and residential development. This land use trend has left a number of core employment areas: Yarraville Port; Tottenham; West Footscray; Braybrook-Ashley Street; Braybrook Ballarat Road; Yarraville Cawley, and Maidstone Hampstead Road and Gordon and Mephan Street.

These areas are key industrial and commercial areas with an employment role that will need to be protected and enhanced to ensure Maribyrnong's economic future.

The Yarraville Port core employment area provides an important buffer between the inner west residential areas and the Port of Melbourne.

Transport

The City's proximity to the Melbourne CBD allows for convenient access to employment, education, retail and business services. The transport network is dominated by the major east-west arterial roads and key passenger and freight rail lines that run through the municipality and provide essential links interstate. Currently north-south road connections are limited and need upgrading to improve links between the major east-west arterial roads.

The City is generally well served by public transport, although suburbs to the north and west are not well served by rail services and are more dependent upon bus services. Areas of Northern Maribyrnong and Highpoint are connected by tram routes to Moonee Ponds and Footscray. The impact of freight truck traffic on local residential areas and activity centres is an issue.

Community and Development Infrastructure

Council and other organisations provide a range of facilities catering for the needs of the existing and future population. Major redevelopment within the city will affect community needs and the type and location of facilities. At the same time as planning for the needs of new communities, council also needs to renew existing ageing community infrastructure and adapt to changing service delivery models.

The City has additional needs due to its social disadvantage, low incomes and as a location for new arrivals. Footscray has an established role as a regional centre for many health, employment, and training providers. The Western Hospital is a major health care facility within the city.

While much of the city's open space is located along the Maribyrnong River there is a network of spaces including large recreational areas such as Braybrook Park, McIvor Reserve, Footscray Park, Yarraville Gardens and many smaller local parks. However, there are large parts of the city lacking quality open space, parklands and playgrounds.

Key facilities include Maribyrnong Aquatic Centre, West Footscray Community Recreation Centre (YMCA), RecWest, McIvor Reserve, Medway Golf Course and Whitten Oval as well as various local club based facilities and settings for more informal activities.

In established areas local physical infrastructure (drainage, roads and paths) is ageing and requires renewal but can generally support infill development. Sites for major redevelopment will require significant new infrastructure as well as upgrading the capacity of existing infrastructure. New development must also meet more sustainable infrastructure design and operational requirements.

21.03 COUNCIL VISION

DD/MM/YYYY Proposed C143

Council Plan

The Council Plan is the overarching strategic document for the city. The plan sets out Council's vision and objectives for the city, and details the strategies, actions and commitments that will achieve these. A primary objective of the Council Plan is to protect and promote the wellbeing of the community. This objective informs all Council policy, strategy and actions.

The vision for the city of Maribyrnong as stated in the Council Plan 2009-13 is:

A diverse, vibrant, and proud city focused on people-based places, environmentally sustainable practices, and opportunities to enhance community health and wellbeing through education, responsive services and participation in community life.

The six key commitment areas of the Council Plan are:

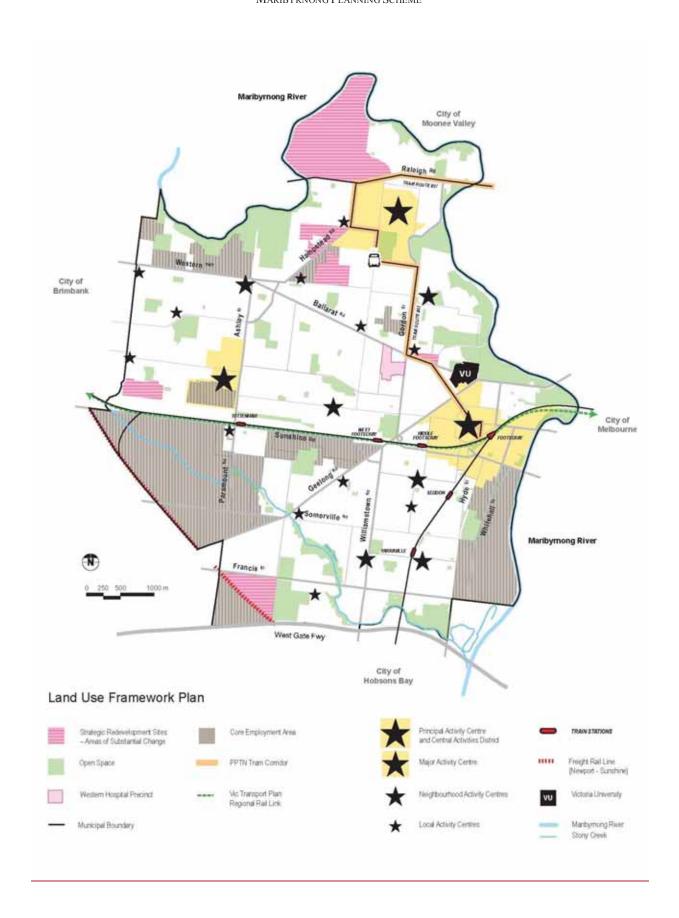
- 1. Building community spirit, engagement and places
- 2. Prosperity
- 3. Moving around the city
- 4. Amenity
- 5. Environmental sustainability
- 6. Organisational performance

Many aspects of the Council Plan's vision and objectives will be realised through the city's land use planning and development approval. The Maribyrnong Planning Scheme implements the land use and development components of the Council Plan by setting policies and objectives that support Council's overall vision and the wellbeing of the community.

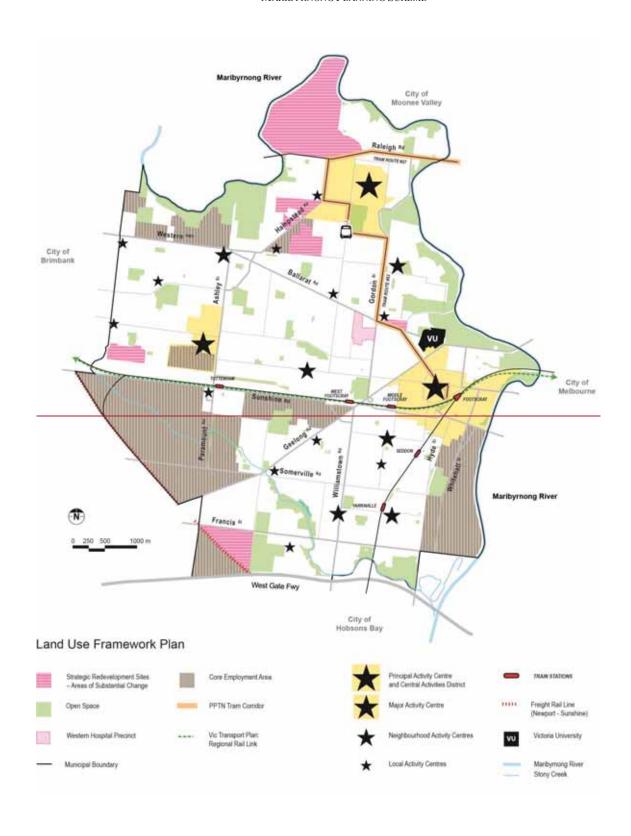
Land Use Vision

By 2030 the city of Maribyrnong will be a popular inner city municipality with a vibrant and diverse community, a strong identity and a prosperous modern economy. The city's adaptation to climate change will make it more environmentally sustainable and more resilient to future changes. Significant redevelopment will transform the city and give it a greater residential character. The city's valued heritage and neighbourhood character will be complemented by new development on key redevelopment sites and within activity centres. More people will be living and working in the city attracted by its choice of housing, accessibility and employment opportunities. A broad economic base will strengthen local employment through a strong retail sector, new offices and business services, a growing arts base and the renewal of the city's industrial areas. New facilities and infrastructure will meet the needs of the community. The network of open spaces and trails will be enhanced and offer an improved range of recreational facilities and activities for the community, while the Maribyrnong River will be more accessible and offer a range of recreational, cultural and tourism experiences.

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21.04 10/11/2016

SETTLEMENT

C108

21.04-1 Activity Centre Planning

15/09/2012 C82(Part 1)

The overall retailing pattern in the City of Maribyrnong is consistent with the objectives of the State Planning Policy Framework as most retailing in the municipality is undertaken in activity centres. Retail activity outside the activity centres is generally marginal and in many cases declining.

The City of Maribyrnong's activity centre network comprises:

Activity Centres

Centre Type	Location
Central Activities District (CAD)	Footscray
Principal Activity Centre (PAC)	Highpoint
Major Activity Centre (MAC)	Central West
Specialised Activity Centre (SAC)	Victoria University
Existing Neighbourhood Activity Centres (NAC)	Barkley Village West Footscray, Braybrook Shopping Centre, Edgewater, Seddon, Yarraville, and Yarraville Square.
Proposed Neighbourhood Activity Centres	Maribyrnong Defence Site and at the Bradmill precinct in Yarraville. These centres, created as part of the overall planning for the redevelopment of the sites, will cater for local retail, services and business needs of those new communities.
Local Centres	Ballarat and Duke,
	Ballarat and Summerhill,
	Ballart and Gordon,
	Braybrook Village,
	Gamon Street,
	Mitchell and Hampstead,
	Waterford Gardens, and
	Wembley Avenue.
	The centres listed below are expected to decline as local convenience-oriented centres for their local neighbourhoods because of their location on very busy roads or their proximity to other centres providing a better range of goods and services:
	Geelong Road and Wales Street,
	Kingsville – Somerville and Geelong Road,
	South Road and Duke Street, and
	Tottenham.
Small Destination Centres	Western Gateway (Cnr Williamstown Road and Thomas St), Williamstown Road at Francis Street, Somerville Road from Wales to Coronation Streets, Somerville Road at Williamstown Road, and Somerville Road at Gamon Street.

The activity centre network excludes various retail clusters of businesses and shops, mostly around major intersections, because they do not provide local convenience retailing and are not preferred locations for expansion of retailing.

Generally the city's activity centre network has limited transit orientation. Footscray and Yarraville are the only two centres with a train station in the heart of the centre. Buses serve most centres and are the main form of public transport. The majority of centres are on or immediately adjacent to busy roads and concentrate on exposure to passing car traffic rather than interaction with pedestrians. Planning for centres must focus on the role of activity centres as places that can encourage sustainable transport practices such as increased walking, cycling and use of public transport.

The preferred development and improvement of activity centres is being guided by the *Review of Retail Development and Activity Centre Policy 2009*, structure plans and urban design frameworks.

There are a number of local centres that provide convenience retailing and commercial services for local communities. The local centres with the most potential for growth and diversification are in the redeveloping and growing northern part of the municipality.

Objective 1

To create an activity centre network with a variety of easily accessible, pleasant and safe places where people can gather, socialise, shop, work, live, be entertained and make use of many kinds of community and leisure services without having to travel far.

Strategies

Encourage development that implements the relevant Urban Design Framework or Structure Plan.

Promote the complementary nature of Footscray and Highpoint activity centres.

Facilitate the development of new neighbourhood centres at the Bradmill Precinct site, Yarraville and Maribyrnong Defence Site, to cater for local retail, services and business needs of those new communities.

Ensure that development at the new neighbourhood centre at the Maribyrnong Defence Site is complementary to the nearby Highpoint Principal Activity Centre.

Maintain and enhance the viability of the network of centres by ensuring any expansion of retailing floorspace is appropriate for the centre's place in the hierarchy.

Protect areas adjacent to activity centres from negative impacts.

Limit the expansion of small destination centres with poor connections to public transport and a declining role to reduce their influence on the activity centre network.

Objective 2

To transform the Footscray CAD, Highpoint PAC and Central West MAC into mixed use retail, commercial, residential and community services centres with a sense of place.

Strategies

Increase housing intensification within and adjacent to the Footscray CAD, Highpoint PAC and Central West MAC in accordance with centre structure plans.

Develop the city's larger activity centres as regional arts, recreation and leisure nodes.

Objective 3

To develop centres in accordance with their place in the activity centre hierarchy.

Strategies

Encourage new buildings in activity centres to provide for a mix of uses.

Encourage residential uses above and to the rear of business uses.

Ensure new developments in activity centres respect the character, form and height of buildings within any adjoining Residential 1 zoned land on or within 10 metres of the site boundaries.

Discourage uses or new developments in activity centres which will be incompatible with a continued residential presence whether through scale, image or off-site environmental or amenity impacts.

Objective 4

To enhance the community focus of local activity centres.

Strategies

Encourage a wider business and land-use mix in local activity centres geared to servicing a wider range of local resident needs.

Increase employment opportunities in local activity centres.

Increase opportunities for social interaction in local activity centres.

Policy Guidelines

Support the implementation of the Activity Centre Zone in Footscray CAD and Highpoint PAC.

21.04-2

13/12/2012 C111

Housing Growth

The city's population is growing and is forecast to reach 104,000 by 2031, an increase of 30,800 from 2011. It is anticipated that about 14,000 - 16,000 new dwellings will be needed to support this increase. With an increasing proportion of Melbourne's growth expected to occur within established suburbs and at higher densities, this forecast may increase in the future.

The population structure of the municipality will change depending upon the form of development, the increase in population and through ageing.

Council has developed a Housing Growth Area Framework (included at Clause 21.07) that indicates the opportunities for residential development to cater for the forecast population and housing increase over the next 20 years.

Objective 5

To accommodate between 14,000 and 16,000 additional households by 2031.

Strategies

Direct most of the residential development to identified substantial change areas, and substantial change activity centres.

Support incremental change across residential areas.

Limit change in established residential areas with heritage significance or an identified residential character, and areas with an identified constraint, such as inundation, that necessitate protection through a specific overlay.

21.04-3 Social Impact

15/09/2012 C82(Part 1)

Despite increasing gentrification the municipality is one of the most disadvantaged in Victoria. The city continues to have high levels of unemployment, combined with higher levels of refugees and new arrivals, a highly mobile population and greater burden of preventable disease associated with poor socio-economic populations. The level of disadvantage is even higher in some locations, especially around public housing areas.

Objective 6

To minimise adverse social impacts from development and land uses.

Strategies

Require a social impact assessment for significant rezoning proposals, residential developments greater than 300 dwellings and major commercial developments.

Use social impact assessments to determine what new facilities are needed and the contributions required from developers.

21.04-4 Open Space network

10/11/2016 C108

The city has a network of just over 150 open spaces covering more than 307 hectares of land. A notable feature of the open space network is its diversity. This includes large historical gardens, major sporting reserves, open space corridors along the Maribyrnong River and Stony Creek, and the highly valued smaller neighbourhood and local parks and spaces. However, large parts of the city are without quality open space including areas where existing parks need improvement and additional facilities, while in other parts of the city there is no open space within safe and easy walking access of the community. Access to open space can be limited due to barriers, such as main road and rail lines, distance and the lack of appropriate facilities. While much of the open space is located along the Maribyrnong River with regional open space and biodiversity values, it is distant from the populated areas and is subject to flooding, which limits the extent of possible improvement and use.

The open space and recreational needs of the community are changing due to the city's significant redevelopment, the changing population structure, recreational trends and increasing expectations. Many recreational facilities are ageing and require significant renewal. Additional and improved open space and new or upgraded recreational facilities will be needed to broaden the range of recreational settings and opportunities available to the community.

The open space and recreational needs of the community will be influenced by higher density living and the forecast population growth. Significant medium and high density redevelopment will increase demands on public open space and facilities. An increasing proportion of single person households creates the need for more diverse recreational options that provide opportunities for social interaction.

In the central and southern parts of the city, a combination of seeking opportunities to provide new open space and improve the diversity, quality and accessibility of existing open space will create a better connected network of open spaces, activity centres and facilities. The northern part of the city includes significant redevelopment sites with opportunities for providing new open space to meet the sport and recreation needs of new communities. In particular, redevelopment of the former Maribyrnong Defence Site offers the opportunity to provide additional sporting facilities and passive open space, along with extending the linear open space system along the Maribyrnong River improving both the biodiversity and recreational values of this corridor.

Objective 7

To expand and improve the network of open space throughout the municipality.

Strategies

Provide new open space in areas identified as underserved.

Improve access to open space and recreational facilities for the increasing residential and worker population.

Upgrade existing public open space to meet changing community needs including the condition, accessibility, facilities and character/aesthetics.

Develop shared path linkages between existing and new open space, community recreation facilities and activity centres.

Promote shared path linkages along existing railway, transport linkages and waterways.

Ensure that new development contributes to the planned open space network.

Objective 8

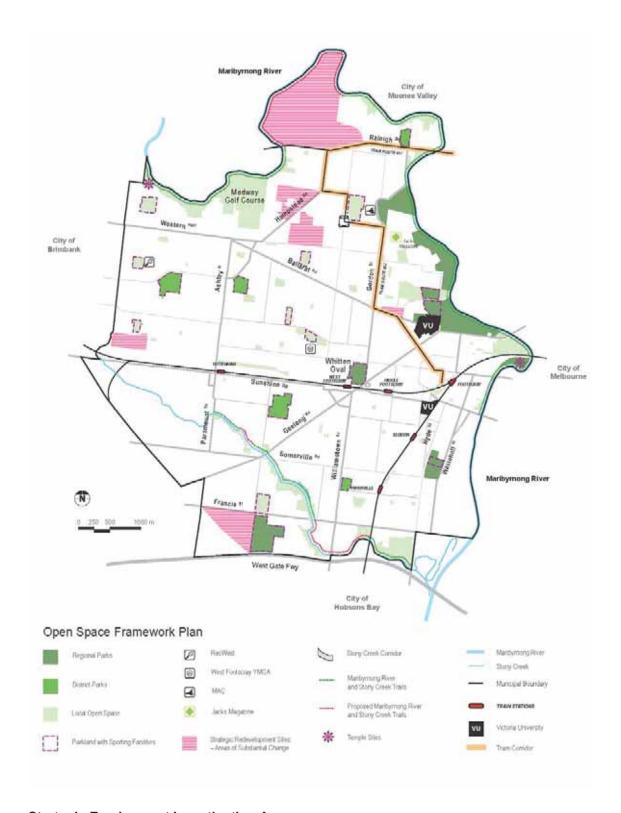
To provide a continuous linear open space network along the Maribyrnong River and Stony Creek.

Strategies

Complete the gaps in the linear open space and trail network along the Maribyrnong River with connections to the adjoining urban areas, regional trail system, adjacent open space, community facilities and activity centres.

Develop a linear open space corridor and shared trail along Stony Creek with connections to surrounding urban areas.

Improve the biodiversity values along the Maribyrnong River and Stony Creek.



21.04-5 Strategic Employment Investigation Areas

DD/MM/YYYY Proposed C143

Three areas have been identified for investigation due to having significant limitations or issues. Further investigation is required to determine if these uncertainties can be addressed in order for these areas to retain or increase their employment role. Strategic Employment Investigation Areas are considered to be employment areas until such time as further investigation clearly demonstrated that this is not a viable option. The areas are:

Braybrook Ashley Street

Gordon & Mephan Street

Yarraville Mobil Terminal

In addition to these three areas, the redevelopment of the Maribyrnong Defence Site provides an opportunity to potentially extend the tram route and further improve public transport access to this area.

Braybrook Ashley Street

The area is located west of Ashley Street, Braybrook, extending north from South Road to Hampden Street. The area also has direct residential street abuttal along Crothers, Joy and Melon Streets. The area is located north of the Central West Shopping Centre and 4.1 Ashley Street Braybrook Core Employment Area. The closure of the carpet manufacturing activities from the area has left a large portion of land with large purpose-built industrial buildings, which are not readily adaptable for other industrial uses.

Gordon & Mephan Street

The area is located east of Gordon Street and predominantly south of Mephan Street, but also includes one large parcel north of Mephan Street, between Mephan and Birdwood Streets. The close proximity of new residential development to existing industrial uses potentially gives rise to amenity issues at the interface, including heavy vehicle usage of partially residential streets, industry noise and visual impact.

Yarraville Mobil Terminal

The area is a small industrial pocket located in the south east corner of the municipality, straddling the intersection of Hyde and Francis Streets, and directly opposite the Mobil Yarraville Terminal, a recognized major hazard facility situated in the neighbouring City of Hobsons Bay. Existing residential use in the precinct is problematic given the close proximity to the Mobil Yarraville Terminal, while future land use is also influenced by Port Environs controls.

Tram routes

The city's two tram routes (57 and 82), link the Footscray CAD with the Highpoint PAC and provide access from northern Maribyrnong to Moonee Ponds and the Melbourne CBD. The tram routes have the potential to become more important transport and development corridors linking key development nodes with activity centres and transport interchanges. This is occurring between Footscray CAD and Highpoint PAC, with sites such as Victoria University, Kinnears, the Edgewater neighbourhood activity centre, and the Maribyrnong Defence Site. With service improvements, and appropriate land use planning and design, these routes can improve the access residents have to key activity centres and employment based in the Melbourne CBD, as well as increasing and further encouraging the use of sustainable public transport.

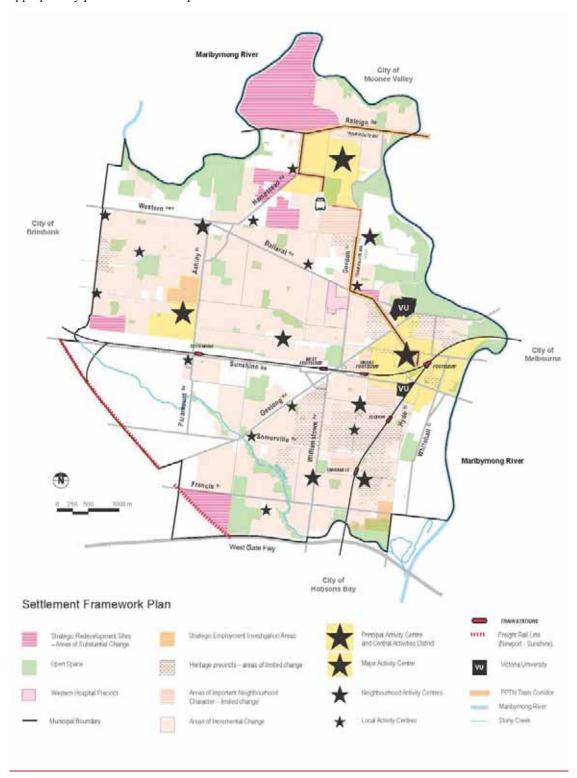
Potential residential development along the tram corridors needs to be further explored, however it is likely that it will take the form of 'development nodes' rather than continuous linear development. This type of link is envisaged by the *Western Region Employment and Industrial Development Strategy*.

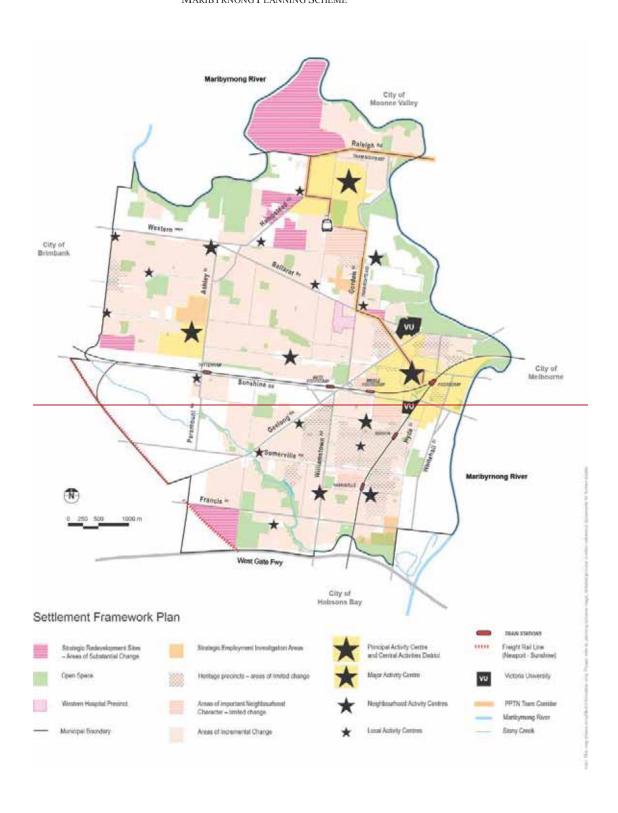
Objective 9

To manage the redevelopment of Strategic Employment Investigation Areas and land along tram corridors in an integrated manner.

Strategy

Ensure the Strategic Employment Investigation Areas and land along tram corridors are appropriately planned and developed.





21.05

ENVIRONMENT AND LANDSCAPE VALUES

10/11/2016 C108

21.05-1 Landscape values

15/09/2011 C82(Part 1)

The Maribyrnong River is a highly valued metropolitan waterway and its valley forms an important regional open space corridor. The river valley and escarpment are dominant landforms that provide an attractive setting. The character of the river varies within the city. The *Maribyrnong River Valley Design Guidelines* (2010) has identified six main character lengths along the river:

- Steele Creek secluded river,
- Maribyrnong a suburban river,
- Racecourse river flats,
- Footscray an urban river,
- Footscray Wharf an urban river, and
- Port a working river.

There are opportunities to enhance the landscape character along the river, in particular the steeply sided valley and escarpments in Braybrook and Maribyrnong. Development of the Maribyrnong Defence Site will open up the river front for public access, add open spaces and enable completion of the shared river trail.

There is significant potential to expand and enhance the open space corridor along Stony Creek and improve links as opportunities arise. However, the potential to extend the shared trail west of Paramount Road is limited due to private land ownership and physical barriers. Access to this section of the creek will be from local roads that will form key nodes along the creek.

Objective 1

To enhance the landscape character along the Maribyrnong River and Stony Creek.

Strategies

Create a diverse mix of environments within the Maribyrnong River valley from a natural indigenous vegetation corridor in the upper reaches to more hard-edged urban environments in the lower reaches.

Enhance the interpretation of the cultural heritage of the Maribyrnong River and Stony Creek environs.

Encourage development that enhances the environmental qualities of the Maribyrnong River Valley.

Encourage development that complements existing activities along the river.

Policy Guidelines

Assess development adjacent to Stony Creek against the following criteria:

- Development west of Roberts Street should protect and improve the Stony Creek open space corridor.
- Development should be setback from Stony Creek.
- Development should be designed to address the creek frontage.

21.05-2 Climate Change

DD/MM/YYYY Proposed C143

The City will need to adapt to the impacts of climate change and to meet targets for reducing greenhouse gas emissions. Council is committed to creating an environmentally sustainable city and has set a target for the city to become carbon neutral by 2020. A more sustainable city will strengthen the city's economy and its social well being.

The Maribyrnong City Council Carbon Neutral Action Plan 2008 adopts a best practice carbon reduction hierarchy with regard to:

- Avoiding waste energy,
- Efficient use of energy,
- Purchase of green power, and
- Offset any remaining carbon emissions.

The city's inherent strengths, including its convenience, compact form, good public transport, range and network of activity centres, local employment and opportunities for new development provides resilience to potential climate change impacts and can form a foundation for improving the city's future sustainability. Encouraging more intensive development within key activity centres and close to public transport, reducing car dependency and encouraging uses that will provide local employment will produce a more sustainable city.

Local energy production using solar power and wind turbines could be provided in strategic redevelopment sites to help reduce greenhouse gas emissions. There is potential for a large wind turbine adjacent to the Westgate Freeway.

Objective 2

To ensure that the city adapts to the impacts of climate change.

Strategies

Plan and design according to the latest findings regarding the impacts of climate change such as rising sea levels, and weather events.

Encourage risk management strategies to address identified climate change probabilities.

Encourage development that reduces car dependency especially for short journeys and work trips.

Encourage uses that will provide local employment.

Promote landscaping that provides habitat, open spaces, food resilience and climate control.

Ensure planning scheme amendments and development applications consider and respond to the changing effects of climate change.

Objective 3

To ensure that the city is carbon neutral by 2020.

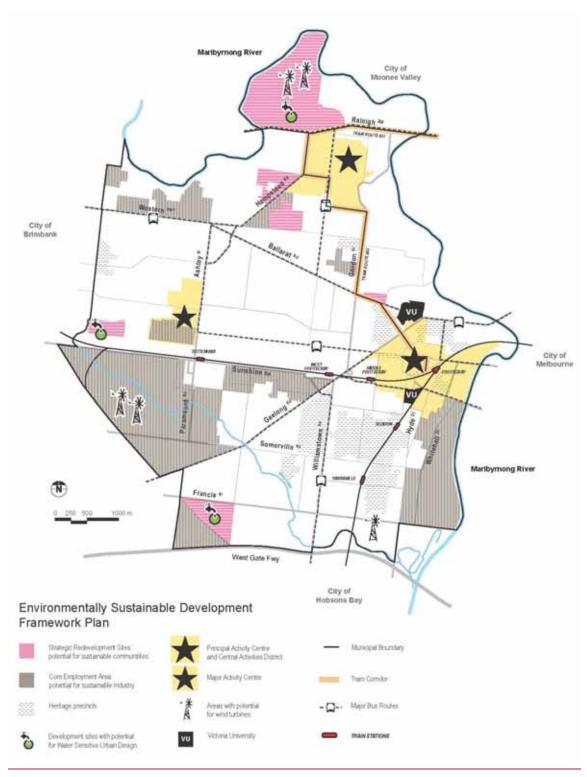
Strategies

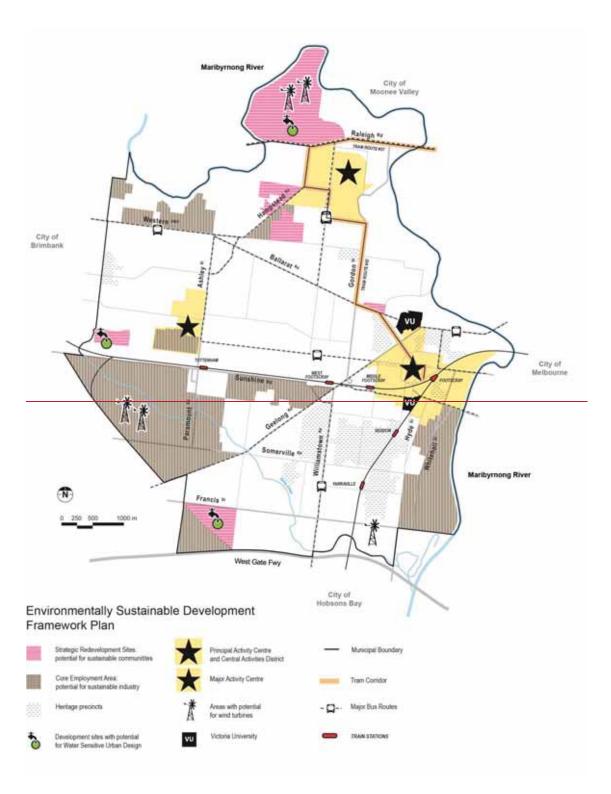
Encourage developments that reduce energy usage and greenhouse gas emissions.

Encourage industry to develop on-site renewable energy and new emerging low carbon technologies.

Encourage renewable energy at household level and at strategic redevelopment sites.

Promote waste management that reduces waste and improves management of emissions from landfill.





21.05-3 Flood Prone Areas

15/09/2011 C82(Part 1)

There are flood prone areas in the city in the vicinity of the Maribyrnong River and Stony Creek. Residential development in flood prone areas, particularly along the Maribyrnong River and Stony Creek, needs to have regard to limitations caused by flooding and the requirements of Melbourne Water.

Objective 4

To protect flood prone areas from inappropriate development.

Strategy

Ensure appropriate development occurs in flood prone areas.

21.05-4 Potentially Contaminated Land

15/09/2011 C82(Part 1)

The potential contamination of a number of sites is a legacy of the municipality's long industrial history, and is an important matter to consider when proposing a use or development of a site, whether it is an existing building or vacant land.

Objective 5

To manage contaminated land to protect human health and the environment and optimise the future use of the land.

Strategies

Ensure that potentially contaminated land is identified, appropriately tested and remediated and managed to a standard suitable for the intended use or development.

Encourage best practice solutions to remediation and management of contaminated land.

Policy Guidelines

Apply the Potentially Contaminated Land Policy at Clause 22.03.

21.07 10/11/2016

HOUSING

Residential capacity and location

21.07-1 10/11/2016 C108

The City has opportunities for significant residential redevelopment for the next 20 years that will cater for the forecast population and housing increase.

Substantial, Incremental and Limited change areas are identified on the Framework Plan that forms part of this Clause.

Housing growth area framework

Substantial change areas	Significant redevelopments are proposed for the Maribyrnong Defence Site (MDS), Kinnears site in Footscray, the former Defence site in Beachley Street, Braybrook, the Bradmill Precinct in Yarraville and the Maidstone Hampstead Road East Strategic Redevelopment Sites. Other smaller sites across the municipality will also contribute to the supply of new housing.
Substantial change activity centres	In the future the Highpoint PAC and Footscray CAD will assume a stronger role and greater capacity for substantial medium and higher density housing developments.
Incremental change areas	All other residential areas without heritage significance or an identified residential character that warrants planning protection through specific overlays.
Incremental change activity centres	The mixed use and residential developments occurring in activity centres will continue and increase.
Limited change areas	Existing residential areas with heritage significance or an identified residential character that warrants planning protection through specific overlays, and areas with an identified constraint, such as inundation, that necessitate protection through an overlay. The majority of these areas have been identified in Council's Heritage Study (2001) and neighbourhood character studies.

The mixed use and residential developments occurring in key activity centres will continue and increase. This will extend housing choice, improve access to infrastructure, services and transport for residents and will help support and broaden the function of centres.

Core employment areas, key passenger and freight transport corridors and major hazard facilities need protection from residential encroachment to maintain their viability and prevent adverse risk and amenity impacts.

Objective 1

To provide significant opportunities for new residential development in substantial change areas and substantial change activity centres.

Strategies

Determine the form, amount and mix of housing of substantial change areas through site planning.

Ensure the site planning of larger sites facilitates the development of diverse, high amenity precincts which have an identifiable sense of place.

Encourage residential development in substantial change areas to predominantly comprise medium and higher density housing in the form of townhouses; units; apartments; and shop-top dwellings.

Encourage a range of dwelling types and sizes, including affordable housing, to be provided in larger developments.

Ensure new development integrates with existing areas and communities.

Ensure new larger scale developments establish a preferred urban design and architectural character that complements existing areas and creates safe and liveable communities.

Encourage new higher density development to provide space for planting, communal spaces and rooftop gardens to improve amenity and liveability of dwellings.

Ensure developments with sensitive interfaces have a scale and massing that respects the character and scale of their context.

Support developments located away from sensitive interfaces that create a new, higher density urban character.

Ensure development of sites greater than 60 dwellings are well served by public transport, the bike/shared path network, and cater for potential changes to the public transport network.

Encourage higher density residential and mixed use developments within activity centres that are well served by public transport.

Require larger scale residential land redevelopment to contribute to high quality, accessible open space for a range of activities.

Require provision of land for a formal sports reserve and parkland for unstructured recreational activities on the former Maribyrnong Defence Site.

When applying overlays or other planning tools to larger substantial change sites ensure the requirements include:

- provision of a diversity of dwelling types, sizes and tenures
- appropriate provision of community infrastructure and open space
- consideration of public realm improvements and amenity protection at residential interfaces
- preparation of an adverse amenity report
- incorporation of environmentally sustainable design principles.

Objective 2

To provide incremental opportunities for new residential development in incremental change areas and incremental change activity centres.

Strategies

Ensure development has regard to and clearly responds to preferred character statements and design guidelines for specific neighbourhood character precincts.

Ensure the siting and design of infill development respects the scale, form and siting of surrounding development.

Encourage residential development within incremental change areas to predominantly comprise of low and medium density housing in the form of separate and semi detached houses and in appropriate locations units, shop top dwellings and low scale apartments.

Support low scale apartment developments at locations within key Neighbourhood Activity Centres; they must reflect existing local character in terms of height, mass setbacks and building materials; and provide a sensitive and appropriate interface to adjoining streetscapes, buildings and residential areas.

Support gradual medium density 'infill' development, in the form of townhouses, units and shop-top dwellings, located close to transport, activity centres and community infrastructure.

Support smaller scale infill residential development in keeping with the streetscape and character of the centres and their adjacent residential in incremental change activity centres.

Encourage the retention of existing housing that positively contributes to preferred neighbourhood character.

Ensure development in activity centres follows relevant structure plans and urban design frameworks

Protect areas that contribute to the range of housing choice especially for families and lifestyle choices.

Objective 3

In Limited change areas, limit development in residential areas with heritage significance; an identified residential character protected through a specific overlay; and identified constraints, such as inundation, that necessitate protection through an overlay.

Strategies

Maintain and enhance these areas and ensure that new development respects the existing heritage values and preferred neighbourhood character.

Ensure the scale, form and appearance of new housing is in keeping with the surrounding development and the heritage and preferred neighbourhood character values of the area.

Support the renovation and redevelopment of single houses as a means of ensuring diversity across the municipality, and providing accommodation for larger household types.

Support a diversity of dwelling types and sizes, including affordable housing, where appropriate.

Objective 4

To protect core employment areas, key passenger and freight transport corridors and major hazard facilities from residential encroachment.

Strategies

Ensure appropriate buffers are provided between new residential areas and core employment areas, key transport corridors and major hazard facilities.

Incorporate appropriate noise attenuation measures in residential developments adjacent to noise generating sources.

Protect and maintain existing buffers to the core employment areas.

Policy Guidelines

Apply the Preferred Neighbourhood Character Statements policy at Clause 22.05.

Request applications for residential development provide an assessment against the preferred character statements included in the local policy Preferred Neighbourhood Character Statements at Clause 22.05.

Request applications for key strategic redevelopment sites and for developments with more than 300 dwellings provide a social impact assessment.

Support the rezoning of strategic redevelopment sites to provide for higher density residential and mixed use development.

Support the Neighbourhood Character Overlay in appropriate areas.

21.07-2 13/12/2012

Housing Diversity and Affordability

The city has a range of housing comprising detached housing (67%), semi detached (13%), and apartment (20%); this varies across its suburbs. Recent significant developments indicate densities are increasing with more medium density housing forms and some high-rise developments, particularly within the Footscray CAD. In the future there will be an increasing proportion of medium and higher density housing in the municipality. However, detached housing will remain the predominant form of housing across the municipality.

The existing stock of detached 'family' housing (lots greater than 500 sqm) contributes to the diversity and choice of housing available within the municipality, as they can cater for family households and people preferring these forms of housing as part of their lifestyle. It is expected that this stock of housing will reduce as a proportion of overall housing.

The city has been an affordable area offering housing opportunities for a wide range of households and incomes. The increasing popularity of the area and rising housing prices is reducing affordability and housing opportunities for some lower and middle income households. Increasing the supply and diversity of housing opportunities can assist in meeting affordability objectives.

Objective 5

To encourage a mix of housing.

Strategies

Support increased housing choice by providing a diversity of dwelling types, sizes and tenures.

Ensure new residential developments provide a mix of housing that caters for a range of households, lifestyles, age, incomes and life stages appropriate to the scale and nature of the project.

Encourage larger developments to provide a range of dwelling types and sizes, including affordable housing.

Encourage forms of housing suitable for the needs of an ageing population.

Encourage forms of housing suitable for home based businesses.

Protect areas that contribute to the range of housing choice especially for families and lifestyle choices.

Support the renovation and redevelopment of single houses as a means of providing accommodation for larger household types.

Objective 6

To encourage housing affordability.

Strategies

Support the provision of social housing, in particular development that improves the distribution of social housing across the municipality.

Encourage public, social and affordable housing in activity centres, close to public transport and as part of developments on strategic redevelopment sites.

Encourage the use of dwellings above shops in activity centres for affordable housing.

Encourage new residential development to provide opportunities for public, social and community based affordable housing.

Increase the overall stock of housing within the municipality, particularly medium and higher density development to ensure greater diversity to meet changing household needs.

Implement social and affordable housing targets at the Bradmill Precinct, Maribyrnong Defence Site and Beachley Street, Braybrook redevelopment sites.

Policy Guidelines

Request applications for ten or more dwellings provide an assessment of their housing mix, projected household mix, affordability, and options for including public, social and community affordable housing.

21.07-3 Student Housing

15/09/2012 C82(Part 1)

Housing is needed for students, and to support the role of Victoria University. Increasingly housing is provided privately as well as directly by the university. The possible closure of the university's student village in Maidstone will result in the relocation of housing to other areas, such as Footscray CAD.

Many residential developments located within the Footscray CAD provide specialised student housing. However, not all of these developments provide a suitable design, or are speculative and don't respond to an identified need. Some have been converted to other forms of housing.

The most suitable locations for student housing are within the Footscray CAD and close to the university campuses where students have good access to transport, facilities and services and can contribute to the life of the activity centre.

Objective 7

To encourage a sustainable supply of student housing.

Strategies

Encourage appropriate student housing in Footscray CAD and close to the university campuses.

Integrate student housing and services into the role, function and life of the Footscray CAD.

Identify and monitor the long term demand and supply of student housing.

21.07-4 Caretaker's Houses

DD/MM/YYYY Proposed C143

Industrial areas need to be protected from the intrusion of residential development in the form of inappropriate Caretaker's Houses.

Objective 8

To discourage Caretaker's houses in the Industrial 1, Industrial 3 and Business 3 zones.

Strategies

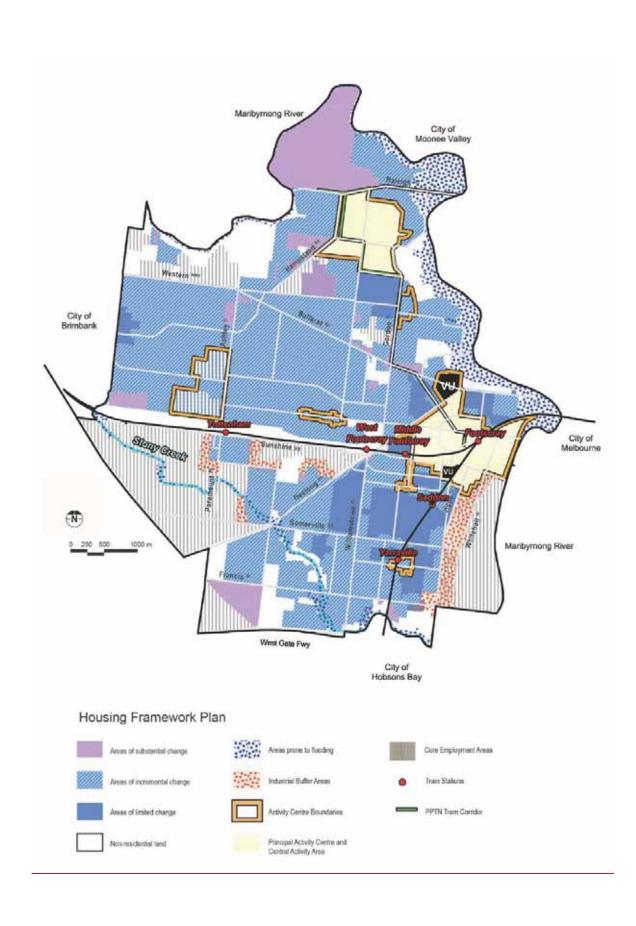
Discourage Caretaker's houses, unless it is demonstrated they are a necessary ancillary use to an existing or proposed building, operation or place.

Discourage subdivision of Caretaker's houses from the use or development to which they are ancillary.

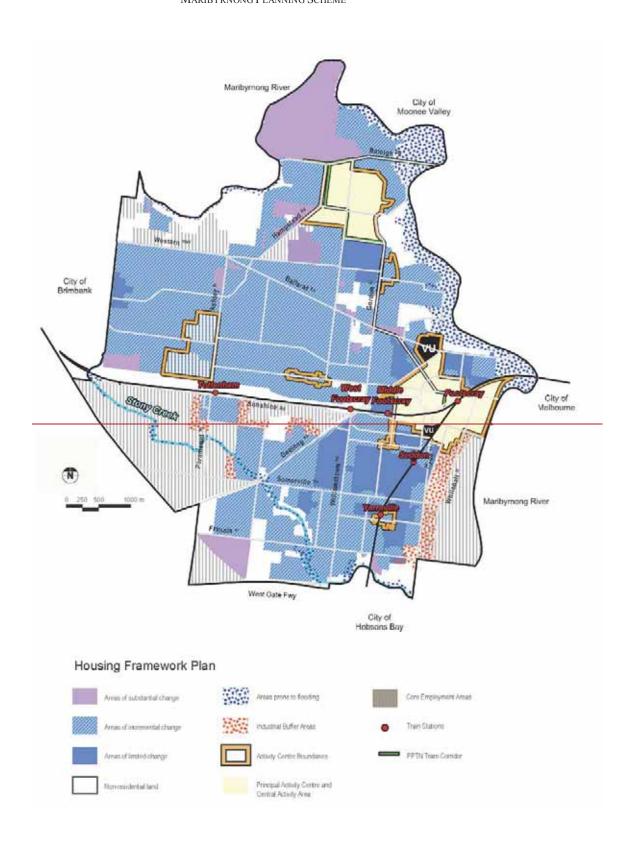
Policy Guidelines

Assess proposals for Caretaker's houses against the following criteria:

- The design of Caretaker's houses should minimise potential amenity conflicts.
- Caretaker's houses should not exceed 30% of the total gross floor area of the industrial or commercial building, or 100 sqm, whichever is the lesser.
- Parking at the rate specified in Clause 52.06 should be provided unless it can be demonstrated by a qualified professional that a variation is justified.



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21.08 10/11/2016

ECONOMIC DEVELOPMENT

21.08-1

Retail

15/09/2011 C82(Part 1

Retailing in the city is dominated by Highpoint PAC and Footscray CAD. The Highpoint PAC has capacity for expanded retail floorspace and will continue to operate as a regional comparison shopping centre and as the key focus in Maribyrnong for bulky goods (restricted retail) retailing. Footscray CAD is very important in providing a range of cosmopolitan shops, a variety of health and community services, excellent access to public transport and proximity to both Victoria University campuses.

Some of the neighbourhood and local centres are showing strengths in lifestyle retailing, ethnic retailing and entertainment/leisure niches in response to demographic changes. The supermarket offer is improving in neighbourhood and local centres and will be augmented by additional supermarkets in the planned neighbourhood activity centres at the Bradmills Precinct and Maribyrnong Defence Site.

Several former main road showroom and bulky goods areas have declined leaving Highpoint PAC as the key focus and preferred location in the City for bulky goods (restricted retail) retailing.

Objective 1

To ensure that retail premises are developed in appropriate locations.

Strategies

Discourage retail development outside of identified Activity Centres.

Support the Highpoint PAC as a regional comparison shopping centre and as the key focus in the City for bulky goods (restricted retail) retailing.

Provide for street-front retail and businesses within activity nodes along the Footscray to Northern Maribyrnong transport corridor.

Objective 2

To ensure restricted retail premises are developed in appropriate locations.

Strategies

Focus the municipality's restricted retail premises retailing at the Highpoint PAC.

Discourage new significant retailing proposals in marginal and declining bulky goods (Business 4 Zone) areas including:

- Geelong Road north side between Somerville Road and Cromwell Parade;
- Ballarat Road south side west of Melon Street; and
- Barkly Street north side west of Geelong Road to Gordon Street.

Ensure restricted retail premises do not develop as stand alone centres, remote from activity centres.

Ensure restricted retail premises developments are designed to provide street frontage activation, pedestrian networks and appropriate car parking.

Policy Guidelines

Request development proposals that significantly increase retail floorspace, analyse the impact of the development on in-centre trade/turnover taking into account current and future consumer expenditure capacity.

21.08-2 Office

10/11/2016 C108

The demand for offices is expected to increase as population growth and continued gentrification stimulate growth in the commercial services sector. Footscray CAD, Highpoint PAC and Central West MAC have capacity for new office development, but the preferred location is within the Footscray CAD which has excellent public transport links for office based workers.

The network of activity centres provides a good range of products from a retailing base but is poor in its range of commercial services. This sector will grow as an increase in resident population creates a demand for offices servicing the needs of those local residents.

Objective 3

To ensure that offices are developed in appropriate locations.

Strategies

Discourage offices outside of identified Activity Centres.

Encourage offices in the Footscray CAD, Highpoint PAC and Central West MAC in accordance with the centre structure plans, with the preferred location being Footscray CAD.

Encourage offices in areas with good access to public transport.

Encourage office-warehouse development in Core Employment Areas.

21.08-3 Industrial Related Employment Land

DD/MM/YYYY Proposed C143

The identification of Industrial Related Employment Land (IREL) to be retained for current and future use will ensure enough land is available for economic development. The City must embrace a mixed-use and urbanisation perspective which supports and revitalises the City's exiting employment and economic activity strengths and ensures Maribyrnong does not transition to become a predominantly residential city. Achieving this balance between residential and employment outcomes contributes to the creation of a sustainable community and economy.

The City now and in the future will require similar amounts of IREL. Whilst demand for IREL in the medium term (5 to 10 years) may decline, projections indicate there will be an increase in demand in the longer term, requiring IREL to be protected now.

The Port of Melbourne has major facilities located at Swanson Dock (container storage and handling) and Coode Island (chemical storage), while Holden Docks and the Yarraville Wharves are actively used by industries located in the Yarraville port industrial precinct. The port's container trade is forecast to grow significantly by 2030. To cater for this the port will develop and integrate with the Dynon rail centre, which is intended to become an international freight centre. Significant road and rail freight routes traverse the city and are important to the effective operation of the port.

IREL precincts have been categorised as either a Core Employment Area (CEA) or a Strategic Employment Investigation Area (SEIA).

Core Employment Area (CEA)	Areas which are highly suitable for employment that are functioning relatively efficiently and where the employment role is to be protected and enhanced.
	CEAs are identified from the stock of Industrial Related Employment Land (IREL) at the precinct level, or are identified in a framework/structure planning process following interim designation as a SEIA.
	Underutilised industrial premises in CEA's should not be considered obsolete, but be regarded as needing adaption or modification in any initial consideration.

Strategic Redevelopment Sites (SRS)	Sites or areas determined after investigation not to have a future in which employment is the primary purpose.
	SRSs are identified from the stock of Industrial Related Employment Land (IREL) at the precinct level by means of a framework/structure planning process.
Strategic Employment Investigation Area (SEIA)	Areas which are considered to be suitable for employment until such time as further investigation clearly demonstrates that this is not a viable option.
	SEIAs are identified from the stock of Industrial Related Employment Land (IREL) determined to require investigation through a framework/structure planning process, because there are significant limitations or issues relating to their continued employment role.
	Areas in which these limitations are able to be addressed and the employment role retained or increased, are likely to be designated CEA.
	Areas determined to be inherently/intrinsically unsuitable for an employment role, are likely to be designated SRS.

There are <u>87</u> Core Employment Areas:

- Precinct 1 Yarraville Port;
- Precinct 2 Tottenham;
- Precinct 3 West Footscray;
- Precinct 4.1 Braybrook Ashley Street;
- Precinct 5 Braybrook Ballarat Road;
- Precinct 6 Maidstone Hampstead Road; and
- Precinct 7 Yarraville Cawley; and
- Precinct 9 Gordon and Mephan Street.

There are <u>32</u> Strategic Employment Investigation Areas:

- Precinct 4.2 Braybrook Ashley Street-; and
- Precinct 8 Yarraville Mobil Terminal: and
- Precinct 9 Gordon and Mephan Street

The preferred development and improvement of the stock of IREL is being guided by the *Maribyrnong Economic and Industrial Development Strategy, 2011,* framework plans or structure plans prepared for each precinct. For instance, the whole of what was Precinct 6 – Maidstone Hampstead Road while initially identified as a SEIA, has, through the framework planning process, been designated to be part CEA and part SRS.

Objective 4

To protect and improve Core Employment Areas.

Strategies

Protect the Core Employment Areas from residential encroachment.

Maintain a stable supply of Industrial Related Employment Land to deliver jobs and economic prosperity.

Maintain the employment/ economic development role of Core Employment Areas by supporting a greater range of employment generating uses.

Ensure that the design and layout of new sites provides cost effective and attractive sites for employment generating uses and activities.

Maintain land buffers around and within the Core Employment Areas.

Objective 5

To ensure high quality industrial and commercial development in Core Employment Areas.

Strategies

Encourage industrial and office buildings to make a positive contribution to the amenity of adjoining streets and residential areas, enhance street activity and enhance the visual appeal of the area.

Avoid new interface and transition impacts through appropriate land use planning at a precinct level; and siting, building design, landscaping or other mitigation measures at individual site level.

Minimise the impact of car parking and loading areas on the streetscape through the appropriate orientation, siting of buildings, landscape design and shared services between sites

Encourage the provision of wayfinding and directional signage to aid legibility and navigation to bus stops and other key destinations, and improve the overall cohesiveness of the area.

Encourage services, storage areas, plant and roof-top equipment to be located to minimise impacts on the public realm and be designed as an integral part of the building.

Provide adequate on-site provision of all off-street parking, turning circles, vehicular access and loading bays.

Reduce dust through improved building and site maintenance, landscaping and sealing of car parking, hard stand and outdoor storage areas.

Encourage the incorporation of Water Sensitive Urban Design for the treatment of stormwater.

Support the rezoning of Strategic Redevelopment Sites (SRS) that are identified through a framework/structure planning process of Core Employment Areas and/or Strategic Employment Investigation Areas shown in the Industrial Related Employment Land Framework Plan.

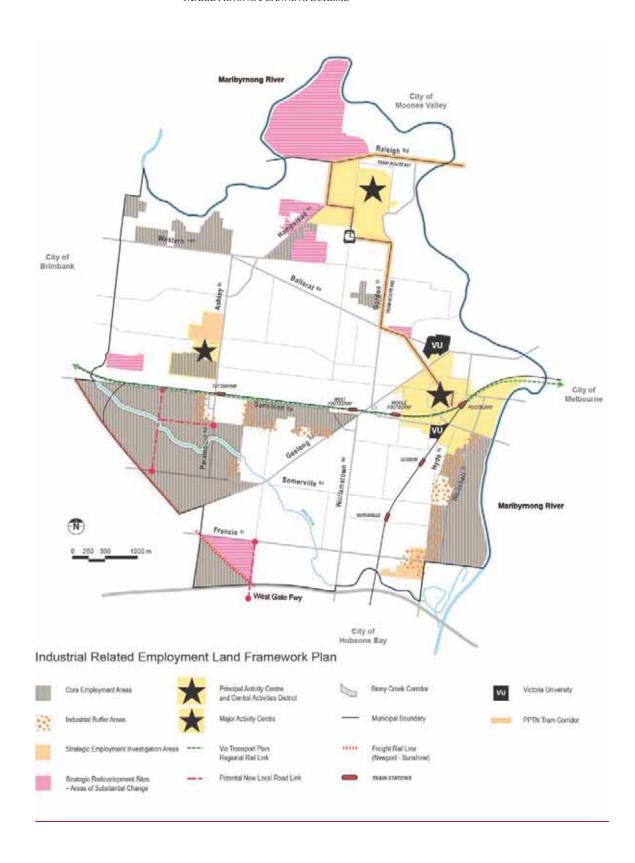
Policy Guidelines

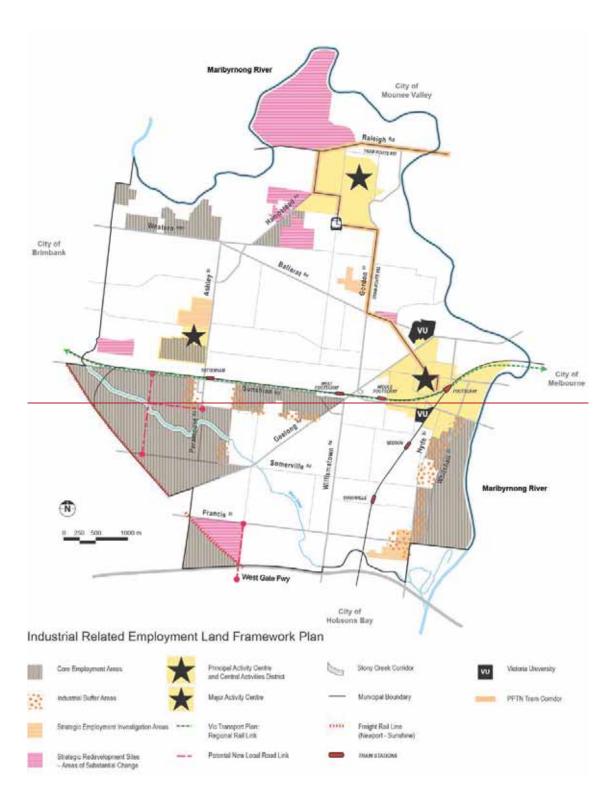
Use and/or development in Core Employment Areas should be consistent with any relevant adopted framework plan or structure plan prepared for the precinct, including any associated urban design and development guidance.

Generally the supply of employment land contained in Core Employment Areas should not be diminished. In exceptional cases, it may be appropriate to consider redevelopment and if necessary a change in zoning if:

- A framework plan or a structure plan has been prepared for the precinct or sub-precinct
 in accordance with the framework planning principles of the Maribyrnong Industrial
 Land Strategy and the framework plan or the structure plan recommends the change in
 land use and the rezoning; and
- The new land uses will not adversely impact or restrict existing business/ employment uses or near the precinct (particularly existing business in the Core Employment Area to be retained).

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21.08-4 Tourism Facilities

15/09/2011 C82(Part 1)

There is limited potential for tourism, cultural and water based recreational facilities and activities along the river corridor.

Identified opportunities for new facilities include the redevelopment of Footscray Wharf as a commercial marina, new tea house/café and moorings south of Dynon Road and a café at the former Dales Stables (Chifley Drive) in Maribyrnong. It is expected that the redevelopment of the Maribyrnong Defence Site will also present further opportunities for community, and limited commercial, facilities.

Objective 6

To support appropriate tourism development.

Strategy

Develop the recreation and tourism potential of the Maribyrnong River.

21.08-5 06/02/2014

Licensed Premises and Gaming

Licensed premises can not only affect the amenity of locations but also the health and wellbeing of the community. Council wants to avoid a concentration of licensed premises which can disturb amenity and contribute to negative health and social impacts.

The city has one of the highest expenditure levels on gaming in Victoria and particularly high concentrations of gaming machines per head of population. The density of gaming machines and high levels of gaming expenditure have significant social and economic impacts on the community, which in turn places increasing pressure on community services and facilities. Council wants to reduce the impacts of gaming on the community.

Objective 7

To minimise adverse social impacts from electronic gaming machines.

Strategies

Ensure the establishment of new or additional gaming machines does not occur proximate to relatively disadvantaged or vulnerable communities.

Require a social impact assessment for electronic gaming machine applications. .

Reduce the number of gaming machines within the city and per head gaming expenditure to no greater than the Victorian average.

Implementation

Apply Clause 22.06 Gaming Policy in considering an application to install or use a gaming machine or use of land for gaming.

Objective 8

To minimise adverse social impacts from licensed premises.

Strategies

Assess the social and amenity impacts of licensed premises on the surrounding areas.

Discourage the concentration of late trading licensed venues.

21.11

LOCAL AREAS

DD/MM/YYYY Proposed C143

[insert existing Clause 21.11-1 to 21.11-8 as per Maribyrnong Planning Scheme prior to submission to the Minister]

21.11-9 Gordon and Mephan Street Core Employment Area

DD/MM/YYYY Proposed C143

The Gordon and Mephan Street Core Employment Area is an industrial precinct located within a largely residential neighbourhood.

The precinct functions well and supports a range of employment uses. A variety of lot sizes, good accessibility to customers and a projected increase in the municipality's population offer opportunities for further employment growth and intensification.

Precinct amenity is of a moderate standard, benefitting from street tree planting and marked cycle lanes. Sites generally have good access to several transport modes, with regular bus and tram services and good connection to the road network.

As a Core Employment Area, any change in land use or development should result in increased job density, or otherwise support the precinct's employment growth, attract new businesses or adapt the precinct to changing employment trends. Retail and sensitive uses within the precinct will generally not be appropriate.

In addition to supporting employment intensification, development should make a positive contribution to the amenity of the precinct. Building design, orientation and signage should contribute to the public realm and overall precinct character, and not adversely impact adjoining residential development or the Footscray North Primary School.

Objective 29

To strengthen the economic role of the precinct as a Core Employment Area.

Strategies

Support the upgrade and expansion of existing businesses.

Support development that increases employment densities.

Encourage small scale urban manufacturing, office/warehouse, small office, distribution and a range of service uses.

Encourage the design and layout of new development to be innovative and adaptable to a variety of future uses.

Discourage retail uses.

Discourage sensitive uses.

Objective 30

To provide and maintain safe, convenient and efficient access to and within the precinct.

Strategies

Retain existing pedestrian links, road crossings and cycle facilities.

Discourage vehicle access to Maddock Street, Steet Street and Birdwood Street.

Minimise the impact of freight and delivery movements on surrounding residential and education uses.

Objective 31

To improve the overall amenity of the precinct.

Strategies

Ensure development contributes to the streetscape through high quality urban design and appropriate landscaping.

Encourage development to improve passive surveillance.

Avoid blank, inactive building facades.

Ensure lighting is designed to minimise light spill onto surrounding residential areas.

Ensure the amenity of sensitive interfaces are protected through appropriate setbacks, articulation, landscaping and any other appropriate treatments.

Avoid the removal of street trees.

Objective 32

To support the redevelopment of key sites to provide sustainable, integrated and adaptable development that contributes to a contemporary and professional precinct identity.

Strategies

Discourage development creating lots less than 1,000 sqm.

Require the design and layout of key sites to:

- Minimise the amenity impacts of development on adjoining residential and education uses through appropriate setbacks, articulation, landscaping and any other appropriate treatments.
- Avoid creating irregular or battle-axe shaped lots.
- Provide vehicle access from Mephan Street.
- Ensure loading and servicing is undertaken internally to each site, is separated from visitor/staff car parking and is screened from the street.
- Demonstrate best practice environmental sustainability.

Require utility infrastructure to be upgraded if development places demand on utility infrastructure beyond existing capacity.

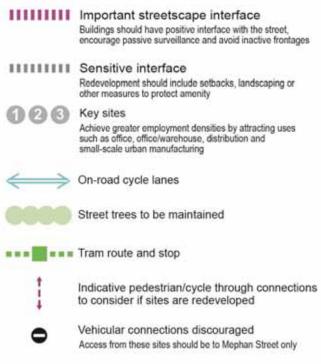
Encourage development to provide appropriate outdoor amenity areas for staff. Areas should be located away from noise and odours and incorporate seating, tables, water supply, rubbish disposal, shade and weather protection.

Encourage key sites 2 and 3 to provide north-south through-site connections for pedestrians and cyclists from Maddock and Steet Streets through to Mephan Street.

Consolidate signage to only one freestanding sign providing identification of all tenants on a single site.

Gordon and Mephan Core Employment Area Framework Plan





21.12 REFERENCE DOCUMENTS

DD/MM/YYYY Proposed C143

Settlement

Review of Retail Development and Activity Centre Policy 2009 Peter McNabb and Associates for Maribyrnong City Council

Environment and Landscape Values

Carbon Neutral Action Plan (2008)

Greenhouse Reduction Strategy (2006)

Maribyrnong Landscape Guidelines (2005)

Maribyrnong River Valley Vision and Design Guidelines (2010)

Natural Heritage Study (2001)

Peak Oil Policy and Action Plan (2008)

Stony Creek Linear Park Feasibility Study (2003)

Stony Creek Project Directions Plan (1999)

Sustainable Water Management Plan (2006)

Built Environment and Heritage

Australia ICOMOS Inc, The Burra Charter, (The Australia ICOMOS Charter for Places of Cultural Significance) (1999)

Biosis Research, Aboriginal Heritage Study, Maribyrnong City Council (2001)

Ecology Australia Pty Ltd & Environmental Geosurveys Pty Ltd, *Natural Heritage Study*, (2001)

Graeme Butler and Associates, Footscray Conservation Study (1989)

Heritage Victoria, The Heritage Overlay: Guidelines for Assessing Planning Permit Application, (draft 2007)

HLA-Envirosciences Pty Ltd, Archaeological Management Plan: Early Post Contact Sites, (2001)

Jill Barnard, Graeme Butler, Francine Gilfedder & Gary Vines, *Maribyrnong Heritage Review, Volumes 1 –7 (2001)*

The Heritage Plan, (2001)

Trevor Westmore for Footscray City Council, Yarraville Village Enhancement Study (1990)

Heritage Alliance and Graeme Butler and Associates, Footscray *CAA Heritage Citations*, Maribyrnong City Council, 2013

Housing

Maribyrnong Neighbourhood Character Guidelines

Maribyrnong Neighbourhood Character Review (February 2010)

Maribyrnong Housing Strategy (December 2011)

Economic Development

Central West Major Activity Centre Structure Plan (2008)

Footscray CAA Structure Plan (2013)

Footscray Skyline Study (2012)

Freight Futures, Victorian Freight Network Strategy (2009)

Gordon and Mephan Precinct Framework Plan (February 2015)

Highpoint Activity Centre Structure Plan (2008)

Highpoint Planning and Urban Design Framework (September 2015)

Maidstone Hampstead Road East Framework Plan (2012 – updated Nov 2015)

Maribyrnong City Council Electronic Gaming Machines Reference Document (August 2012)

Maribyrnong Economic and Industrial Development Strategy Part 1 – Economic Development Strategy (2011)

Maribyrnong Economic and Industrial Development Strategy Part 2 – Industrial Land Strategy (2011)Port Development Strategy 2035 Vision (2009)

Seddon Urban Design Framework (2004)

West Footscray Urban Design Framework (2008)

Western Region Employment & Industrial Development Strategy, August 2007 Ratio Consultants Pty Ltd in association with National Institute of Economic & Industry Research, C.B. Richard Ellis, CSIRO Transport Futures

Yarraville Port Environs Local Planning Policy (2010)

Yarraville Village Urban Design and Traffic Management Strategy (2006)

Transport

Guidelines for the Development of Green Travel Plans and Transport Access Guides (2003)

Maribyrnong Integrated Transport Strategy (2001)

Maribyrnong Strategic Bicycle Plan (2004)

Maribyrnong Way-Finding Strategy

Footscray CAA Car Parking Study, GTA (2013)

Community and Development Infrastructure

City of Maribyrnong Open Space Strategy, Thompson Berrill Landscape Design Pty Ltd in association with Environment & Land Management Pty Ltd, 2014

City of Maribyrnong Open Space Strategy, Public Open Space Contributions Program Report, prepared by Environment & Land Management Pty Ltd in association with Thompson Berrill Landscape Design Pty Ltd, 2015

Playground Strategy, 2008-2013 (2008)

Recreation Strategy (2009)

Sports Development Strategy (2005)

Ageing Well Policy and Action Plan 2004-2016

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MARIBYRNONG PLANNING SCHEME

Arts and Cultural Development Strategy 2007-2012

Disability Policy and Action Plan 2007-2012

Drug Strategy 2006

Gambling Policy and Action Plan 2003

Our City Our children, City of Maribyrnong, 2007

Asset Management Policy and Strategy (2003)

Drainage Management Strategy (2000)

Footpath Policy (2000)

Laneway Strategy (2007)

Public Lighting Policy (2008)

Road and Footpath Asset Management Plan (2004)

Urban Stormwater Best Practice Environmental Management Guidelines (Melbourne Water) (1999)

Waste Minimisation Strategy 2004-2009 (2004)

26 APRIL 2017

AGENDA ITEM 9.10

CHURCHILL AVENUE NORTH PRECINCT, BRAYBROOK, LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

Director: Sunil Bhalla

Director Infrastructure Services

Author: Mary Dallas

Manager Civil Design & Transport

PURPOSE

To note the Churchill Avenue North Precinct, Braybrook, Local Area Traffic Management (LATM) study report, including investigation findings and recommended Traffic Management Plan.

ISSUES SUMMARY

- Following traffic management concerns raised by the community, it was agreed that an LATM Plan be prepared for the Churchill Avenue North precinct.
- Consultation on the draft plan has now been undertaken and the final plan is presented for endorsement.
- The Traffic Management Plan recommends a number of improvements to reduce the through traffic and increase safety and amenity in the Churchill Avenue North Precinct Study area.

ATTACHMENTS

- 1. Recommended Treatments
- 2. Recommended Traffic Management Plan
- 3. Churchill Avenue North Precinct, Braybrook, Local Area Traffic Management (LATM) study Final Report

OFFICER RECOMMENDATION

That Council:

- 1. Note the Churchill Avenue North Precinct, Braybrook, Local Area Traffic Management (LATM) study report.
- 2. Endorses the staged implementation of the recommended Traffic Management Plan, subject to future budget allocations.

BACKGROUND

Trafficworks was engaged by Maribyrnong City Council in August 2016 to develop a Local Area Traffic Management (LATM) Plan for the Churchill Avenue North study area.

The Churchill Avenue North study area is predominantly residential in nature and is bounded by Ballarat Road to the north, Duke Street to the west, Churchill Avenue to the south and Ashley Street to the east, as shown in Figure 1 below.

The LATM study has been undertaken to address community concerns relating to road safety, and in particular around schools, child care centres and shopping centres, traffic congestion, high vehicular speeds, competing road users for limited parking spaces, walking and cycling issues in the area.

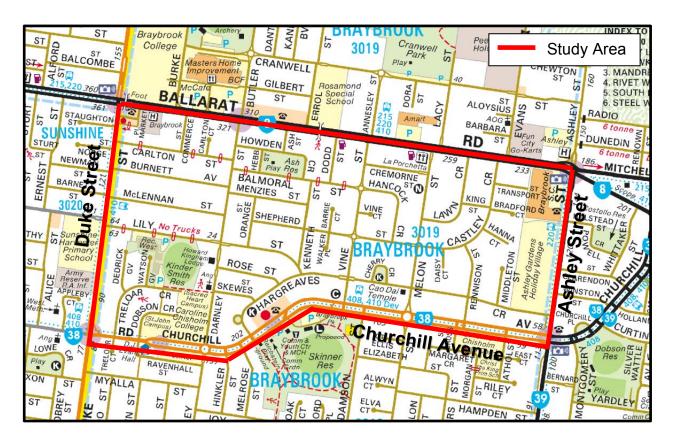


Figure 1: Churchill Avenue North LATM Study area

DISCUSSION/KEY ISSUES

The local traffic concerns were identified based upon an assessment of the:

- Site observations:
- Feedback provided by officers from Council;
- Feedback provided by stakeholders to the survey questionnaire;
- Traffic volume and vehicle speed survey data collected within the study area;
- Origin destination survey data collected within the study area;
- Survey data of the parking demands and available supply within the study area;
 and
- Crash records within the VicRoads Crashstats' database.

1. Key Issues

Key issues identified include the following (also refer to table attached):

- High traffic volumes resulting in congestion during peak hours.
- High traffic speeds.
- Lack of pedestrian and cyclist accessibility.
- Irresponsible driving.
- High truck volumes.
- Parking issues.
- Through traffic.
- Intersection safety at various locations.
- Pedestrian and cyclist safety concerns.

The key recommendations of the Traffic Management Plan are:

- Parking management measures along Churchill Avenue and Hargreaves Crescent.
- Introduction of bicycle storage boxes at:
 - Churchill Avenue / Ashley Street intersection (all approaches)
 - Ballarat Road / Ashley Street intersection (south approach)
 - Churchill Avenue (Devonshire Road) / Duke Street intersection (all approaches)
- Consideration of the introduction of 60km/hr speed limit on Ballarat Road between Ashley Street and Duke Street (subject to VicRoads review and approval).
- Implementation of raised intersection treatment at Castley Crescent / Rennison Street intersection.
- Reduction in speed limit in Churchill Avenue.
- Investigation of the proposal to alter the two-lane roundabout at Churchill Avenue / Melon Street intersection, to one-lane roundabout and introduction of bicycle sharrows.
- Introduction of a roundabout at the following intersections:
 - Darnley Street / Lily Street intersection
 - Vine Street / Hargreaves Crescent intersection
 - o Melon Street / Hargreaves Crescent intersection
 - Rennison Street / Hargreaves Crescent intersection
 - Melon Street / Castley Crescent / Shepherd Street intersection
- Introduction of raised pedestrian operated signals on Duke Street, south of Lily Street.
- Introduction of a shared pedestrian / bicycle path on the south side of Lily Street, between Duke St and Orange Street.
- Installation of the speed cushions on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.

2. Legislation/Council Policy

The 2011 Maribyrnong Integrated Transport Strategy (MITS) is a long term plan that has been developed to guide the development of Maribyrnong's transport system over the next decade.

<u>Congestion Management Policy 18</u>: Council will support the Local Area Traffic Management program to protect local areas from through traffic and ensure the highest possible levels of amenity for the community.

Action 18.1: Continue to implement a program of LATM schemes in the municipality's residential precincts to complement the program of Network Operating Plans.

Human Rights Consideration

The report and its content do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

The consultation process involved the distribution of a survey questionnaire to the stakeholders in the study area in August 2016, to gauge the issues of concern. A total of 2,000 survey questionnaires were distributed to occupiers and 600 survey questionnaires were posted to owners of the study area. 130 responses were received - response rate of 5% - which is less than normal response rate of 10% for this nature of surveys.

Feedback received to the initial survey questionnaire along with an assessment of the existing parking and traffic conditions were used as a basis to developing a draft Traffic Management Plan. This was distributed to the study area in the form of a survey questionnaire. A total of 121 responses, which represents response rate of 4.6% - were received with 63% of survey respondents in support of the draft strategy.

In addition, a public meeting was held within the study area on Tuesday 6 December 2016 to provide another opportunity for resident feedback and/or clarification to any aspect of the draft Traffic Management Plan. This meeting was attended by four residents from the study area.

On the basis of the feedback received from the survey questionnaire, public meeting and placement on Council's website and following an additional assessment undertaken by the consultant with officers from Council, the Recommended Traffic Management Plan was finalised.

The consultant and officers from Council also received a number of calls and emails separately from the community regarding various aspects of the study.

4. Resources

The preliminary estimate of the total cost for the implementation of the proposed Traffic Management Plan is in the order of \$3,030,000 (refer attachment 1).

It is recommended that the introduction of the tabled treatments is staged depending on the availability of funds. The proposed 2017/2018 Traffic Management Capital Works programme has included commencement of works in the area.

5. Environment

The proposed recommended Traffic Management Treatments will improve the amenity of the study area and also promote sustainable modes of transport such as walking and cycling as an alternative to car use.

CONCLUSION

The Churchill Avenue North Precinct LATM study report outlines identified traffic / transport related issues for the area and recommends a Traffic Management Plan to alleviate the situation by:

- reducing through traffic;
- reducing traffic speed and traffic volume;
- improving cycling and pedestrian paths; and
- improving level of amenity in the area.

It is proposed that the implementation of the recommended treatments be staged and funded as a part of Council's Capital Works Program.

Prioritisation of these treatments will assist Council in the allocation of relevant funds. The study area will be monitored at regular intervals after the implementation of all the proposed Traffic Managements Treatments.

Attachment - 1

Recommended Treatments

Street	Treatment No.	Proposed Traffic Management Measures	Estimated Cost			
Ashley	1	Introduce bicycle storage boxes at Churchill Avenue / Ashley Street intersection (all approaches)	\$	9,000.00		
Street	2	Introduce a bicycle storage box at Ballarat Road / Ashley Street intersection (south approach)	\$	2,500.00		
	3	Consider introduction of 60km/hr speed limit in Ballarat Road between Ashley Street and Duke Street (Subject to VicRoads review and approval)	\$	10,000.00		
Ballarat Road	41	Upgrade the pedestrian bridge overpass adjacent to the intersection of Ballarat Road and Duke Street to improve children safety (safety fencing / hand rail on the overpass).				
	5	Introduce a pedestrian operated signal (POS) adjacent to Ballarat Road / Melon Street intersection (Subject to VicRoads approval)	\$	650,000.00		
Castley	6	Introduce speed humps between Ballarat Road and Transport Street	\$	6,500.00		
Crescent	7	Implement raised intersection treatment at Castley Crescent / Rennison Street intersection	\$	70,000.00		
	8	Reduce speed limit to: - 50km/h between Ashley St and Vine St - 40km/h between Vine St and Darnley St - 50km/h between Darnely St and Duke St (Subject to VicRoads review and approval)	\$	10,000.00		
	9	Refresh existing bicycle pavement markings (Maintenance)	\$	15,000.00		
Churchill	10	Introduce green bicycle pavement markings at intersection conflict points	\$	80,000.00		
Avenue	11	Investigate reducing the two-lane roundabout at Churchill Avenue / Melon Street intersection to one-lane roundabout and introduce bicycle sharrows	\$	170,000.00		
	12	Investigate reducing the two-lane roundabout at Churchill Avenue / Darnley Street intersection to one-lane roundabout and introduce bicycle sharrows	\$	170,000.00		
	13	Introduce 2P parking restrictions from 8am - 6pm between Hargreaves Crescent and Braybrook Community Hub parking access on the southern side of Churchill Avenue (Subject to resident consultation)	\$	600.00		
	14	Construct a pedestrian pram crossing between Vine Street and Adamson Street intersections	\$	15,000.00		

Street	Treatment No.	Proposed Traffic Management Measures	Е	stimated Cost
	15	Investigate the extension of bicycle lanes (including storage boxes) at Churchill Avenue up to the Ashley Street intersection	\$	45,000.00
	16	Introduce speed humps between Ballarat Road and Skewes Street	\$	24,000.00
	17	Introduce a roundabout at Darnley Street / Lily Street intersection	\$	165,000.00
Darnley Street ²	18	Reinstate a truck ban sign on the north approach of Churchill Avenue / Darnley Street intersection (appears to be missing)		350.00
	19	Introduce sharrows along Darnley Street south of Lily Street	\$	1,500.00
	20	Introduce passing bays between Churchill Avenue and Skewes Street	\$	1,000.00
	22	Implement sharrows between Churchill Avenue and Ballarat Road	\$	7,000.00
	23	Introduce a bicycle storage box at Ballarat Road / Duke Street intersection (south approach)	\$	2,500.00
Duke Street	24	Introduce bicycle storage boxes at Churchill Avenue (Devonshire Road) / Duke Street intersection (all approaches)	\$	9,000.00
	25	Introduce raised pedestrian operated signal on Duke Street south of Lily Street	\$	370,000.00
	26	Implement a kerb outstand on the north approach of Churchill Avenue / Hargreaves Crescent intersection to improve sight lines	\$	35,000.00
	27	Provision of centre line marking along Hargreaves Crescent adjacent to the bend	\$	3,000.00
	28	Introduce 2P parking restrictions between 8am - 6pm from Churchill Avenue intersection to Skewes Street intersection (Subject to resident consultation)	\$	500.00
Hargranucs	29	Introduce speed humps between Churchill Avenue and Lily Street	\$	11,000.00
Hargreaves Crescent	30	Introduce speed humps between Rennison Street and Ashley Street	\$	11,000.00
	31	Implement raised intersection treatment at Hargreaves Crescent / Lily Street intersection	\$	70,000.00
	32	Introduce a roundabout at Vine Street / Hargreaves Crescent intersection	\$	165,000.00
	33	Introduce a roundabout at Melon Street / Hargreaves Crescent intersection	\$	165,000.00
	34	Introduce a roundabout at Rennison Street / Hargreaves Crescent intersection	\$	165,000.00
	35	Reinstate a truck ban sign on the west approach of Ashely Street / Hargreaves Crescent intersection	\$	350.00
	36	Introduce a shared pedestrian / bicycle path on the south side of Lily Street, between Duke St and Orange Street	\$	260,000.00
Lily Street	37	Tighten the intersection to reduce cornering speeds on the south-east corner of Lily Street / Kenneth Street intersection	\$	65,000.00

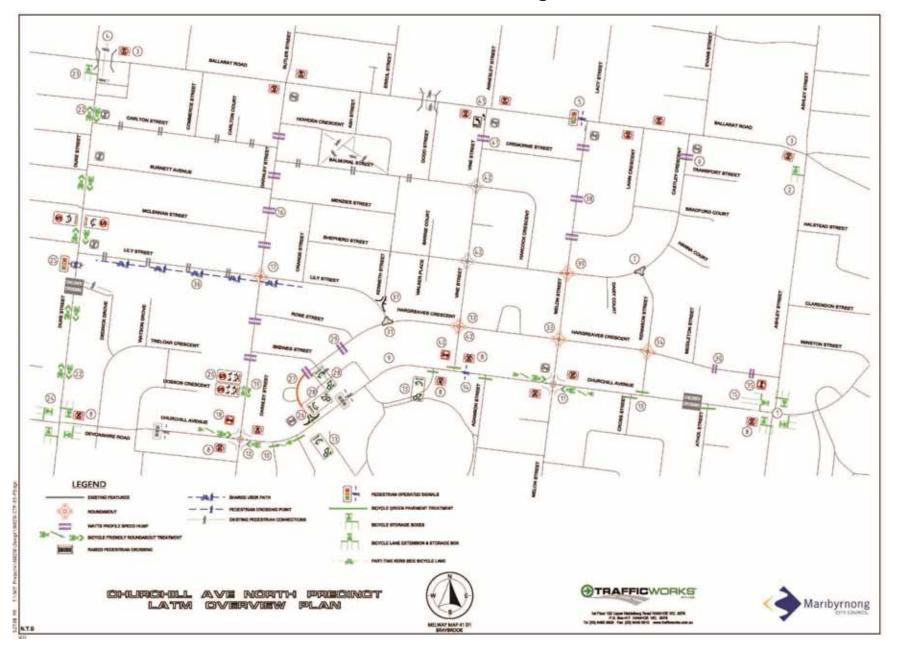
Street	Treatment No.	Proposed Traffic Management Measures	Estimated Cost			
Melon	38	Introduce speed humps between Ballarat Road and Castley Crescent	\$	18,000.00		
Street	39	Introduce a roundabout at Melon Street / Castley Crescent / Shepherd Street intersection	\$	165,000.00		
	40	Reinstate a truck ban sign on the north approach of Churchill Avenue / Vine Street intersection	\$	350.00		
	41	Introduce speed humps between Ballarat Road and Hancock Crescent	\$	6,500.00		
Vine Street	42	42	Alteration of roundabout deflection on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.	\$	20,000.00	
		Install speed cushions on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.	\$	500,00.00		
	43	Re-instate the left turn arrow (pavement marking) install a "Left Turn Only" sign at the Ballarat Road / Vine Street intersection.		1,000.00		
General		Vegetation trimming and reconstruction of damaged footpaths along Ashley Street, Duke Street, Churchill Avenue and Hargreaves Crescent (Maintenance)				
	Total Capital Works Funding					
		Total Maintenance Works Funding ³	\$	17,050.00		

Note 1: Treatment 21 has been removed in response to council comments (refer to Table 8).

Note 2: General maintenance items such as vegetation trimming and reconstruction of damaged footpaths have been excluded in the total.

Attachment - 2

Recommended Traffic Management Plan





Churchill Avenue North Precinct, Braybrook

Local Area Traffic Management Study

Client:

Maribyrnong City Council

Project No. 160210

Final Report - 02/02/17

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160210: Churchill Avenue, Braybrook – Local Area Traffic Management Study Final: 02/02/2017



EXECUTIVE SUMMARY

Trafficworks has been engaged by Maribyrnong City Council to undertake a Local Area Traffic Management Study (LATM) for Churchill Avenue North Precinct in Braybrook.

The LATM has been prepared to address the community concerns and transport related issues, such as safety, congestion, high vehicular speeds, different road users competing for limited parking, walking and cycling issues in the area to create a safe, efficient road network for the residents.

The key objectives of the Churchill Avenue, Braybrook LATM are to:

- improve intersection safety
- improve pedestrian / cyclist accessibility and safety
- reduce through traffic movements and manage traffic congestion
- reduce crashes.

The local area traffic management plan has been prepared in line with the existing transport / traffic related strategies provided by the Maribyrnong City Council and community responses received through survey responses and a community consultation session.

Traffic Volumes and Speeds

Traffic counts undertaken within the subject area revealed that Duke Street and Churchill Avenue are currently carrying traffic volumes exceeding the local collector road capacity as specified in the Maribyrnong Planning Scheme. Furthermore, the assessment revealed that Melon Street is currently carrying traffic volumes exceeding the local access street capacity.

Investigation undertaken to assess the operational speeds within the road network in the study area revealed that Duke Street and Darnley Street have an 85th percentile speed of approximately 52km/h, exceeding the posted speed limit of 40km/h.

Origin Destination

Assessment of the origin destination surveys revealed that there are heavy north – south and south - north 'through traffic' movements along Darnley Street, Vine Street and Melon Street. The assessment further revealed that there are minimal east-west and west-east 'through traffic' movements.

Car Parking

Detailed assessment of the car parking within the Churchill Avenue strip shopping centre revealed that a maximum occupancy of 44% occurred between 1.00 pm and 2.00 pm on a weekday when there was a car parking occupancy of 95 vehicles, resulting in 122 spaces being available. It is further noted that during this peak, the off-street car parking areas were 90% occupied.

Detailed assessment of the car parking within the Market Place strip shopping centre revealed that a maximum occupancy of 36% occurred between 1.00 pm and 2.00 pm on a weekday when there was a car parking occupancy of 97 vehicles, resulting in 175 spaces being available. It is further noted that during this period, the off-street car parking areas were 55% occupied.

160210: Churchill Avenue, Braybrook – Local Area Traffic Management Study Final: 02/02/2017



Community Consultation

Community consultation undertaken as part of the LATM revealed the following key issues:

- high traffic volumes resulting in congestion during the peak hours
- high traffic speeds
- lack of pedestrian and cyclists accessibility
- irresponsible driving
- high truck volumes
- parking issues
- poor pavement conditions

Crash History

Assessment of the crashes within the subject area revealed that 17 "other injury" type crashes and eight (8) "serious injury" type crashes have occurred within the last five year period. The proposed treatments were identified to treat these crash locations and potentially minimise or reduce the severity of the crashes in the area.

Recommended Traffic Management Treatments

The following treatments were recommended to meet key objectives of the Churchill Avenue, Braybrook LATM:

- Parking management measures along:
 - Churchill Avenue
 - o Hargreaves Crescent
 - Crash reduction measures along:
 - o Churchill Avenue
 - Hargreaves Crescent
 - Speed reduction measures along:
 - o Castley Crescent
 - o Churchill Avenue
 - o Darnley Street
 - o Duke Street
 - Hargreaves Crescent
 - o Lily Street
 - Melon Street
 - o Vine Street
 - Discourage through traffic along:
 - o Castley Crescent
 - o Churchill Avenue
 - Darnley Street



- o Hargreaves Crescent
- o Lily Street
- o Melon Street
- o Vine Street
- Improving accessibility to pedestrians and cyclists along:
 - o Ashley Street
 - o Ballarat Road
 - o Churchill Avenue
 - o Darnley Street
 - o Duke Street
 - o Lily Street

A community feedback survey undertaken in December 2016 revealed that the majority of the proposed treatments are supported by the community.

Cost Estimate

A high level cost estimate revealed a total capital works funding requirement of \$3,030,000 and a total maintenance funding requirement of \$17,100.



Referenced Documents

References used in the preparation of this report include the following:

- Maribyrnong City Council Road Register, July 2015
- The Maribyrnong Bicycle Strategy, 2014
- Council Plan 2013 17: Incorporating Municipal Public Health and Wellbeing Plan
- Maribyrnong Walking Strategy, February 2011
- Maribyrnong Integrated Transport Strategy, April 2012
- Maribyrnong Safe Travel Plan 2012 2017
- Braybrook Pedestrian and Bicycle Actions, March 2016
- Australian Standards AS1742.13:2009 Manual of Uniform Traffic Control Devices Part 13: Local Area Traffic Management
- Australian Standards AS1742.10: 2009 Manual of Uniform Traffic Control Devices Part 10: Pedestrian Control and Protection
- Austroads Guide to Road Design Part 3: Geometric Design
- Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths



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ATTACHMENT E - COMMUNITY FEEDBACK LETTER

ATTACHMENT F - RECOMMENDED TREATMENTS



1 INTRODUCTION

Trafficworks has been engaged by Maribyrnong City Council to undertake a Local Area Traffic Management Study (LATM) for Churchill Avenue North Precinct in Braybrook.

The City of Maribyrnong is the gateway to Melbourne from the west and is expected to experience significant growth in population by 2030. Maribyrnong City Council's location in close proximity to the Port of Melbourne, Melbourne CBD, Docklands and western industrial and residential areas results in high traffic volumes during the AM and the PM peak hours.

The LATM has been prepared to address the community concerns and transport related issues, such as safety, congestion, high vehicular speed or volumes in local streets, different road users competing for limited parking, walking and cycling issues in the area to create a safe, efficient road network for the residents.

To address many of the transport related issues within the study area, Maribyrnong City Council currently has several strategies in place. Some of the key strategies include:

- The Maribyrnong Bicycle Strategy, 2014 aiming to:
 - o encourage cycling within Maribyrnong
 - o improve the strategy to reflect current transport issues to guide cycling development in Maribyrnong and to maximise mobility and accessibility in a sustainable way
 - o provide a guide to Council's decision-making in relation to funding bike projects for the short-medium term (approximately 5 years).
- Council Plan 2013 17: Incorporating Municipal Public Health and Wellbeing Plan aiming to:
 - o create a connected, pedestrian focused and bicycle friendly city
 - o improve amenity and reduce impacts of traffic congestion on our community through traffic management measures
 - o advocate for a safe, efficient, accessible and sustainable transport system to avoid adverse health and safety impacts on residential communities.
- Maribyrnong Walking Strategy, February 2011 aiming to:
 - o improve pedestrian access and facilities and encourage more walking across the municipality and is an integral part of Council's primary objective to protect and promote the wellbeing of our community.
- Maribyrnong Integrated Transport Strategy, April 2012 aiming to:
 - integrate transport and land use planning
 - o improve pedestrian links and cyclist facilities
 - o improve connection to public transport
 - o address road congestion by prioritizing space efficient transport modes
- *Maribyrnong Safe Travel Plan 2012 2017* aiming to guide activities that encourage the community to travel safely throughout the municipality
- Braybrook Pedestrian and Bicycle Actions, March 2016 aiming to identify pedestrian and cyclists improvements within Braybrook.



The LATM has been prepared in line with these strategies to address the community concerns.

The key objectives of the Churchill Avenue, Braybrook LATM are to:

- improve intersection safety
- improve pedestrian / cyclist accessibility and safety
- reduce through traffic movements and manage traffic congestion
- reduce crashes.



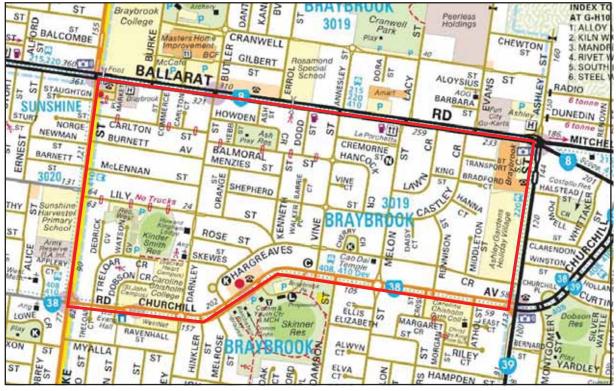
2 BACKGROUND

2.1 Study Area

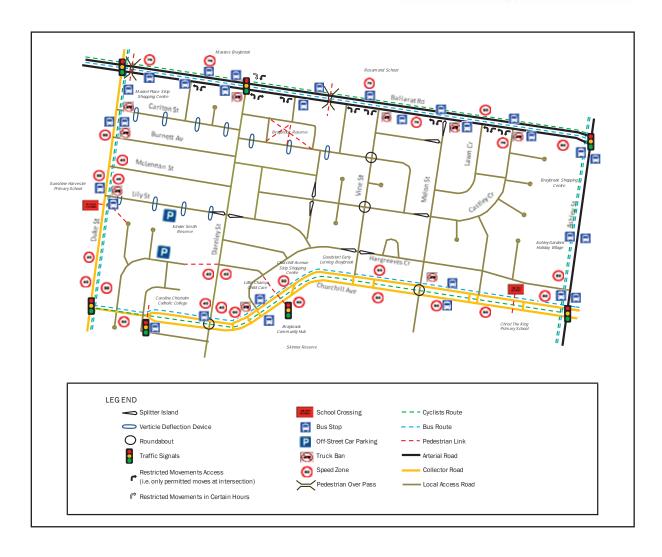
The 100 hectare study area is located approximately 8km northwest of Melbourne's CBD and is primarily general residential (GRZ) land.

The location of the study area is shown in Figure 1. A map of the existing traffic management treatments within the study area is shown in Figure 2.

Figure 1 – Subject site (reproduced with permission from Melway Publishing Pty Ltd)







2.2 Existing Facilities

The following activity centres are located within or in close proximity to the study area:

- Caroline Chisholm College
- Sunshine Harvester Primary School
- Skinner Reserve
- Kinder Smith Reserve
- Churchill Avenue Strip Shopping Centre
- Braybrook Community Hub
- Ashley Gardens Holiday Village
- Market Place Strip Shopping Centre
- Braybrook Secondary College.



2.3 Road Network

A description of the major roads within the study area is summarised in the subsequent sections.

2.1.1 Ballarat Road

Ballarat Road is classified as a state highway managed by VicRoads. It is generally oriented in an east – west direction providing connection between Smithfield Road (Princes Highway) in Kensington to the east and Western Freeway in Caroline Springs to the west.

In the vicinity of the subject site, Ballarat Road is a divided six-lane, two-way road with approximate lane widths of 3.0m and median width of 3.9m.

Ballarat Road currently has a posted speed limit of 60 - 70km/h in the vicinity of the study area.

2.1.2 Ashley Street

Ashley Street is classified as a declared main road managed by VicRoads south of Ballarat Road. It is generally oriented in a north – south direction providing connection between Chewton Street in Braybrook to the north and Sunshine Road in Footscray to the south.

In the vicinity of the study area, Ashley Street is two-lane, two-way road with approximate lane widths of 5.6m each.

Ashley Street currently has a posted speed limit of 60km/h in the vicinity of the study area.

2.1.3 Churchill Avenue

The *Maribyrnong City Council Road Register* classifies Churchill Avenue as a main distributer managed by Maribyrnong City Council. It is generally oriented in an east - west direction providing connection between Mitchell Street to the east and Devonshire Road to the west.

In the vicinity of the study area, Churchill Avenue is a divided two-lane, two-way road with approximate lane widths of 3.5m and median width of 7.5m. On-street bicycle lanes and kerbside parallel parking spaces are provided on each side of Churchill Avenue.

Pedestrian crossing facilities are located in the following locations:

- 40m west of Athol Street intersection
- adjacent to the Braybrook Community Hub
- adjacent to Caroline Chisholm College.

Churchill Avenue has a posted speed limit of 60km/h in the vicinity of the study area.

2.1.4 Duke Street

The *Maribyrnong City Council Road Register* classifies Duke Street as a local collector road managed by Maribyrnong City Council. It is generally oriented in a north - south direction providing connection between Surrey Street to the north and Matthews Street to the south.

Duke Street is a two-lane, two-way road with a carriageway width of approximately 6.8m.



A posted speed limit of 50km/h between Ballarat Road and Lily Street, and a posted speed limit of 40km/h between Lily Street and Churchill Avenue currently apply along Duke Street.

2.4 Pedestrian and Cyclists

Pedestrian footpaths are located along all local and arterial roads within the study area providing connection to local activity centres in the area and access to the public transport network. An off-street pedestrian footpath is located adjacent to the Kinder Smith Reserve providing connection between Darnley Street and Treloar Crescent.

Ballarat Road, Ashley Street, Churchill Avenue and Duke Street form part of the Principal Bicycle Network facilitating bicycle movements in the area. On-street bicycle lanes are provided along Churchill Avenue providing connection between Ballarat Road to the east and Harvester Road to the west.

2.5 Public Transport

Multiple bus routes are located within the study area, primarily operating along Ballarat Road, Ashley Street, Duke Street and Churchill Avenue. These bus routes include:

- bus route 408 operates between St Albans Station and Highpoint Shopping Centre via Sunshine Station approximately every 20 minutes
- bus route 410 operates between Sunshine Station and Footscray via Ballarat Road approximately every 10 minutes
- bus route 215 operates between Caroline Springs and Highpoint Shopping Centre approximately every 15 minutes
- bus route 220 operates between Sunshine and Gardenvale approximately every 15 minutes.



3 TRAFFIC DATA

3.1 Traffic Volumes and Speeds

Seven day traffic counts were undertaken between Tuesday 9 August 2016 and Tuesday 16 August 2016 to obtain the peak hour and daily traffic volumes along the local roads within the study area.

In addition to the traffic volumes, the percentage of heavy vehicles, average speeds and 85th percentile speeds were obtained to assess the existing traffic conditions within the study area.

The survey locations of the traffic volume counts are shown in Figure 3.

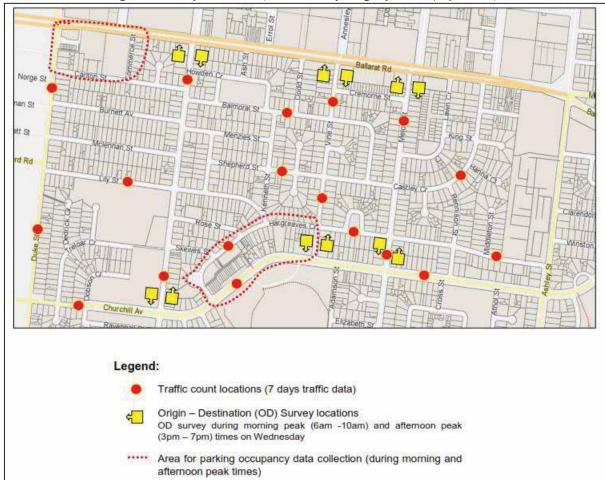


Figure 3 - Surveyed locations (Source: Maribyrnong City Council project brief)

A summary of the traffic data is summarised in Table 1 and detailed survey results are shown in Attachment A.



Table 1 - Summary of the seven day traffic counts (August 2016)

	Outside	Average Weekday	Average	85%ile	Speed	Percentage
Street Name	House No.	Two-Way Volume (vpd)	Speed (km/h)	Speed (km/h)	Limit (km/h)	of Heavy Vehicles
Duke Street	148	8,512	44.7	52	50	4.3%
Duke Street	110	7,393	45.3	53	40	4.8%
Lily Street*	32	887	30.0	37	50	1.9%
Churchill Avenue	148	9,007	44.4	53	60	3.7%
Darnley Street*	56	2,899	43.7	52	40	8.5%
Hargreaves Crescent*	95	319	31.5	42	50	3.3%
Churchill Avenue	176	9,466	45.2	55	60	3.7%
Churchill Avenue	78	8,980	50.4	58	60	3.8%
Hargreaves Crescent*	13	724	42.4	53	50	3.6%
Melon Street*	71	3,153	42.4	49	50	4.2%
Hargreaves Crescent*	11	526	37.3	48	50	2.7%
Vine Street*	7	1,378	40.5	48	50	2.6%
Shepherd Street	21	519	30.4	38	50	5.8%
Darnley Street*	101a	2,214	43.5	52	50	3.5%
Balmoral Street	14	531	27.4	34	50	3.8%
Vine Street*	48	1,151	37.1	45	50	3.7%
Melon Street*	106	1,882	42.3	52	50	4.4%
Castley Crescent*	21	552	32.9	43	50	4.0%

^{*}Note: Truck bans apply along these streets.

In accordance with Clause 56.06 of the Maribyrnong Planning Scheme a local collector road (distributer road) generally has the capacity to carry between 3,000 - 7,000 vehicles per day (vpd). Assessment of the traffic volumes along Duke Street and Churchill Avenue within the study area reveal that the traffic volumes are currently exceeding this capacity.

In accordance with the planning scheme a local access road generally has the capacity to carry between 1,000 – 3,000vpd. Assessment of the access streets within the study area reveal that traffic volume along Melon Street are currently exceeding this capacity.

Generally when 85th percentile speeds are 10km/h greater than the posted speed limit, the implementation of traffic calming devices and, posted speed limits may need to be reviewed.

Investigation undertaken to assess the operational speeds within the road network in the study area reveal that:

- Duke Street is currently operating at an 85th percentile speed of 52-53km/h exceeding the posted speed limit of 40km/h in front of house number 110
- Darnley Street is currently operating at an 85th percentile speed of 52km/h, exceeding the posted speed limit of 40km/h in front of house number 56.

The assessment revealed that the remaining streets within the study area are generally operating within the posted / default speed limits in the area.



Further assessment undertaken to understand the heavy vehicle movements within the study area reveals that despite the truck ban being implemented along Hargreaves Crescent, Melon Street, Vine Street, Lily Street, Castley Crescent and Darnley Street, heavy vehicles are still operating along these streets. While a small percentage of heavy vehicles along these street may be acceptable (waste collection services), it is still reasonable to question the compliance of the truck ban along these streets.

3.2 Origin Destination Surveys

Origin destination (OD) surveys were undertaken during the morning peak between 6.00 am – 10.00 am and during the afternoon peak between 3.00 pm – 7.00 pm on Wednesday 10 August 2016 to understand the travel routes within the subject area.

For the purpose of this study, the travel patterns along Darnley Street, Vine Street and Melon Street were assessed to understand the through traffic volumes (i.e. rat running) along these roads.

Figure 3 shows the OD survey stations (locations).

The OD survey results are shown in Table 2 for the AM survey period and Table 3 for the PM survey period.

The results of the origin destination surveys¹ are also summarised in Figures 4 – 9.

Table 2 - OD survey results - between 6.00 am - 10.00 am

AM Survey Period		Destination						
		2. Darnley St North Bound	4. Darnley St South Bound	6. Vine St North Bound	8. Vine St South Bound	10. Melon St North Bound	12. Melon St South Bound	
Origin		321	302	77	298	244	390	
1. Darnley St	372	114	7	1	1	0	1	
North Bound	312	30.6%	1.9%	0.3%	0.3%	0.0%	0.3%	
3. Darnley St	162	3	63	0	1	0	1	
South Bound		1.9%	38.9%	0.0%	0.6%	0.0%	0.6%	
5. Vine St	161	5	0	21	25	0	1	
North Bound		3.1%	0.0%	13.0%	15.5%	0.0%	0.6%	
7. Vine St	159	2	3	0	42	2	7	
South Bound		1.3%	1.9%	0.0%	26.4%	1.3%	4.4%	
9. Melon St	200	1	1	0	3	159	16	
North Bound	306	0.3%	0.3%	0.0%	1.0%	52.0%	5.2%	
11. Melon St	175	1	0	0	2	5	109	
South Bound	175	0.6%	0.0%	0.0%	1.1%	2.9%	62.3%	

-

 $^{^{\}mbox{\scriptsize 1}}$ Through traffic was taken to be traffic matched at two station within a five minute period.



Table 3 - OD survey results - 3.00 pm - 7.00 pm

			2 20010710	0.00 pm				
PM Survey Period		Destination						
		2. Darnley St North Bound	4. Darnley St South Bound	6. Vine St North Bound	8. Vine St South Bound	10. Melon St North Bound	12. Melon St South Bound	
Origin		312	497	132	269	258	376	
1. Darnley St	565	100	21	1	4	0	1	
North Bound	505	17.7%	3.7%	0.2%	0.7%	0.0%	0.2%	
3. Darnley St	280	8	91	1	1	0	0	
South Bound		2.9%	32.5%	0.4%	0.4%	0.0%	0.0%	
5. Vine St	337	1	3	37	25	0	2	
North Bound		0.3%	0.9%	11.0%	7.4%	0.0%	0.6%	
7. Vine St	191	0	1	8	46	1	9	
South Bound	191	0.0%	0.5%	4.2%	24.1%	0.5%	4.7%	
9. Melon St	572	1	2	6	6	181	6	
North Bound		0.2%	0.3%	1.0%	1.0%	31.6%	1.0%	
11. Melon St	184	1	0	0	0	7	85	
South Bound	104	0.5%	0.0%	0.0%	0.0%	3.8%	46.2%	

The survey locations are shown in Figure 3 and the results of the origin destination surveys are shown in Figures 4 - 9 below.

Northbound Traffic

Southbound traffic

1.9%

Ballarat Rd

0.6%

0.3%

0.6%

0.3%

0.6%

1.9%

Churchill Ave

Figure 4 – Summary of OD results – AM movements along Darnley Street



Figure 5 - Summary of OD results - AM movements along Vine Street

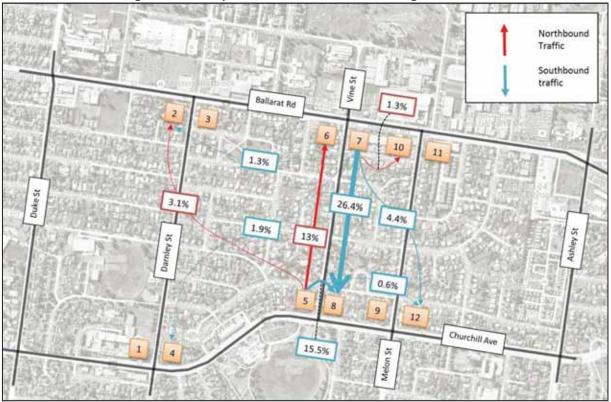


Figure 6 - Summary of OD results - AM movements along Melon Street



Assessment of the origin destination surveys reveals that:

• there are heavy north – south and south - north 'through traffic' movements along Darnley Street, Vine Street and Melon Street



there are minimal east-west and west-east 'through traffic' movements



Northbound Traffic Southbound Ballarat Rd 4.2% 0.5% 0.3% 24.1% 4.7% Darmley St 11% 0.6% 7.4%

Figure 8 – Summary of OD results – PM movements along Vine Street



Figure 9 - Summary of OD results - PM movements along Melon Street

Assessment of the origin destination surveys reveals that:

- there are heavy north south and south north 'through traffic' movements along Darnley Street , Vine Street and Melon Street
- there are minimal east-west and west-east 'through traffic' movements



3.3 Car Parking

A car parking occupancy survey was undertaken on Wednesday 10 August 2016 between 10.00 am and 5.00 pm in the vicinity of the Churchill Avenue Strip Shopping Centre and Market Place Strip Shopping Centre. The survey locations are shown in Figures 3, 10 and 11.



Figure 10 - Churchill Avenue Strip Shopping Centre parking survey locations

Figure 11 - Market Place Strip Shopping Centre parking survey locations





The parking restrictions that currently apply within the surveyed areas consist of:

- ½ P
- 1P
- 2P
- P (Unrestricted Parking)
- Disabled Zone
- Bus Zones²
- Loading Zones²
- Clearways²
- No Stopping²
- Mail Zone²

Parking occupancy percentages can generally be summarised as indicated in Table 4.

Table 4 - Parking occupancy descriptions.

Percentage	Description
≥ 90%	Very high level of parking demand with the car park appearing "full" and customers/patrons needing to circulate to find any available spaces. Delays occur and some frustration results in the unavailability of parking.
80% - 89%	High level of parking demand. Difficulty finding parking, motorists may circulate around searching for available spaces. Customers/patrons are unlikely to find spaces near their destination and may become annoyed with the lack of convenient parking.
70% - 79%	Moderate / high level of parking demand. Customers/patrons should generally find spaces with ease. Customers/patrons may be able to find spaces near their destination. However, some annoyance at a perceived lack of parking may be experienced from time to time.
50% - 69%	Moderate level of parking demand. Generally, parking conditions are considered satisfactory. Generally easy to find spaces when and where they are required.
< 50%	Low level of parking demand. Customers/patrons have a high probability of finding a space near their destination. Generally, customers would not consider parking as an issue.

A summary of the survey results are shown in Table 5 below and detailed survey results are provided in Attachment B.

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² It should be noted that this car parking assessment only takes into consideration the car parking spaces available to the public and excludes the car parking spaces not available to the public such as loading zones, bus zones etc.



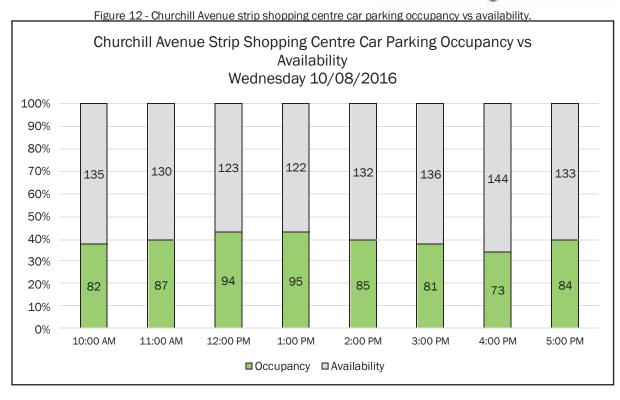
Table 5 - Parking occupancy summary

	Table 5 - Farking occupancy summary									
Area	Restrictions	Supply	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Α	Hardragues Cros	100	22	21	17	19	20	21	20	22
A	Hargreaves Cres	100	22%	21%	17%	19%	20%	21%	20%	22%
В	Vine St	11	0	0	0	0	0	0	0	0
Ь	VIIIe St	11	0%	0%	0%	0%	0%	0%	0%	0%
С	Churchill Ave	66	31	36	39	40	29	28	24	26
O	Charchin Ave	0	47%	55%	59%	61%	44%	42%	36%	39%
CPO		40	29	30	38	36	36	32	29	36
010		ì	73%	75%	95%	90%	90%	80%	73%	90%
С	Churchill Avenue Strip	217	82	87	94	95	85	81	73	84
	Shopping Centre	217	38%	40%	43%	44%	39%	37%	34%	39%
D	Ballarat Rd	14	0	0	0	0	0	0	0	0
D	Ballarat Na	14	0%	0%	0%	0%	0%	0%	0%	0%
Е	Duke St	14	0	0	0	0	0	0	0	0
_	Duke St	14	0%	0%	0%	0%	0%	0%	0%	0%
F	Carlton St	54	5	6	6	5	7	4	4	7
•	Caritori St	54	9%	11%	11%	9%	13%	7%	7%	13%
G	Commerce St	30	5	5	4	4	4	5	5	6
ŭ	Commerce St	30	17%	17%	13%	13%	13%	17%	17%	20%
СР		160	36	51	71	88	64	65	67	65
Oi		100	23%	32%	44%	55%	40%	41%	42%	41%
	Market Place Strip	272	46	62	81	97	75	74	76	78
	Shopping Centre		17%	23%	30%	36%	28%	27%	28%	29%
	Total 489			149	175	192	160	155	149	162
		Available	361	340	314	297	329	334	340	327
	% C	occupancy	26%	30%	36%	39%	33%	32%	30%	33%

Detailed assessment of the car parking in the vicinity of the Churchill Avenue strip shopping centre revealed that a maximum occupancy of 44% occurred between 1.00 pm and 2.00 pm when there was a car parking occupancy of 95 vehicles, resulting in 122 spaces being available (refer to Figure 12). It is further noted that during this peak, the off-street car parking areas (CPO1 and CPO2) were 90% occupied.

Detailed assessment of the car parking in the vicinity of the Market Place strip shopping centre revealed that a maximum occupancy of 36% occurred between 1.00 pm and 2.00 pm when there was a car parking occupancy of 97 vehicles, resulting in 175 spaces being available (refer to Figure 13). It is further noted that during this period, the off-street car parking areas (CP4, CP5 and CP6) were 55% occupied.





As shown in Figure 12, the car parking demand in the vicinity of the Churchill Avenue strip shopping centre fluctuated throughout the survey period; however the overall occupancy did not exceed 44%.



Figure 13 - Market Place strip shopping centre car parking occupancy vs availability.

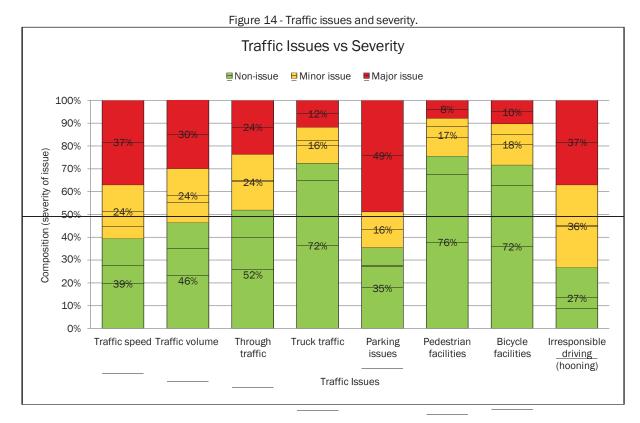
As shown in Figure 13, the car parking demand in the vicinity of the Market Place strip shopping centre fluctuated throughout the survey period; however the overall occupancy did not exceed 36%.



4 COMMUNITY CONSULTATION

A letter was prepared to inform residents in the area about the study, and to request feedback via completion of a questionnaire. Out of the 2,000 (approx.) letters delivered, 130 responses were received (6.5% response rate). A copy of the community consultation letter sent out to the residents is provided in Attachment C.

The community consultation data collected from the questionnaire were collated and tabulated. A summary of the data is provided in Figures 14 – 17 below.



Assessment of the community consultation results in relation to the traffic issues and the severity of the issues revealed that the main area of concern in the study area is parking issues. Some of the other key issues in the area include traffic speeds and irresponsible driving.



Traffic Issues vs Time of Day ■ All times ■ Peak hours □ Day times ■ Night times 100% 16% 90% 11% 23% 80% 10% 43% 18% 16% 19% 14% Composition (time of day) 70% 13% 10% 60% 43% 50% 8% 49% 29% 40% 65% 30% 20% 10% 0% Parking Traffic speed Traffic volume Through Truck traffic Pedestrian Bicycle Irresponsible driving traffic facilities facilities issues (hooning) Traffic Issues

Figure 15 - Traffic issues and time of the day.

Responses received in relation to the traffic issues and the time of the day revealed that:

- traffic speeds, parking issues, pedestrian accessibility, cyclists accessibility and irresponsible driving are issues that occur at all times
- traffic volumes and through traffic volumes are issues that were generally identified during the peak hours of the day
- truck volumes in area were identified to be an issue during the day time
- irresponsible driving was identified to be a major issue during the night time.



Recommendations Provided by the Community ■Speed management ■ Parking management ■ Cyclist facilities 100% 10% 20% 20% 90% 33% 80% Composition (recommendation) 70% 60% 50% 40% 30% 20% 10% 0% Churchill Ave Darnley St Duke Rd Hargreaves Cr Lily St Melon St Vine St Castley Cr

Figure 16 - Recommendations provided by the community.

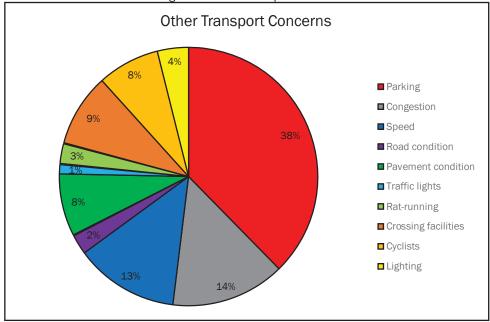
Some of the recommendations provided by the community included:

- speed and parking management be undertaken along Churchill Avenue
- speed management be undertaken along Darnley Street
- speed management be undertaken and cyclists facilities be introduced along Duke Street
- speed management be undertaken and cyclists facilities be introduced along Hargreaves Crescent
- speed and parking management be undertaken and cyclists facilities be introduced along Lily Street
- traffic volume and speed management be undertaken along Melon Street
- speed and parking management be undertaken along Vine Street
- speed management be undertaken along Castley Crescent.

Some of the other issues identified within the subject area is summarised in Figure 17.



Figure 17 - Other transport issues.



Further assessment of the comments provided by the residents revealed that congestion, pavement conditions, crossing facilities and public lighting are some of the other transport related concerns in the study area.



5 CRASH HISTORY

The VicRoads *Open Data* website details all injury crashes on roads throughout Victoria. Scrutiny of these records indicates that 25 casualty crashes have occurred in the study area in the last five year period that data is available for. A summary of the crashes is provided in Table 6 below and the crash locations are provided in Attachment D.

Table 6 - Summary of crashes

N.				
Year	Other Serious F		Fatal	Total
2011	2	1		3
2012	4			4
2013	3	4		7
2014	2	1		3
2015	5	1		6
2016	1	1		2
Total	17	8	0	25

The following trends were identified from the assessment of the crash history in the study area:

- Two far side (DCA 102) pedestrian crashes occurred along Ballarat Road adjacent to Ash Street. This indicates there is a pedestrian crossing demand adjacent to Ash Street which provides a north-south connection to / from the Ballarat Road strip shopping center facility and Rosamond School.
- Three right off carriageway (DCA 173) crashes occurred along Churchill Avenue west of the Vine Street intersection in the westbound direction. This indicates that there is a run off carriageway type crash trend around the left hand bend in front of the Braybrook Community Hub.
- Two near side (DCA 100) crashes have occurred along Churchill Avenue in the vicinity of the Adamson Street intersection. This indicates that there is a pedestrian crossing demand adjacent to Adamson Street which provides a north-south connection to / from the Skinner Reserve south of Churchill Avenue.
- Two cross traffic (DCA 110) crashes have occurred at the Hargreaves Crescent / Rennison Street intersection. This indicates that there may be an issue with sight lines or vehicles failing to recognize the priority route on the north and south approaches of the intersection.

The local area traffic management plan will aim to address these crash trends and minimise the likelihood of future casualty crashes.



6 DRAFT TRAFFIC MANAGEMENT PLAN

6.1 Draft Traffic Management Treatments

The proposed draft treatments in response to community concerns and to address traffic volume, speed, parking and safety related issues within the study area are discussed in the subsequent sections. Refer to Attachment E for an illustration of the draft traffic management treatment plan.

It should be noted that detailed analysis of geometric design, analysis of intersection operation and consultation with relevant stakeholders (i.e. VicRoads, business owners, residents) will need to be undertaken prior to the implementation of the treatments.

- 1. Introduce bicycle storage boxes at the Churchill Avenue / Ashley Street intersection on all approaches to facilitate bicycle movements.
- 2. Introduce bicycle storage boxes at the Ballarat Road / Ashley Street intersection on the southern approach to facilitate bicycle movements.
- 3. Consider introduction of 60km/h speed limit along Ballarat Road between Ashley Street and Duke Street in line with the *Braybrook Pedestrian and Bicycle Actions* plan (subject to VicRoads approval).
- 4. Upgrade the pedestrian foot bridge by introducing pedestrian safety fencing / hand rail adjacent to the intersection of Ballarat Road and Duke Street to improve children and pedestrian safety.
- 5. Introduce pedestrian operated signals (POS) across Ballarat Road adjacent to Melon Street intersection to improve safety for pedestrians (subject to VicRoads approval).
- 6. Introduce a "watts" profile speed hump along Castley Crescent between Ballarat Road and Transport Crescent to address community concerns in relation to perceived high speed movements and to reduce heavy vehicle movement (refer to Section 3.1).
- 7. Introduce raised intersection treatment at the Castley Crescent / Rennison Street intersection to address community concerns in relation to perceived high speed movements and to reduce heavy vehicle movements along Castley Crescent (refer to Section 3.1).
- 8. Implement the following speed limits along Churchill Avenue to address community concerns in relation to perceived high speed movements and reduce through traffic volumes (refer to Section 3.1):
 - 50km/h between Ashley Street and Vine Street adjacent to residential housing and Caroline Chisholm Catholic College (subject to VicRoads review and approval)
 - 40km/h between Vine Street and Darnley Street adjacent to the strip shopping center (subject to VicRoads review and approval)
 - 50km/h between Darnley Street and Duke Street adjacent to residential housing and Caroline Chisholm Catholic College (subject to VicRoads review and approval)
- 9. Refresh existing bicycle pavement markings along Churchill Avenue to improve bicycle facilities and further encourage bicycle movements
- 10. Implement green pavement treatment at critical intersection conflict points along Churchill Avenue to alert motorists about the cyclists.



- 11. Investigate reducing the two-lane roundabout at Churchill Avenue / Melon Street to a one-lane roundabout in accordance with the *Braybrook Pedestrian and Bicycle Actions* plan and introduce sharrows to facilitate bicycle movements.
- 12. Investigate reducing the two-lane roundabout at Churchill Avenue / Darnley Street to a one-lane roundabout in accordance with the *Braybrook Pedestrian and Bicycle Actions* plan and introduce sharrows to facilitate bicycle movements.
- 13. Implement two hour parking restrictions between 8.00 am 6.00 pm Monday to Friday along Churchill Avenue between Hargreaves Crescent and the Braybrook Community Hub off-street parking access to (subject to consultation with the relevant stakeholders):
 - address community concerns in relation to parking in the area
 - increase turn over in parking to increase car parking opportunities for the shoppers in the strip shopping center area (refer to Section 3.3).
- 14. Introduce pram crossings on Churchill Avenue between Vine Street and Adamson Street in line with the *Braybrook Pedestrian and Bicycle Actions* plan and AS1742.10 to minimise the near side pedestrian crash trend identified in the crash analysis (refer to Section 5).
- 15. Investigate the extension of bicycle lanes along Churchill Avenue to Ashley Street in accordance with the *Braybrook Pedestrian and Bicycle Actions* plan by allowing for a kerbside bike lane.
- 16. Introduce "watts" profile speed humps along Darnley Street between Ballarat Road and Skewes Street to reduce heavy vehicle movements and to reduce high operational speeds along Darnley Street (refer to Section 3.1).
- 17. Introduce a roundabout at the Darnley Street / Lily Street intersection to reduce operational speeds along Darnley Street and to reduce heavy vehicle movements along Darnley Street and Lily Street (refer to Section 3.1).
- 18. Reinstate the truck ban sign at the Churchill Avenue / Darnley Street intersection (north approach) to reduce heavy vehivle movements along Darnley Street (refer to Section 3.1).
- 19. Introduce sharrows along Darnley Street south of Lily Street in accordance with the *Braybrook Pedestrian and Bicycle Actions* plan to indicate the shared nature of the road.
- 20. Introduce a passing bay along Darnley Street between Churchill Avenue and Skewes Street to minimise the school peak hour congestion observed on site.
- 21. Introduce a raised pedestrian crossing (wombat crossing) with flashing lights on Darnley Street south of Skewes Street intersection to:
 - improve pedestrian crossings of Darnley Street
 - reduce high operational speeds along Darnley Street (refer to Section 3.1)
 - reduce heavy vehicle movements along Darnley Street (refer to Section 3.1).
- 22. Implement sharrows along Duke Street in line with the *Braybrook Pedestrian and Bicycle Actions* plan to address community concerns in relation to cyclist accessibility and safety.
- 23. Introduce a bicycle storage box at the Ballarat Road / Duke Street intersection on the southern approach to facilitate bicycle movements.
- 24. Introduce bicycle storage boxes at the Churchill Avenue / Duke Street intersection on all approaches to facilitate bicycle movements.



- 25. Introduce a raised pedestrian crossing (wombat crossing) on Duke Street south of Lily Street intersection to improve pedestrian crossings of Duke Street and to reduce high operational speeds along Duke Street (refer to Section 3.1).
- 26. Implement a kerb outstand at the Churchill Avenue / Hargreaves Crescent intersection on the northern approach to maintain 73m minimum safe sight distance (SISD), relating to a 40km/h speed zone and 2 second reaction time (refer to *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections AGRD4A*).
- 27. Provide center line marking along Hargreaves Crescent adjacent to the sharp bend at property number 97A to advice drivers of the sharp bend.
- 28. Implement two hour parking restrictions between 8.00 am 6.00 pm Monday to Friday on Hargreaves Crescent between Churchill Avenue and Skewes Street to address community concerns in relation to parking in the area (subject to consultation with the relevant stakeholders).
- 29. Introduce "watts" profile speed humps along Hargreaves Crescent between Churchill Avenue and Lily Street to address community concerns in relation to perceived high speed movements and to reduce heavy vehicle movement (refer to Section 3.1).
- 30. Introduce "watts" profile speed humps along Hargreaves Crescent between Rennison Street and Ashley Street to address community concerns in relation to perceived high speed movements and to reduce heavy vehicle movement (refer to Section 3.1).
- 31. Implement a raised intersection treatment at the Hargreaves Crescent / Lily Street intersection to address community concerns in relation to perceived high speed movements and to reduce heavy vehicle movement (refer to Section 3.1).
- 32. Introduce a roundabout at the Hargreaves Crescent / Vine Street intersection to:
 - address community concerns in relation to perceived high speed movements along Hargreaves Crescent
 - reduce heavy vehicle movements along Hargreaves Crescent (refer to Section 3.1)
 - minimise conflict points at the cross intersection.
- 33. Introduce a roundabout at the Hargreaves Crescent / Melon Street intersection to:
 - address the community concerns in relation to perceived high speed movements along Hargreaves Crescent
 - reduce traffic volumes along Melon Street (refer to Section 3.1)
 - reduce high operational speeds along Melon Street (refer to Section 3.1)
 - reduce heavy vehicle movements along Hargreaves Crescent and Melon Street (refer to Section 3.1).
- 34. Introduce a roundabout at the Hargreaves Crescent / Rennison Street intersection to:
 - address the community concerns in relation to perceived high speed movements along Hargreaves Crescent
 - reduce heavy vehicle movements along Hargreaves Crescent (refer to Section 3.1)
 - reduce the likelihood of cross traffic type casualty crashes from occurring (refer to Section 5).
- 35. Reinstate the truck ban sign at the Ashley Street / Hargreaves Crescent intersection (west approach) to reduce heavy truck movements along Hargreaves Crescent (refer to Section 3.1).



- 36. Introduce a shared bicycle / pedestrian path along Lily Street (southern side) in line with the *Braybrook Pedestrian and Bicycle Actions* plan and *Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths AGRD6A* (Table 7.4), to address community concerns in relation to cyclist accessibility.
- 37. Tighten the intersection by the provision of kerb extentions to reduce cornering speeds on the south-east corner of Lily Street / Kenneth Street intersection.
- 38. Introduce "watts" profile speed humps along Melon Street between Ballarat Road and Castley Crescent to:
 - reduce high operational speeds along Melon Street (refer to Section 3.1)
 - reduce traffic volumes along Melon Street (refer to Section 3.1)
 - reduce heavy vehicle movements along Melon Street (refer to Section 3.1)
- 39. Introduce a roundabout at the Melon Street / Castley Crescent intersection to:
 - reduce high operational speeds along Melon Street (refer to Section 3.1)
 - reduce traffic volumes along Melon Street (refer to Section 3.1)
 - reduce heavy vehicle movements along Melon Street and Castley Crescent (refer to Section 3.1)
- 40. Reinstate the truck ban sign at the Churchill Avenue / Vine Street intersection (north approach) to reduce heavy truck movements along Vine Street (refer to Section 3.1).
- 41. Introduce "watts" profile speed humps along Vine Street between Ballarat Road and Hancock Crescent to reduce operational speeds in response to community concerns and to reduce heavy vehicle movement along Vine Street (refer to Section 3.1).
- 42. Alteration of roundabout deflection or installation of speed cushions on the approaches to the roundabouts at the Hargreaves Crescent, Balmoral Street and Shepherd Street intersections to:
 - reduce operational speeds along Vine Street in response to community feedback
 - reduce heavy vehicle movement along Hargreaves Crescent and Vine Street (refer to Section 3.1).
- 43. Re-instate the left turn arrow pavement marking and install "Left Turn Only" sign at the Ballarat Road / Vine Street intersection (south approach) in response to community feedback (refer to Figure 16).

Vegetation trimming and reconstruction of damaged footpaths along Ashley Street, Duke Street, Churchill Avenue and Hargreaves Crescent are to be undertaken in accordance with the *Braybrook Pedestrian and Bicycle Actions* plan to improve pedestrian accessibility in the study area.



6.2 Draft Cost Estimate

Table 7 provides a high level cost estimate for the draft treatments and an indication of the likely time frame the treatments are likely to be implemented.

Table 7 – Cost estimate and time frames for the proposed treatments

Street	Treatment No.	Proposed Traffic Management Measures	Time Frame ¹	Е	stimated Cost
Ashley	1	Introduce bicycle storage boxes at Churchill Avenue / Ashley Street intersection (all approaches)	S	\$	9,000.00
Street	2	Introduce a bicycle storage box at Ballarat Road / Ashley Street intersection (south approach)	S	\$	2,500.00
	3	Consider introduction of 60km/hr speed limit in Ballarat Road between Ashley Street and Duke Street (Subject to VicRoads review and approval)	S	\$	10,000.00
Ballarat Road	42	Upgrade the pedestrian bridge overpass adjacent to the intersection of Ballarat Road and Duke Street to improve children safety (safety fencing / hand rail on the overpass).	L		
	5	Introduce a pedestrian operated signal (POS) adjacent to Ballarat Road / Melon Street intersection (Subject to VicRoads approval)	М	\$	650,000.00
Castley	6	Introduce speed humps between Ballarat Road and Transport Street	М	\$	6,500.00
Crescent	7	Implement raised intersection treatment at Castley Crescent / Rennison Street intersection	М	\$	70,000.00
	8	Reduce speed limit to: - 50km/h between Ashley St and Vine St - 40km/h between Vine St and Darnley St - 50km/h between Darnely St and Duke St (Subject to VicRoads review and approval)	S	\$	10,000.00
	9	Refresh existing bicycle pavement markings (Maintenance)	S	\$	15,000.00
Churchill Avenue	10	Introduce green bicycle pavement markings at intersection conflict points	S	\$	80,000.00
	11	Investigate reducing the two-lane roundabout at Churchill Avenue / Melon Street intersection to one-lane roundabout and introduce bicycle sharrows	М	\$	170,000.00
	12	Investigate reducing the two-lane roundabout at Churchill Avenue / Darnley Street intersection to one-lane roundabout and introduce bicycle sharrows	М	\$	170,000.00
	13	Introduce 2P parking restrictions from 8am - 6pm between Hargreaves Crescent and Braybrook Community Hub parking access on the southern side of Churchill Avenue (Subject to resident consultation)	S	\$	600.00



Street	Treatment No.	Proposed Traffic Management Measures	Time Frame ¹	Estimated Cost
	14	Construct a pedestrian pram crossing between Vine Street and Adamson Street intersections	S	\$ 15,000.00
	15	Investigate the extension of bicycle lanes (including storage boxes) at Churchill Avenue up to the Ashley Street intersection	S	\$ 45,000.00
	16	Introduce speed humps between Ballarat Road and Skewes Street	М	\$ 24,000.00
	17	Introduce a roundabout at Darnley Street / Lily Street intersection	L	\$ 165,000.00
Darnley	18	Reinstate a truck ban sign on the north approach of Churchill Avenue / Darnley Street intersection (appears to be missing)	S	\$ 350.00
Street	19	Introduce sharrows along Darnley Street south of Lily Street	S	\$ 1,500.00
	20	Introduce passing bays between Churchill Avenue and Skewes Street	М	\$ 1,000.00
	21	Introduce a raised pedestrian crossing with flashing lights at Darnley Street adjacent to Skewes Street intersection	L	\$ 110,000.00
	22	Implement sharrows between Churchill Avenue and Ballarat Road	М	\$ 7,000.00
	23	Introduce a bicycle storage box at Ballarat Road / Duke Street intersection (south approach)	S	\$ 2,500.00
Duke Street	24	Introduce bicycle storage boxes at Churchill Avenue (Devonshire Road) / Duke Street intersection (all approaches)	S	\$ 9,000.00
	25	Introduce raised pedestrian operated signal on Duke Street south of Lily Street	L	\$ 370,000.00
	26	Implement a kerb outstand on the north approach of Churchill Avenue / Hargreaves Crescent intersection to improve sight lines	М	\$ 35,000.00
	27	Provision of centre line marking along Hargreaves Crescent adjacent to the bend	S	\$ 3,000.00
	28	Introduce 2P parking restrictions between 8am - 6pm from Churchill Avenue intersection to Skewes Street intersection (Subject to resident consultation)	S	\$ 500.00
Hargreaves	29	Introduce speed humps between Churchill Avenue and Lily Street	М	\$ 11,000.00
Crescent	30	Introduce speed humps between Rennison Street and Ashley Street	М	\$ 11,000.00
	31	Implement raised intersection treatment at Hargreaves Crescent / Lily Street intersection	М	\$ 70,000.00
	32	Introduce a roundabout at Vine Street / Hargreaves Crescent intersection	L	\$ 165,000.00
	33	Introduce a roundabout at Melon Street / Hargreaves Crescent intersection	L	\$ 165,000.00
	34	Introduce a roundabout at Rennison Street / Hargreaves Crescent intersection	L	\$ 165,000.00
	35	Reinstate a truck ban sign on the west approach of Ashely Street / Hargreaves Crescent intersection	S	\$ 350.00

Final: 02/02/2017



				-	
Street	Treatment No.	Proposed Traffic Management Measures	Time Frame ¹	Estimated Cost	
	36	Introduce a shared pedestrian / bicycle path on the south side between Duke St and Orange Street	L	\$	260,000.00
Lily Street	37	Tighten the intersection to reduce cornering speeds on the south-east corner of Lily Street / Kenneth Street intersection	М	\$	65,000.00
Melon	38	Introduce speed humps between Ballarat Road and Castley Crescent	М	\$	18,000.00
Street	39	Introduce a roundabout at Melon Street / Castley Crescent / Shepherd Street intersection	L	\$	165,000.00
	40	Reinstate a truck ban sign on the north approach of Churchill Avenue / Vine Street intersection	S	\$	350.00
	41	Introduce speed humps between Ballarat Road and Hancock Crescent	М	\$	6,500.00
Vine Street	42	Alteration of roundabout deflection on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.	М	\$	20,000.00
	72	Install speed cushions on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.	L	\$	500,000.00
	43	Re-instate the left turn arrow (pavement marking) install a "Left Turn Only" sign at the Ballarat Road / Vine Street intersection.	S	\$	1,000.00
General		Vegetation trimming and reconstruction of damaged footpaths along Ashley Street, Duke Street, Churchill Avenue and Hargreaves Crescent (Maintenance)	S	\$	85/m
Total Capital Works Funding					
Total Maintenance Works Funding ³					

Note 1: Indicative only and should be confirmed by council S – Short Term (0 - 3 Years)

M – Medium Term (3 - 5 Years)

L - Long Term (5 - 10 Years)Note 2: Further assessment needs to be undertaken to assess the scope of work required to upgrade the safety fencing / hand rail for the pedestrian bridge overpass, therefore this item is excluded from the cost estimate.

Note 3: General maintenance items such as vegetation trimming and reconstruction of damaged footpaths have been excluded in the total.



7 COMMUNITY FEEDBACK

A letter was prepared to inform residents in the area about the proposed treatments within the study area, and to request feedback via completion of a questionnaire. Out of the 2,000 (approx.) letters delivered 121 responses were received (6.05% response rate). A copy of the community feedback letter sent out to the residents is provided in Attachment E.

The results of the feedback survey sent out to the public is discussed in detail in Section 7.1.

A public meeting was held at the Braybrook Community Hub in Churchill Avenue, Braybrook on 6 December 2016 to gain further feedback for the traffic management treatments proposed within the Churchill Avenue North Precinct (refer to Section 7.1).

7.1 Responses to Community Feedback Letter

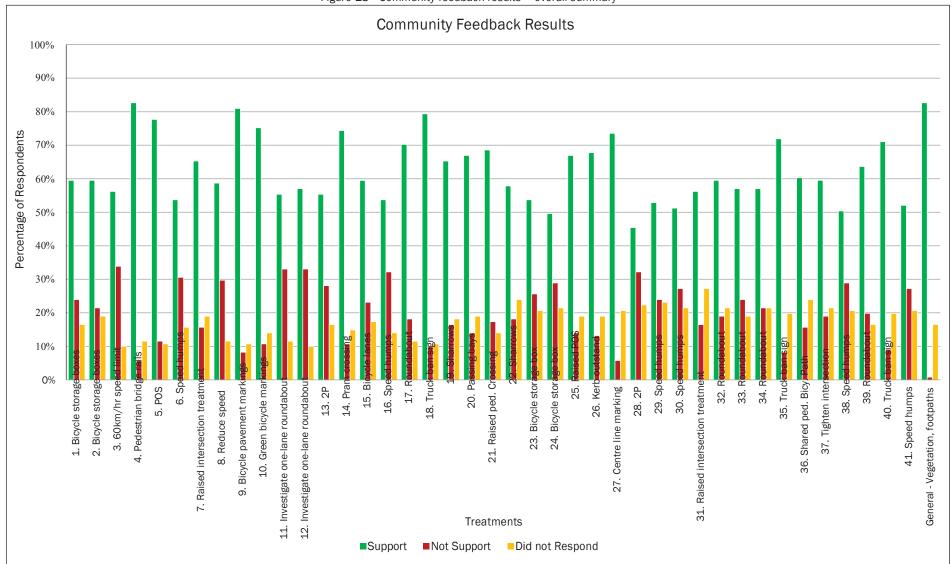
Community feedback results are summarised in Figures 18 - 26.

Analysis of the community feedback responses (overall summary) reveal that the majority of the proposed treatments are supported by the community. Some of the treatments that were not supported by 30% of the community include:

- reducing the speed limit on Ballarat Road to 60km/h
- investigation of reducing the two-lane roundabouts along Churchill Avenue to one-lane roundabouts
- introducing speed humps on Darnley Street
- implementing two hour parking restrictions on Hargreaves Crescent



Figure 18 - Community feedback results - overall summary



Note: Treatments 42 and 43 were introduced in response to community feedback.



POS

Figure 19 - Community feedback results - residents on Ballarat Road Ballarat Road - Community Feedback 100% 90% 80% Number of respondents 70% 60% 50% 40% 30% 20% 10% 0% 3 5

Pedestrian bridge rails

Treatments

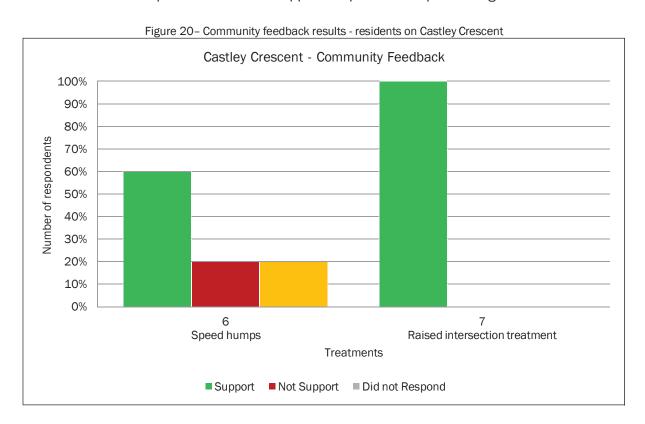
■ Not Support ■ Did not Respond

Assessment of the responses received (4) by residents living on Ballarat Road reveal that:

• the majority of the respondents support the proposed treatments

60km/hr speed limit

- one of the respondents does not support the 60km/h speed limit
- one of the respondents does not support the pedestrian operated signals.





Assessment of the responses received (5) by residents living on Castley Crescent reveal that:

- the majority of the respondents support the proposed treatments
- one of the respondents does not support the proposed speed hump.

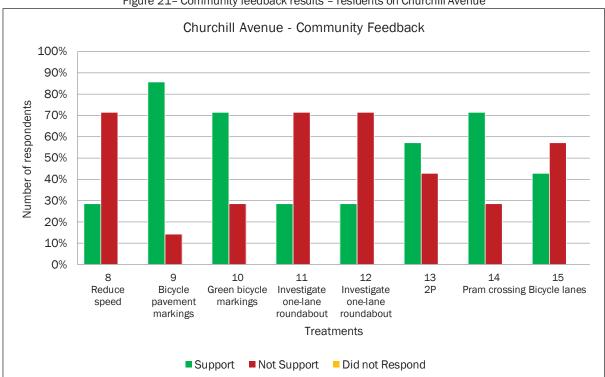


Figure 21- Community feedback results - residents on Churchill Avenue

Assessment of the responses received (7) by residents living on Churchill Avenue reveal that:

- the proposed pram crossing and bicycle pavement markings are supported by the majority of the respondents
- reduced speed limits, one-lane roundabouts, bicycle lanes on approaches to intersections and parking restrictions are not supported by the majority of the respondents.

Notwithstanding the above, Churchill Avenue is classified as a main distributor providing connection between other key roads, therefore the overall community feedback should be taken into consideration in conjunction with balancing resident amenity issues.

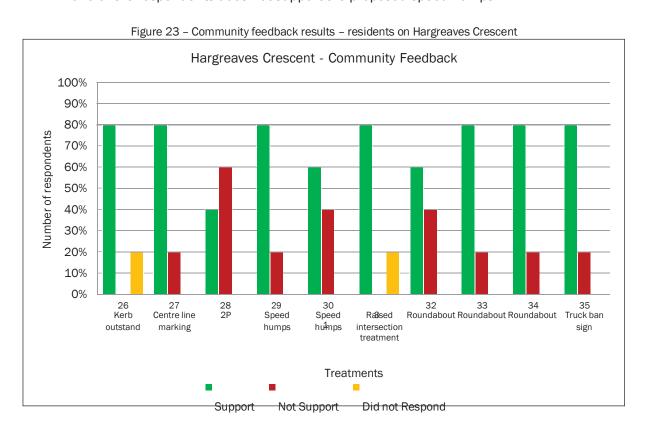


Darnley Street - Community Feedback 100% 90% 80% Number of respondents 70% 60% 50% 40% 30% 20% 10% 0% 16 17 19 18 20 21 Speed humps Roundabout Truck ban sign Raised ped. Sharrows Passing bays Crossing **Treatments** ■ Support ■ Not Support ■ Did not Respond

Figure 22 - Community feedback results - residents on Darnley Street

Assessment of the responses received (8) by residents living on Darnley Street reveal that:

- the majority of the treatments are supported by the respondents
- one of the respondents does not support the proposed speed humps.





Assessment of the responses received (5) by residents living on Hargreaves Crescent reveal that:

- the majority of the treatments are supported by the respondents
- one of the respondents does not support the proposed center line marking treatment
- three of the respondents do not support the proposed parking restrictions adjacent to a child care center
- one to two of the respondents do not support the proposed speed humps
- one to two of the respondents do not support the proposed roundabouts
- one of the respondents do not support the reinstatement of truck ban which is an existing condition.

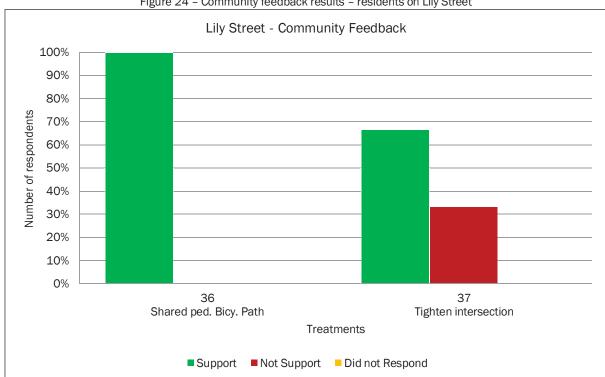


Figure 24 - Community feedback results - residents on Lily Street

Assessment of the responses received (3) by residents living on Lily Street reveal that:

- the majority of the treatments are supported by the respondents
- one of the respondents does not support tightening Kenneth Street / Lily Street intersection.



Melon Street - Community Feedback 100% 90% 80% Number of respondents 70% 60% 50% 40% 30% 20% 10% 0% 38 39 Speed humps Roundabout **Treatments** ■ Support ■ Not Support ■ Did not Respond

Figure 25 - Community feedback results - residents on Melon Street

Assessment of the responses received (8) by residents living on Melon Street reveal that:

- the majority of the respondents support the proposed treatments
- two of the respondents do not support the proposed speed humps
- three of the respondents do not support the proposed roundabout at the Castley Crescent / Melon Street intersection.



Vine Street - Community Feedback 100% 90% 80% **Number of respondents** 70% 60% 50% 40% 30% 20% 10% 0% 40 41 Truck ban sign Speed humps **Treatments** ■ Support ■ Not Support ■ Did not Respond

Figure 26 - Community feedback results - residents on Vine Street

Assessment of the responses received (6) by residents living on Vine Street reveal that:

- the majority of the respondents support the proposed treatments
- one of the respondents does not support the proposed speed humps.

No responses were received by residents living on Duke Street and Ashley Street.

7.2 Public Meeting Responses

Comments received at the public meeting held at the Braybrook Community Hub on 6 December 2016 and Council responses to the public comments are summarised in Table 8.



8 RECOMMENDED TRAFFIC MANAGEMENT PLAN

The recommended treatments and the final cost estimate that takes into consideration community and council feedback is provided in Table 9 below. An illustration of the recommended treatments is provided in Attachment F.

Table 9 – Recommended treatments and the final cost estimate.

Church	Treatment	Drawn d Traffic Management Management	_	ation at a d Ocat	
Street	No.	Proposed Traffic Management Measures	E	Estimated Cost	
Ashley	1	Introduce bicycle storage boxes at Churchill Avenue / Ashley Street intersection (all approaches)	\$	9,000.00	
Street	2	Introduce a bicycle storage box at Ballarat Road / Ashley Street intersection (south approach)	\$	2,500.00	
	3	Consider introduction of 60km/hr speed limit in Ballarat Road between Ashley Street and Duke Street (Subject to VicRoads review and approval)	\$	10,000.00	
Ballarat Road	41	Upgrade the pedestrian bridge overpass adjacent to the intersection of Ballarat Road and Duke Street to improve children safety (safety fencing / hand rail on the overpass).			
	5	Introduce a pedestrian operated signal (POS) adjacent to Ballarat Road / Melon Street intersection (Subject to VicRoads approval)	\$	650,000.00	
Castley	6	Introduce speed humps between Ballarat Road and Transport Street	\$	6,500.00	
Crescent	7	Implement raised intersection treatment at Castley Crescent / Rennison Street intersection	\$	70,000.00	
	8	Reduce speed limit to: - 50km/h between Ashley St and Vine St - 40km/h between Vine St and Darnley St - 50km/h between Darnely St and Duke St (Subject to VicRoads review and approval)	\$	10,000.00	
	9	Refresh existing bicycle pavement markings (Maintenance)	\$	15,000.00	
Churchill	10	Introduce green bicycle pavement markings at intersection conflict points	\$	80,000.00	
Avenue	11	Investigate reducing the two-lane roundabout at Churchill Avenue / Melon Street intersection to one-lane roundabout and introduce bicycle sharrows	\$	170,000.00	
	12	Investigate reducing the two-lane roundabout at Churchill Avenue / Darnley Street intersection to one-lane roundabout and introduce bicycle sharrows	\$	170,000.00	
	13	Introduce 2P parking restrictions from 8am - 6pm between Hargreaves Crescent and Braybrook Community Hub parking access on the southern side of Churchill Avenue (Subject to resident consultation)	\$	600.00	
	14	Construct a pedestrian pram crossing between Vine Street and Adamson Street intersections	\$	15,000.00	



Table 8 - Public comments and Council responses.

Location	Treatment	Public Comment	Council Response
Duke Street	22 Bicycle Treatments	Duke Street is not wide enough to accommodate a bicycle lane.	The proposed sharrows treatment along Duke Street will allow the cyclists to travel in the middle of the lane (equal priority to a driver). A separate bicycle lane is not proposed as part of the treatments.
Darnley Street Hargreaves Crescent Vine Street	18, 35, 40 Reinstate Truck Ban Signs	Request for enforcement of No Truck signs in the area.	A formal request will be sent to the relevant authorities in regard to enforcement of the truck ban signs.
Vine Street 41, 42 Speed Reduction		Install additional speed humps between the proposed / existing roundabouts at Balmoral Street, Shepherd Street and Hargreaves Crescent intersections to reduce operational speeds.	Alteration of roundabout deflection or installation of speed cushions on the north and south approach is proposed for the roundabouts on Vine Street to reduce operational speeds (proposed Treatment 42).
Vine Street	43 Right Turn Ban	Right turn from Vine Street into Ballarat Road was noted to be a high risk movement.	As part of maintenance Council will reinstate the faded left turn arrow at the Ballarat Road / Vine Street intersection. Install a "Left Turn Only" sign on the south approach of Ballarat Road / Vine Street intersection (proposed Treatment 43). A formal request will be sent out to the relevant authorities in regard to enforcement of the "Left Turn Only" sign.
Treloar Crescent	21 Raised Pedestrian Crossing with Flashing Lights	Treloar Crescent laneway should be kept open for pedestrians and cyclists.	Council has already endorsed the removal of the laneway at Treloar Crescent. To discourage the use of the laneway the originally proposed pedestrian crossing is replaced with a with a speed hump on Darnley Street south of Skewes Street intersection (Treatment 21 is removed).



Street	Treatment No.	Proposed Traffic Management Measures	Estimated Cost		
Melon	38	Introduce speed humps between Ballarat Road and Castley Crescent	\$	18,000.00	
Street	39	Introduce a roundabout at Melon Street / Castley Crescent / Shepherd Street intersection	\$	165,000.00	
	40	Reinstate a truck ban sign on the north approach of Churchill Avenue / Vine Street intersection	\$	350.00	
	41	Introduce speed humps between Ballarat Road and Hancock Crescent	\$	6,500.00	
Vine Street	42	Alteration of roundabout deflection on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.	\$	20,000.00	
		Install speed cushions on approach to roundabouts at Balmoral Street, Hargreaves Crescent and Shepherd Street intersection.	\$	500,00.00	
	43	Re-instate the left turn arrow (pavement marking) install a "Left Turn Only" sign at the Ballarat Road / Vine Street intersection.	\$	1,000.00	
General		Vegetation trimming and reconstruction of damaged footpaths along Ashley Street, Duke Street, Churchill Avenue and Hargreaves Crescent (Maintenance)	\$	85/m	
		Total Capital Works Funding	\$	3,028,600.00	
Total Maintenance Works Funding ³					

Note 1: Further assessment needs to be undertaken to assess the scope of work required to upgrade the safety fencing / hand rail for the pedestrian bridge overpass, therefore this item is excluded from the cost estimate.

Note 2: Treatment 21 has been removed in response to council comments (refer to Table 8).

Note 3: General maintenance items such as vegetation trimming and reconstruction of damaged footpaths have been excluded in the total.



Street	Treatment	Proposed Traffic Management Measures	E	Estimated Cost
	No.			
	15	Investigate the extension of bicycle lanes (including storage boxes) at Churchill Avenue up to the Ashley Street intersection	\$	45,000.00
	16	Introduce speed humps between Ballarat Road and Skewes Street	\$	24,000.00
	17	Introduce a roundabout at Darnley Street / Lily Street intersection	\$	165,000.00
Darnley Street ²	18	Reinstate a truck ban sign on the north approach of Churchill Avenue / Darnley Street intersection (appears to be missing)	\$	350.00
	19	Introduce sharrows along Darnley Street south of Lily Street	\$	1,500.00
	20	Introduce passing bays between Churchill Avenue and Skewes Street	\$	1,000.00
	22	Implement sharrows between Churchill Avenue and Ballarat Road	\$	7,000.00
	23	Introduce a bicycle storage box at Ballarat Road / Duke Street intersection (south approach)	\$	2,500.00
Duke Street	24	Introduce bicycle storage boxes at Churchill Avenue (Devonshire Road) / Duke Street intersection (all approaches)	\$	9,000.00
	25	Introduce raised pedestrian operated signal on Duke Street south of Lily Street	\$	370,000.00
	26	Implement a kerb outstand on the north approach of Churchill Avenue / Hargreaves Crescent intersection to improve sight lines	\$	35,000.00
	27	Provision of centre line marking along Hargreaves Crescent adjacent to the bend	\$	3,000.00
	28	Introduce 2P parking restrictions between 8am - 6pm from Churchill Avenue intersection to Skewes Street intersection (Subject to resident consultation)	\$	500.00
Horarono	29	Introduce speed humps between Churchill Avenue and Lily Street	\$	11,000.00
Hargreaves Crescent	30	Introduce speed humps between Rennison Street and Ashley Street	\$	11,000.00
	31	Implement raised intersection treatment at Hargreaves Crescent / Lily Street intersection	\$	70,000.00
	32	Introduce a roundabout at Vine Street / Hargreaves Crescent intersection	\$	165,000.00
	33	Introduce a roundabout at Melon Street / Hargreaves Crescent intersection	\$	165,000.00
	34	Introduce a roundabout at Rennison Street / Hargreaves Crescent intersection	\$	165,000.00
	35	Reinstate a truck ban sign on the west approach of Ashely Street / Hargreaves Crescent intersection	\$	350.00
	36	Introduce a shared pedestrian / bicycle path on the south side between Duke St and Orange Street	\$	260,000.00
Lily Street	37	Tighten the intersection to reduce cornering speeds on the south-east corner of Lily Street / Kenneth Street intersection	\$	65,000.00



- o Melon Street
- o Vine Street
- Improving accessibility to pedestrians and cyclists along:
 - o Ashley Street
 - o Ballarat Road
 - o Churchill Avenue
 - o Darnley Street
 - o Duke Street
 - o Lily Street

A community feedback survey undertaken in December 2016 revealed that the majority of the proposed treatments are supported by the community.

A high level cost estimate revealed a total capital works funding requirement of \$3,030,000 and a total maintenance funding requirement of \$17,100.



9 CONCLUSION

A Local Area Traffic Management Plan was prepared by Trafficworks Pty Ltd for the Churchill Avenue North Precinct in Braybrook. It has been prepared to address the community concerns and transport related issues such as safety, congestion, high vehicular speeds, parking issues, walking and cycling issues.

Community consultation undertaken as part of the LATM revealed the following issues:

- high traffic volumes resulting in congestion during the peak hours
- high traffic speeds
- lack of pedestrian and cyclists accessibility
- irresponsible driving
- high truck volumes
- parking issues
- poor pavement conditions

Therefore, the following treatments were recommended (refer to Attachment E):

- Parking management measures along:
 - o Churchill Avenue
 - o Hargreaves Crescent
- Crash reduction measures along:
 - o Churchill Avenue
 - o Hargreaves Crescent
- Speed reduction measures along:
 - o Castley Crescent
 - o Churchill Avenue
 - Darnley Street
 - o Duke Street
 - Hargreaves Crescent
 - o Lily Street
 - Melon Street
 - o Vine Street
- Discourage through traffic along:
 - o Castley Crescent
 - o Churchill Avenue
 - o Darnley Street
 - o Hargreaves Crescent
 - o Lily Street



ATTACHMENT A - TUBE COUNT SUMMARY

160210: Churchill Avenue, Braybrook – Local Area Traffic Management Study Final: $02/02/2017\,$

				Direction of Travel					
	Location: D	uke Street at #148	Two-Way	Northbound	Southbound				
Traffic Volume		Week Days Only	8,512	3,910	4,602				
(vehicles/day)		7 Day Average	8,226	3,792	4,434				
Peak Hour	AM	8:00	784	296	488				
Volume	PM	15:00	758	352	406				
Smoods (Irm/h)		85th Percentile	52	52	52				
Speeds (km/h)		Average	erage 44.7 44.6		44.7				
Classification %		Light Vehicles	95.7%	95.5%	95.8%				
Ciassification	/0	Heavy Vehicles	4.3%	4.5%	4.2%				

1	acation: D	ulso Street at #110		Direction of Travel				
Location: Duke Street at #110			Two-Way	Northbound	Southbound			
Traffic Volume		Week Days Only	7,393	3,471	3,921			
(vehicles/day)		7 Day Average	7,153	3,348	3,805			
Peak Hour	AM	8:00	619	265	354			
Volume	PM	15:00	657	351	306			
Con a a da (lara /la)		85th Percentile	53	52	53			
Speeds (km/h)		Average	45.3	44.7	45.9			
Classification %		Light Vehicles	95.2%	95.1%	95.2%			
Classification	0	Heavy Vehicles	4.8%	4.9%	4.8%			

	Location: 1	Lily Street at #32	Direction of Travel				
	Location. 1	Elly Street at #32	Two-Way	Northbound	Southbound		
Traffic Volume		Week Days Only	887	461	426		
(vehicles/day)		7 Day Average	874	450	424		
Peak Hour	AM	8:00	68	32	36		
Volume	PM	15:00	88	43	45		
Speeds (km/h)		85th Percentile	37	38	37		
Speeds (KIII/II)		Average	30.0	31.2	28.8		
Classification %		Light Vehicles	98.1%	98.7%	97.5%		
Ciassification /0		Heavy Vehicles	1.9%	1.3%	2.5%		

Location: Churchill Avenue at #148			Direction of Travel			
Loc	ation. Chu	Tellill Avenue at #146	Two-Way	Northbound	Southbound	
Traffic Volume		Week Days Only	9,007	4,820	4,187	
(vehicles/day)		7 Day Average	8,671	4,630	4,041	
Peak Hour	AM	8:00	846	474	372	
Volume	PM	15:00	860	435	425	
Speeds (km/h)		85th Percentile	53	53	53	
Speeds (KIII/II)		Average	44.4	43.9	45.0	
Classification %		Light Vehicles	96.3%	96.0%	96.7%	
Ciassification 70	1	Heavy Vehicles	3.7%	4.0%	3.3%	

Location: Darnley Street at #56		Direction of Travel			
	ation. Da	initely Street at #30	Two-Way	Northbound	Southbound
Traffic Volume		Week Days Only	2,899	1,550	1,349
(vehicles/day)		7 Day Average	2,765	1,483	1,282
Peak Hour	AM	8:00	359	198	161
Volume	PM	15:00	313	174	139
Speeds (km/h)		85th Percentile	52	52	52
Speeds (KIII/II)		Average	43.7	43.9	43.4
Classification %		Light Vehicles	91.5%	86.5%	97.2%
Classification 70		Heavy Vehicles	8.5%	13.5%	2.8%

Location: Hargreaves Crescent at #95				Direction of Travel			
Loca	tion. Hargi	eaves Clescent at #93	Two-Way	Northbound	Southbound		
Traffic Volume		Week Days Only	319	124	195		
(vehicles/day)		7 Day Average	298	118	181		
Peak Hour	AM	8:00	25	8	17		
Volume	PM	15:00	32	14	18		
Speeds (km/h)		85th Percentile	42	40	43		
Speeds (KIII/II)		Average	31.5	29.9	32.5		
Classification 0/		Light Vehicles	96.7%	97.7%	96.0%		
Classification %	0	Heavy Vehicles	3.3%	2.3%	4.0%		

Location: Churchill Avenue at #176			Direction of Travel			
Locat	ion. Chui	ciiii Avenue at #176	Two-Way	Northbound	Southbound	
Traffic Volume		Week Days Only	9,466	4,733	4,733	
(vehicles/day)		7 Day Average	9,083	4,541	4,541	
Peak Hour	AM	8:00	772	386	386	
Volume	PM	15:00	841	421	421	
Speeds (km/h)		85th Percentile	55	55	55	
Speeds (KIII/II)		Average	45.2	45.2	45.2	
Classification %		Light Vehicles	96.3%	96.3%	96.3%	
Classification 76		Heavy Vehicles	3.7%	3.7%	3.7%	

Location: Churchill Avenue at #78			Direction of Travel		
Loc	ation. Cit	itelliii Avenue at #78	Two-Way	Northbound	Southbound
Traffic Volume		Week Days Only	8,980	4,566	4,414
(vehicles/day)		7 Day Average	8,619	4,357	4,262
Peak Hour	AM	8:00	885	466	420
Volume	PM	15:00	829	402	428
Speeds (km/h)		85th Percentile	58	58	58
Specus (KIII/II)		Average	50.4	50.8	50.1
Classification %		Light Vehicles	96.2%	96.4%	96.0%
Classification /0		Heavy Vehicles	3.8%	3.6%	4.0%

Location: Hargreaves Crescent at #13			Direction of Travel		
Locat	Jon. Hargi	caves crescent at #15	Two-Way	Northbound	Southbound
Traffic Volume		Week Days Only	724	430	294
(vehicles/day)		7 Day Average	694	414	279
Peak Hour	AM	8:00	57	36	21
Volume	PM	15:00	66	36	30
Speeds (km/h)		85th Percentile	53	54	51
Speeds (KIII/II)		Average	42.4	43.6	40.5
Classification %		Light Vehicles	96.4%	97.2%	95.2%
Classification 76		Heavy Vehicles	3.6%	2.8%	4.8%

Location: Melon Street at #71		Direction of Travel			
Loc	ation. iv	ieion Street at #/1	Two-Way	Northbound	Southbound
Traffic Volume		Week Days Only	3,153	1,742	1,410
(vehicles/day)		7 Day Average	2,994	1,657	1,337
Peak Hour	AM	8:00	308	147	161
Volume	PM	15:00	286	173	113
Smoods (Irm/h)		85th Percentile	49	49	49
Speeds (km/h)		Average	42.4	42.5	42.2
Classification %		Light Vehicles	95.8%	94.1%	97.9%
Classification 76		Heavy Vehicles	4.2%	5.9%	2.1%

Location: Hargranyas Crascont at #11			Direction of Travel			
Location	Location: Hargreaves Crescent at #11		Two-Way	Northbound	Southbound	
Traffic Volume		Week Days Only	526	266	259	
(vehicles/day)		7 Day Average	487	248	238	
Peak Hour	AM	8:00	57	30	27	
Volume	PM	15:00	53	26	27	
Speeds (km/h)		85th Percentile	48	48	47	
Speeus (KIII/II)		Average	37.3	38.1	36.5	
Classification %		Light Vehicles	97.3%	97.8%	96.7%	
Classification 76		Heavy Vehicles	2.7%	2.2%	3.3%	

	Location: Vine Street at #7			Direction of Travel			
	Location. Vine Street at #/		Two-Way	Northbound	Southbound		
Traffic Volume		Week Days Only	1,378	620	757		
(vehicles/day)		7 Day Average	1,314	592	722		
Peak Hour	AM	8:00	138	56	82		
Volume	PM	15:00	115	57	59		
Speeds (km/h)		85th Percentile	48	48	47		
Speeds (KIII/II)		Average	40.5	41.0	40.1		
Classification %		Light Vehicles	97.4%	97.5%	97.4%		
Classification /6		Heavy Vehicles	2.6%	2.5%	2.6%		

Location: Shepherd Street at #21			Direction of Travel		
Loc	Location. Shepherd Street at #21		Two-Way	Northbound	Southbound
Traffic Volume		Week Days Only	519	244	275
(vehicles/day)		7 Day Average	504	237	267
Peak Hour	AM	8:00	44	29	16
Volume	PM	15:00	46	17	29
Speeds (km/h)		85th Percentile	38	38	38
Specus (KIII/II)		Average	30.4	30.5	30.3
Classification %		Light Vehicles	94.2%	93.2%	95.1%
Classification /0		Heavy Vehicles	5.8%	6.8%	4.9%

Location: Darnley Street at #101a			Direction of Travel		
Loc	Location. Danney Street at #101a		Two-Way	Northbound	Southbound
Traffic Volume		Week Days Only	2,214	1,425	789
(vehicles/day)		7 Day Average	2,131	1,373	758
Peak Hour	AM	8:00	261	165	96
Volume	PM	15:00	231	137	94
Speeds (km/h)		85th Percentile	52	51	53
Speeds (KIII/II)		Average	43.5	42.7	44.8
Classification %		Light Vehicles	96.5%	96.5%	96.7%
Classification 76)	Heavy Vehicles	3.5%	3.5%	3.3%

Location: Balmoral Street at #14				Direction of Travel			
Loca	Location: Baimoral Street at #14		Two-Way	Northbound	Southbound		
Traffic Volume		Week Days Only	531	220	311		
(vehicles/day)		7 Day Average	524	216	308		
Peak Hour	AM	8:00	35	15	19		
Volume	PM	15:00	52	21	30		
Smaada (Irm/h)		85th Percentile	34	33	35		
Speeds (km/h)		Average	Average 27.4 27.2		27.6		
Classification %		Light Vehicles	96.2%	96.7%	95.8%		
Classification 76		Heavy Vehicles	3.8%	3.3%	4.2%		

1	ogation: I	Vine Street at #48	Direction of Travel						
,	Location. V	The Street at #48	Two-Way	Northbound	Southbound				
Traffic Volume		Week Days Only	1,151	516	635				
(vehicles/day)		7 Day Average	1,132	513	619				
Peak Hour	AM	8:00	101	47	54				
Volume	PM	15:00	96	46	50				
Speeds (km/h)		85th Percentile	45	44	45				
		Average	37.1	36.5	37.6				
Classification 9/	•	Light Vehicles	96.3%	97.1%	95.6%				
Classification %		Heavy Vehicles	3.7%	2.9%	4.4%				

Location: Melon Street at #106				Direction of Travel						
			Two-Way	Northbound	Southbound					
Traffic Volume (vehicles/day)		Week Days Only	1,882	1,107	775					
		7 Day Average	1,790	1,062	727					
Peak Hour AM		8:00	200	116	84					
Volume	PM	15:00	173	111	62					
Speeds (km/h)		85th Percentile	52	52	51					
Speeds (KIII/II)		Average	42.3	43.4	40.6					
Classification %		Light Vehicles	95.6%	94.0%	97.8%					
Classification %		Heavy Vehicles	4.4%	6.0%	2.2%					

Location: Castley Crescent at #21				Direction of Travel						
			Two-Way	Northbound	Southbound					
Traffic Volume (vehicles/day)		Week Days Only	552	259	292					
		7 Day Average	538	251	287					
Peak Hour	AM	8:00	35	17	17					
Volume	PM	15:00	52	26	26					
Speeds (km/h)		85th Percentile	43	41	44					
Speeds (KIII/II)		Average	32.9 31.6		34.0					
Classification %		Light Vehicles	96.0%	96.1%	96.0%					
		Heavy Vehicles	4.0%	3.9%	4.0%					



ATTACHMENT B – CAR PARKING OCCUPANCY SURVEY RESULTS

Area	Street	Section	Side	Туре	Restrictions	Supply				Parking (Occupancy			
						10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	
Al	Hargreaves Cres	Churchill Ave to Bound of Roundabout	West	Unrestricted		3	0	0	0	1	0	0	0	0
A2	Hargreaves Cres	Chuchill Ave to North Border of 190 Churchill Ave	East	Unrestricted		4	0%	0%	0%	33%	0% 1	0%	0%	0%
A2	riaigieaves Cies	Chachin Ave to North Border of 190 Charcini Ave	East	Onestricted		-	0%	0%	0%	0%	25%	0%	0%	0%
A3	Hargreaves Cres	Roundabout of Hargreaves Cres	1	Unrestricted		10	4	3	1	1	2	3	2	4
- 113	Transfer ves Cies	Itomidabout of Haigicures Cics	1	Cinconicted		10	40%	30%	10%	10%	20%	30%	20%	40%
A4	Hargreaves Cres	South Etrance to North Entrance of CP3	East	Unrestricted		3	2	2	2	3	3	3	3	2
							67%	67%	67%	100%	100%	100%	100%	67%
A5	Hargreaves Cres	Bound of Roundabout to Skewes St	North	Unrestricted		6	1	2	2	2	2	1	1	2
							17%	33%	33%	33%	33%	17%	17%	33%
A6	Hargreaves Cres	North Entrance of CP3 to #97/95 Hargreaves Cres	South	Unrestricted		10	1	1	1	2	2	2	2	1
							10%	10%	10%	20%	20%	20%	20%	10%
A7	Hargreaves Cres	Skewes St to Rose St	North	Unrestricted		8	0	0	0	0	0	1	1	1
							0%	0%	0%	0%	0%	13%	13%	13%
A8	Hargreaves Cres	#97/95 Hargreaves Cres to #87/85 Hargreaves Cres	South	Unrestricted		11	8	8	9	8	6	6	6	7
		D 0. 17 0.	37 .1	**			73%	73%	82%	73%	55%	55%	55%	64%
A9	Hargreaves Cres	Rose St to Lily St	North	Unrestricted		6	17%	0%	0%	0	0	0	0	0
A10	Hararaayaa Cras	#87/85 Hargreaves Cres to #77/75 Hargreaves Cres	South	Unmatriate 4		8	1 / 70		0%			0%	0%	
A10	Hargreaves Cres	#67/65 Haigicaves Cles to #77/75 Haigicaves Cles	South	Unrestricted	 	+ °	13%	2 25%	13%	13%	13%	13%	13%	13%
A11	Hargreaves Cres	Lily St to Vine St	North	Unrestricted	 	16	13%	23%	15%	13%	3	2	2	2
All	inigicaves eles	Ling St. to Time St.	rordi	Cinconicieu	 	10	6%	6%	6%	6%	19%	13%	13%	13%
A12	Hargreaves Cres	#77/75 Hargreaves Cres to Vine St	South	Unrestricted	 	15	3	2	0	0	0	2	2	2
							20%	13%	0%	0%	0%	13%	13%	13%
A		Hargreaves Cres				100	22	21	17	19	20	21	20	22
Α		Hargicaves eles					22%	21%	17%	19%	20%	21%	20%	22%
Bl	Vine St	Hargreaves Cres to Churchill Ave	West	Unrestricted		5	0	0	0	0	0	0	0	0
						1	0%	0%	0%	0%	0%	0%	0%	0%
B2	Vine St	Hargreaves Cres to Churchill Ave	East	Unrestricted		6	0	0	0	0	0	0	0	0
							0%	0%	0%	0%	0%	0%	0%	0%
В		Vine St				11	0	0	0	0	0	0	0	0
		The or					0%	0%	0%	0%	0%	0%	0%	0%
C2	Churchill Ave	East border of 140 Churchill Ave to Main Entrance of Braybrook Community Hub	South	P Disabled Only		1	1	1	0	0	0	0	0	1
							100%	100%	0%	0%	0%	0%	0%	100%
C2	Churchill Ave	East border of 140 Churchill Ave to Main Entrance of Braybrook Community Hub		Unrestricted		9	7	9	8	8	7	6	8	5
							78%	100%	89%	89%	78%	67%	89%	56%
C3	Churchill Ave	Main Entrance of Braybrook Community Hub to Carpark Lane	South	Unrestricted		24	10	12	15	16	10	11	9	8
							42%	50%	63%	67%	42%	46%	38%	33%
C4	Churchill Ave	West Border of 150 Churchill Ave to Vine St	North	Unrestricted		26	13	14	16	16	12	11	7	12
	C1 1711		0 1	**			50%	54%	62%	62%	46%	42%	27%	46%
C5	Churchill Ave	Carpark Lane to Vine St	South	Unrestricted		6	0			0		0		
С						_ ·			00/				_	
							0%	0%	0%	0%	0%	0%	0%	0%
C		Churchill Ave				66	0% 31	0% 36	39	0% 40	0% 29	0% 28	0% 24	0% 26
				D Disabled Only		66	0% 31 47%	0% 36 55%	39 59%	0% 40 61%	0% 29 44%	0% 28 42%	0% 24 36%	0% 26 39%
CP01		Churchill Ave Shop Front		P Disabled Only			0% 31 47% 0	0% 36 55% 0	39 59% 1	0% 40 61%	0% 29 44% 0	0% 28 42% 0	0% 24 36% 0	0% 26 39% 0
CP01		Shop Front		· ·		66	0% 31 47% 0 0%	0% 36 55% 0	39 59% 1 100%	0% 40 61% 1	0% 29 44% 0	0% 28 42% 0	0% 24 36% 0	0% 26 39% 0
				P Disabled Only 2P Angle	9am-8pm M-Sun	66	0% 31 47% 0 0% 6	0% 36 55% 0 0% 7	39 59% 1 100% 7	0% 40 61% 1 100%	0% 29 44% 0 0% 6	0% 28 42% 0 0% 6	0% 24 36% 0 0% 5	0% 26 39% 0 0% 6
CP01		Shop Front Shop Front		2P Angle		66	0% 31 47% 0 0% 6 86%	0% 36 55% 0 0% 7	39 59% 1 100% 7 100%	0% 40 61% 1 100% 7 100%	0% 29 44% 0 0% 6	0% 28 42% 0 0% 6 86%	0% 24 36% 0 0% 5	0% 26 39% 0 0% 6
CP01		Shop Front		· ·	9am-8pm M-Sun 9am-8pm M-Sun	66	0% 31 47% 0 0% 6 86% 3	0% 36 55% 0 0% 7 100% 3	39 59% 1 100% 7 100% 4	0% 40 61% 1 100% 7 100% 4	0% 29 44% 0 0% 6 86%	0% 28 42% 0 0% 6 86%	0% 24 36% 0 0% 5 71%	0% 26 39% 0 0% 6 86% 4
CP01 CP01		Shop Front Shop Front		2P Angle 1/2 P	9am-8pm M-Sun	66	0% 31 47% 0 0% 6 86%	0% 36 55% 0 0% 7 100% 3	39 59% 1 100% 7 100%	0% 40 61% 1 100% 7 100%	0% 29 44% 0 0% 6 86% 4	0% 28 42% 0 0% 6 86%	0% 24 36% 0 0% 5 71% 1 25%	0% 26 39% 0 0% 6 86% 4
CP01		Shop Front Shop Front		2P Angle		66	0% 31 47% 0 0% 6 86% 3	0% 36 55% 0 0% 7 100% 3	39 59% 1 100% 7 100% 4	0% 40 61% 1 100% 7 100% 4	0% 29 44% 0 0% 6 86%	0% 28 42% 0 0% 6 86%	0% 24 36% 0 0% 5 71% 1 25%	0% 26 39% 0 0% 6 86% 4
CP01 CP01		Shop Front Shop Front Shop Front		2P Angle 1/2 P	9am-8pm M-Sun	66	0% 31 47% 0 0% 6 86% 3 75%	0% 36 55% 0 0% 7 100% 3	39 59% 1 100% 7 100% 4 100%	0% 40 61% 1 100% 7 100% 4 100%	0% 29 44% 0 0% 6 86% 4	0% 28 42% 0 0 0% 6 86% 2 50%	0% 24 36% 0 0% 5 71% 1 25%	0% 26 39% 0 0% 6 86% 4
CP01 CP01		Shop Front Shop Front Shop Front		2P Angle 1/2 P	9am-8pm M-Sun	66	0% 31 47% 0 0% 6 86% 3 75% 8	0% 36 55% 0 0% 7 100% 3 75%	39 59% 1 100% 7 100% 4 100%	0% 40 61% 1 100% 7 100% 4 100%	0% 29 44% 0 0% 6 86% 4 100%	0% 28 42% 0 0% 6 86% 2 50% 10	0% 24 36% 0 0% 5 71% 1 25%	0% 26 39% 0 0% 6 86% 4 100%
CP01 CP01 CP01 CP02		Shop Front Shop Front Shop Front Shop Front		2P Angle 1/2 P 1/2 P	9am-8pm M-Sun	66 1 7 4	0% 31 47% 0 0% 6 86% 3 75% 8 73%	0% 36 55% 0 0% 7 100% 3 75% 7 64%	39 59% 1 100% 7 100% 4 100% 11 100%	0% 40 61% 1 100% 7 100% 4 100% 10 91%	0% 29 44% 0 0% 6 86% 4 100% 11	0% 28 42% 0 0% 6 86% 2 50% 10 91%	0% 24 36% 0 0% 5 71% 1 25% 7 64%	0% 26 39% 0 0% 6 86% 4 100% 11
CP01 CP01 CP01 CP02 CP02		Shop Front Shop Front Shop Front Shop Front Shop Front		2P Angle 1/2 P 1/2 P Unrestricted	9am-8pm M-Sun	66 1 7 4 11 2	0% 31 47% 0 0% 6 86% 3 75% 8 73% 1 50%	0% 36 55% 0 0% 7 100% 3 75% 7 64% 1	39 59% 1 100% 7 100% 4 100% 11 100% 2	0% 40 61% 1 100% 7 100% 4 100% 10 91% 1	0% 29 44% 0 0% 6 86% 4 100% 11 100% 2	0% 28 42% 0 0% 6 86% 2 50% 10 91% 0 0%	0% 24 36% 0 0% 5 71% 1 25% 7 64% 2	0% 26 39% 0 0% 6 86% 4 100% 11 100% 1 50%
CP01 CP01 CP01 CP02		Shop Front Shop Front Shop Front Shop Front		2P Angle 1/2 P 1/2 P	9am-8pm M-Sun	66 1 7 4	0% 31 47% 0 0% 6 86% 3 75% 8 73% 1 50%	0% 36 55% 0 0% 7 100% 3 75% 7 64% 1 50%	39 59% 1 100% 7 100% 4 100% 11 100% 2 100% 13	0% 40 61% 1 100% 7 100% 4 100% 10 91% 1 50%	0% 29 44% 0 0% 6 86% 4 100% 11 100% 2 100% 13	0% 28 42% 0 0% 6 86% 2 50% 10 91% 0 0% 14	0% 24 36% 0 0% 5 71% 1 25% 7 64% 2 100%	0% 26 39% 0 0% 6 86% 4 100% 11 100% 1 50% 14
CP01 CP01 CP02 CP02 CP02		Shop Front Shop Front Shop Front Shop Front Shop Front Behind shops		2P Angle 1/2 P 1/2 P Unrestricted Unrestricted	9am-8pm M-Sun	66 1 7 4 11 2	0% 31 47% 0 0% 6 86% 3 75% 8 73% 1 1 79%	0% 36 55% 0 0% 7 100% 3 75% 7 64% 1 1 50%	39 59% 1 100% 7 100% 4 100% 11 100% 2 100% 13 93%	0% 40 61% 1 100% 7 100% 4 100% 10 91% 1 50% 13	0% 29 44% 0 0% 6 86% 4 1100% 11 100% 2 1109% 13 93%	0% 28 42% 0 0% 6 86% 2 50% 10 91% 0 0 14	0% 24 36% 0 0 0% 5 71% 1 25% 7 64% 2 100% 13 93%	0% 26 39% 0 0% 6 86% 4 100% 11 100% 1 100% 14 100%
CP01 CP01 CP01 CP02 CP02		Shop Front Shop Front Shop Front Shop Front Shop Front		2P Angle 1/2 P 1/2 P Unrestricted	9am-8pm M-Sun	66 1 7 4 11 2	0% 31 47% 0 0 0% 6 86% 3 75% 8 73% 1 1 50% 0 0	0% 36 55% 0 0% 7 100% 3 3 75% 7 64% 1 1 50% 0	39 59% 1 10% 7 100% 4 100% 11 100% 2 100% 13 93% 0	0% 40 61% 1 100% 7 100% 4 100% 10 91% 1 50% 13 93% 0	0% 29 44% 0 0% 6 86% 4 1100% 2 100% 0 13 93% 0	0% 28 42% 0 0 0% 6 86% 2 50% 10 91% 0 0 0% 14 1 100% 0 0	0% 24 36% 0 0% 5 71% 1 25% 7 64% 2 100% 1 93% 1	0% 26 39% 0 0 0% 6 86% 4 100% 1 1 100% 1 50% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CP01 CP01 CP02 CP02 CP03		Shop Front Shop Front Shop Front Shop Front Shop Front Behind shops		2P Angle 1/2 P 1/2 P Unrestricted Unrestricted	9am-8pm M-Sun	66 1 7 4 11 2 14	0% 31 47% 0 0 0% 6 86% 8 873% 1 1 50% 11 79% 0 0 0%	0% 36 55% 0 0% 7 100% 3 75% 7 64% 1 12 86% 0	39 59% 1 100% 7 100% 4 1100% 2 100% 13 93% 0	0% 40 61% 1 100% 7 100% 4 100% 10 10 11 50% 13 93% 0 0%	0% 29 44% 0 0% 6 86% 4 100% 11 100% 2 100% 13 93% 0 0%	0% 28 42% 0 0 0% 6 6 86% 2 50% 10 91% 0 0 0% 14 100% 0 0 0% 6	0% 24 36% 0 0 0% 5 5 71% 1 1 25% 7 7 64% 2 100% 13 93% 1 1 100%	0% 26 39% 0 0% 6 86% 4 100% 11 50% 14 100% 0 0%
CP01 CP01 CP02 CP02 CP02		Shop Front Shop Front Shop Front Shop Front Shop Front Behind shops		2P Angle 1/2 P 1/2 P Unrestricted Unrestricted	9am-8pm M-Sun	66 1 7 4 11 2	0% 31 47% 0 0 0% 6 86% 3 75% 8 73% 1 1 50% 0 0	0% 36 55% 0 0% 7 100% 3 3 75% 7 64% 1 1 50% 0	39 59% 1 10% 7 100% 4 100% 11 100% 2 100% 13 93% 0	0% 40 61% 1 100% 7 100% 4 100% 10 91% 1 50% 13 93% 0	0% 29 44% 0 0% 6 86% 4 1100% 2 100% 0 13 93% 0	0% 28 42% 0 0 0% 6 86% 2 50% 10 91% 0 0 0% 14 1 100% 0	0% 24 36% 0 0% 5 71% 1 25% 7 64% 2 100% 1 93% 1	0% 26 39% 0 0 0% 6 86% 4 100% 1 1 100% 1 50% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Dl	Ballarat Rd	Commerce St to #357/351	South	Clearway	6:30-10am M-F Tow Away	8	0	0	0	0	0	0	0	0
			-				0%	0%	0%	0%	0%	0%	0%	0%
D2	Ballarat Rd	#357/351 Ballarat Rd to Market Pl	South	Clearway	6:30-10am M-F Tow Away, No Parking	3	0	0	0	0	0	0	0	0
D2	Ballarat Rd	#357/351 Ballarat Rd to Market Pl	South	Clearway	6:30-10am M-F Tow Away, No Stopping	3	0%	0%	0%	0%	0%	0%	0%	0%
102	Dalialat Ku	#33//331 Bahalat Ku to Walket F1	South	Cleatway	0.30-10aiii W-F 10w Away, No Stopping	3	0%	0%	0%	0%	0%	0%	0%	0%
D3	Ballarat Rd	Market PI to Duke St	South	Clearway	6:30-10am M-F Tow Away, No Stopping		076	076	0/6	076	0/6	0	076	078
100	Dunarut Ped	Market F1 to Dake of	Douth	Cicurruy	o.so rountil row renay, no stopping			Ü	Ü	Ü	Ü	Ü	Ü	
D		Ballarat Rd			l .	14	0	0	0	0	0	0	0	0
-		Dumin No.					0%	0%	0%	0%	0%	0%	0%	0%
E3	Duke St	Staughton St to Norge St	West	Unrestricted		9	0	0	0	0	0	0	0	0
							0%	0%	0%	0%	0%	0%	0%	0%
E4	Duke St	Market Pl to Carlton St	East	Unrestricted		5	0	0	0	0	0	0	0	0
							0%	0%	0%	0%	0%	0%	0%	0%
E		Duke St		14	0	0	0	0	0	0	0	0		
							0%	0%	0%	0%	0%	0%	0%	0%
F1	CarltonSt	Duke St to Speed Hump in front 44 Carlton St	North	Unrestricted		5	200/	1	0	0	0	0	0	0
EO	C-ult-u St	Duly Cata Count House in front 20 Contain Ca	Const	I I stoil stor d	 		20%	20%	0%	0%	0%	0%	0%	0% 2
F2	CarltonSt	Duke St to Speed Hump in front 39 Carlton St	South	Unrestricted	 	6	0	1 17%	1 17%	0%	0%	0%	1 17%	33%
F3	Carlton St	From Speed Hump in front 44 Carlton St to Speed Hump in front 32 Carlton St	+	Unrestricted		13	1	1//0	1//0	1	2	1	0	0
13	Caritorist	From Speed framp in none 44 Carton St to Speed framp in none 32 Carton St	+ +	Onestricted		13	8%	8%	8%	8%	15%	8%	0%	0%
F4	CarltonSt	From Speed Hump in front 39 Carlton St to Speed Hump in front 27 Carlton St		Unrestricted		12	1	1	1	1	1	1	1	2
		The second secon					8%	8%	8%	8%	8%	8%	8%	17%
F5	CarltonSt	From Speed Hump in front 32 Carlton St to Commerce St		Unrestricted		10	2	2	2	2	2	2	2	3
							20%	20%	20%	20%	20%	20%	20%	30%
F6	Carlton St	From Speed Hump in front 27 Carlton St to #19/17 Carlton St		Unrestricted		8	0	0	1	1	2	0	0	0
							0%	0%	13%	13%	25%	0%	0%	0%
F		CarltonSt				54	5	6	6	5	7	4	4	7
							9%	11%	11%	9%	13%	7%	7%	13%
GI	Commerce St	Ballarat Rd to Carlton St	West	Unrestricted		15	0	0	0	0	0	0	0	0
62	C St	Ballarat Rd to Carlton St	F	Unrestricted		15	0% 5	0% 5	0% 4	0% 4	0% 4	0% 5	0% 5	0%
G2	Commerce St	Ballarat Rd to Cariton St	East	Unrestricted		15	33%	33%	27%	27%	27%	33%	33%	6 40%
-						30	5	5	4	4	4	5	5	6
G		Commerce St				- 50	17%	17%	13%	13%	13%	17%	17%	20%
CP4	Market Pl		Т	Unrestricted		22	6	9	7	14	6	10	8	8
			+ +				27%	41%	32%	64%	27%	45%	36%	36%
CP4	Market Pl			1P Angle	9am-9pm M-Sat	16	4	6	5	12	11	11	11	6
CIT	IVI di KCL I I		+ +	11 Angic	Jani-Jpin W-Sat	10	25%	38%	31%	75%	69%	69%	69%	38%
CDS		D. 1 1 W 1	+ +	I I student of		22								
CP5		Braybrook Hotel	+	Unrestricted		33	11	15	19	20	15	17	17	18
			\perp				33%	45%	58%	61%	45%	52%	52%	55%
CP6		Braybrook Hotel	\perp	Unrestricted		87	14	19	38	41	31	25	29	31
			\perp				16%	22%	44%	47%	36%	29%	33%	36%
CP6		Braybrook Hotel		P Disabled		2	1	2	2	1	1	2	2	2
							50%	100%	100%	50%	50%	100%	100%	100%
CP						160	36	51	71	88	64	65	67	65
							23%	32%	44%	55%	40%	41%	42%	41%
					Totals		128	149	175	192	160	155	149	162
						Available	361	340	314	297	329	334	340	327
						Capacity	489	489	489	489	489	489	489	489
					% O	ccupancy	26%	30%	36%	39%	33%	32%	30%	33%

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PARKING OCCUPANCY

CHURCHILL AVE NORTH PRECINCT

WEDNESDAY 10/08/2016 1:00PM-2:00PM

0-24 %

25-49%

50-74%

\VI[\\$ [NI](\Q)(g)\ij[\}=\{] [g][\\$(90[NI](\91J) (\Q)(\9(\91J) [NI]\@W (\1JJ(g)\VJC\\$W

S

CHURCHILL PARKING







PARKING INVENTORY

RESTRICTIONS KEY

RESTRICTION

9AM-BPM MON-SUN

1P 9AM-9PM MON-SUN

112P 9AM-BPM

LOADING ZONE

CLEARWAY 6 30-10AM MON-FRI TOW AWAY, NO STOPPING

CLEARWAY 6.30-10AM MON-FRI TOW AWAY, NO PARKING

CLEARWAY 6.30-10AM MON-FRI TOW AWAY, NO PARKING

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> ht A-132 r Holdoboo; Rood IVANHOEVIC. 3079 P.O. BDI<417 IVANHOE VIC. 30711 Tel (OJ) 9490 5900 Fax (03) SM&O11110 "IIIIWW.1nli'lkwortci.cam.MI











ATTACHMENT C - COMMUNITY CONSULTATION LETTER

160210: Churchill Avenue, Braybrook – Local Area Traffic Management Study Final: 02/02/2017

Ref: 16/177048

17 August 2016



To the Owner/Occupier Churchill Avenue North Precinct Braybrook VIC 3019

Dear Sir/Madam

CHURCHILL AVENUE NORTH PRECINCT – LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

Maribyrnong City Council is undertaking a Local Area Traffic Management (LATM) study in your local area. Council has commissioned Trafficworks Pty Ltd to undertake a review of the traffic issues within the Churchill Avenue North Precinct.

The study area is bounded by Ballarat Road to the north, Ashley Street to the east, Churchill Avenue to the south and Duke Street to the west, as shown below.



The LATM study will examine the existing traffic, parking and road safety issues, together with information received through the attached survey questionnaire, discussions with officers and collection of survey data.

Community participation is essential in identifying and addressing issues of this nature and preparing a Traffic Management Plan.

You are therefore strongly encouraged to complete the attached questionnaire and return it in the reply paid envelope by 2 September 2016.

Should you have any queries regarding this correspondence or any aspect of the LATM study, please contact Mr Ali Abdou (Trafficworks) on 9490 5906. Should you have any general enquiries, please contact Council's Customer Service on 9688 0200.

Yours faithfully

Sanket Kargathra Acting Coordinator Transport MUNICIPAL OFFICES

Napier Street

Footscray

POSTAL ADDRESS

PO Box 58

Footscray

Victoria 3011

DX

DX81112

Footscray

TELEPHONI

(03) 9688 0200

FACSIMILE

(03) 9687 7793

INTERNET ADDRES

www.maribyrnong.vic.gov.au

TRANSLATIONS

The information in this letter/brochure is important. If you need assistance to understand the information you can:

- contact Council on 96880200 and we will arrange for an interpreter over the telephone/person or
- call the Telephone Interpreting Service (TIS) on 131450 and ask for an interpreter.

VIETNAMESE / VIÊT NGỮ

Nội dung thư/tờ tài liệu này là thông tin quan trọng. Nếu quí vị cần giúp đỡ để thông hiểu các th tin đó, quí vị có thể:

- Liên lạc với Hội Đồng t/p qua điện thoại số 9688 0200 và chúng tôi sẽ thu xếp thông dịch viên Nam qua điện thoại hoặc đến tại chố hoặc
- gọi cho Dịch Vụ Thông Dịch Qua Điện Thoại (TIS) qua số 131 450 và yêu cầu có thông dịch Việt Nam.

Cả hai dịch vụ đều miễn phí.

Chinese / 中文

本信/小冊子中的資料很重要。若需協助才能理解本資料內容,請:

- 與市政府聯繫,號碼9688 0200,我們會安排中文的電話傳譯/譯員前來,或者
- 致電電話傳譯服務處(TIS),號碼131 450,要求中文傳譯員幫助。

上述兩項服務均免費提供。

Amharic / አጣርኛ

በዚህ ለነስተኛ መጽሔት ውስጭ ያስው መልዕክት ጠቃሚ ነው።

ስስ መልዕክቱ ስመረዳት ዕርዳታ የሚፈልጉ ከሆኑ

- ስምክር ቤት በስልክ ቁጥር 9688 0200 ቢደውሱ የአጣርኛ አስተርጓሚ በቴሌሮች ወይም በአካል እናዘጋጅስዎታለኙ።
- ስስልክ የትርጉም ለገልግሎት (TIS) በስልክ ቁጥር 131 450 በመደወል የአጣርኛ አስተርጓሚ መጠየት ይችላሉ። ከላይ የተጠቀሱት ሁስቱም ነፃ አገልግሎቶች የቸው።

عربي/ Arabic

تحترى هذه الرسالة/المنشور على معلومات هامة، إذا كنت بحاجة إلى المساعدة لقهم المعلومات بإمكانك:

- الاتصال بالبلدية على الرقم 0200 9688 وسوف نقوم بالترتيب لمترجم عربى عبر الهاتف/شخصياً، أو
 - اتصل بخدمة الترجمة الهاتفية (TIS) على الرقم 450 131 واطلب مترجم لغة عربية.

يتم تقديم الخدمتين مجاناً. .

Serbian / Српски

Информације које се налазе у овој брошури/писму су важне. Ако вам је потребна помоћ да би разумели ове информације, можете да урадите оледеће:

- ступите у везу са општином на број 9688 0200 а ми ћемо да организујемо преводиоца за српски јзик преко телефона или лично, или
- назовите Телефонску преводилачку службу (TIS) на број 131 450 и тражите преводиоца за орлски језик.

Обе услуге су бесплатне.

Macedonian / Македонски

Информацијата во ова <u>пи</u>смо / брошура е важна. Ако ви треба помош за да ја разберете информацијата може:

- да се јавите во Општината на 9688 0200 и ние ќе обезбедиме македонски преведувач по телефон или лично
- исто така и вие може да се јавите во Телефонската преведувачка служба (Telephone Interpreting Service - TIS) на 131 450 и побарајте македонски преведувач.

И во двата случаи тие услуги се бесплатни.

Greek / Ελληνικά

Οι πληροφορίες αυτής της επιστολής/φυλλαδίου είναι σημαντικές. Εάν χρειάζεστε βοήθεια για να καταλάβετε τις πληροφορίες μπορείτε:

- να επικοινωνήσετε με τη Δημαρχία στο 9688 0200 και θα κανονίσουμε για Έλληνα διερμηνέα από το τηλέφωνο/προσωπικά ή
- καλέστε την Τηλεφωνική Υπηρεσία Διερμηνέων (TIS) στο 131 450 και ζητήστε Έλληνα διερμηνέα.

Και οι δύο υπηρεσίες είναι δωρεάν.

italian / Italiano

Le informazioni contenute in questa lettera/opuscolo sono importanti. Se avete bisogno di aluto per capirle potete:

- mettervi in contatto col Comune al numero 9688 0200 e noi vi metteremo in comunicazione con un interprete per telefono, oppure
- chiamate il Servizio Interpreti Telefonico (TIS) al numero 131 450 e chiedete di parlare con un interprete italiano.

Entrambi i servizi sono gratuiti.

Somali / Soomaali

Maduumaadka warqadaan ku yaallaa waa muhiim. Haddii aad kaalmo u baahan tahay si aad u fahamto waxaad la:

- 🔻 xiriiri kartaa Golaha Degmada Tel: 9688 0200 waxaanuna kuu raadinaynaa qof Soomaali telefoonka kuuga tarjuma ama
- Wac Adeega Ku tarjumida Telefoonka (TIS) Tel: 131 450 weydiina qof Soomaali ku hadla.

labadaan adeegba waa lacag la'aan.

Ref: 16/1//049	
	Churchill Avenue North Precinct Traffic Study –
	Questionnaire

2. What are the traffic Issues in <u>vour</u> street?

1. Contact Details:

Name: Address:

Please complete the questionnaire and return it to Council using the enclosed pre-paid envelope prior to <u>2 September 2016</u>

Phone No:

Issues	Not an Issue	Min Iss	-	Major Issue	
Traffic Speed					
Traffic Volume (numbers of vehicles)					
Through Traffic (traffic from outside your area)					
Truck Traffic					
Parking Issues					
Pedestrian Facilities					
Bicycle Facilities					
		fied above,	please tic	ek (√	
3.) For all minor and major traffic i		fied above, Peak Hours	please tio	Ni	
3.) For all minor and major traffic is now regarding when the issue occur	All	Peak	Day	Ni	
Issues Traffic Speed Traffic Volume (numbers of vehicles)	All	Peak	Day	Ni	
B.) For all minor and major traffic is now regarding when the issue occur. Issues Traffic Speed Traffic Volume	All	Peak	Day	Ni	
A.) For all minor and major traffic is pox regarding when the issue occur. Issues Traffic Speed Traffic Volume (numbers of vehicles) Through Traffic	All	Peak	Day	k (√ Ni Tir	
Issues Traffic Speed Traffic Volume (numbers of vehicles) Through Traffic (traffic from outside your area)	All	Peak	Day	Ni	
Issues Traffic Speed Traffic Volume (numbers of vehicles) Through Traffic (traffic from outside your area) Truck Traffic	All	Peak	Day	Ni	
3.) For all minor and major traffic is pox regarding when the issue occur. Issues Traffic Speed Traffic Volume (numbers of vehicles) Through Traffic (traffic from outside your area) Truck Traffic Parking Issues	All	Peak	Day	N	

ve you noticed any traffic issues in other streets within the study 1? eet name: fic issues: gestions to overcome issue:
eet name:
eet name:
fic issues:
gestions to overcome issue:
you have any other transport related issues which you have ountered whilst walking, cycling or driving in the streets within the dy area?
cific location of issue:
cription of issue:
gestions to overcome issue:
litional comments regarding Churchill Avenue Area Traffic Study:
Thank you for your time and assistance
mank you for your time and assistance

What is Local Area Traffic Management (LATM)?

LATM is a process to develop a scheme to reduce the traffic impact in local streets whilst improving their amenity.

The Churchill Avenue LATM study area is bounded by Ballarat Road to the north, Ashley Street to the east, Churchill Avenue to the south and Duke Street to the west, as shown in the map below.

What is the objective of the Churchill Avenue LATM Study?

The key objective of the Churchill Avenue LATM Study is to minimise the effect of traffic in the local streets whilst improving the pedestrian and bicycle facilities and local street amenity.

What are the key benefits of the Churchill Avenue LATM Study?

- Discourage through-traffic from using local streets
- ☐ Improve the safety of local streets for all road users (including cyclists and pedestrians) by reducing traffic speeds
- ☐ Reduce the incidence and potential for crashes within the study area
- Address the traffic concerns of the community whilst maintaining good levels of accessibility for local residents, service vehicles, local businesses and emergency services

- - - Churchill Avenue North LATM



Which types of traffic calming treatments can be utilised in local streets?

Treatments including roundabouts, speed humps, speed cushions, kerb extensions, linemarking and

bike lanes can be considered for implementation within the study area to mitigate certain traffic issues.

What is the Churchill Avenue Local Area Traffic Management (LATM) Process?

The Churchill Avenue LATM process can be described as follows:

Data analysis and community consultation (August 2016)

Development of draft LATM plan (September 2016)

Arrangement of Workshop for community input in the draft LATM plan (October 2016)

Development of final LATM plan and community notification (November 2017)

Finalisation of LATM study report for Council consideration (December 2017)

Thank you for taking time to complete the questionnaire.

PRIVACY STATEMENT -

Maribyrnong City Council values and protects all personal information it collects and is committed to using secure information handling practices and uses in compliance with the Information Privacy Principles under the Privacy and Data Protection Act 2014 (Vic).

The personal information collected on this form will only be used to assist Council in determining any appropriate parking restriction requirements within the City of Maribyrnong.

Your personal information will not be disclosed to any external party without your prior consent, unless required or authorised by law.

P.T.O.



ATTACHMENT D - CRASH HISTORY



Job No. : 160210

Location : Churchill Avenue, Braybrook

Sheet:

Municipality: Maribyrnong City Council

Melways Ref. : 41 D1

Date Drawn : 16-10-05 Drawn By : S

1 of 2

Drawn By: Sarini Dissanayake

Checked By: Ali Abdou

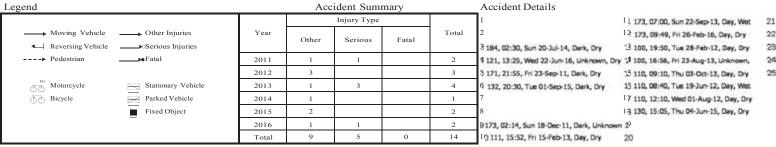




Legend		Acc	ident Sum	mary		Accident Details		
			Injury Type			171, 15:25, Mon 02-Dec-13, Day, Dry	1	2 1 102, 17:39, Fri 23-Jan-15, Day, Dry
→ Moving Vehicle → Other Injuries	Year	Other	Serious	Fatal	Total	172, 11:55, Tue 06-Jan-15, Day, Dry	1	22: 130, 14:35, Fri 15-May-15, Day, Dry
Reversing Vehicle		Other	Serious	ratai		3	13	23 102, 18:00, Set 24-Oct-15, Dusk, Dry
→ Pedestrian Fatal	2011	1			1	4	14	24 130, 07:15, Fri 16-Mar-12, Day, Wet
	2012	1			1	5	15	25 147, 09:30, Wed 16-Jan-13, Day, Dry
Motorcycle Stationary Vehicle	2013	2	1		3	6	16	
Bicycle Parked Vehicle	2014	1	1		2	7 100, 14:40, Sun 11-Dec-11, Day, Dry	17	
Fixed Object	2015	3	1		4	8 160, 22:20, Set 20-Dec-14, Dark, Dry	18	
_	2016				0	9	19100, 08:30, Mon 11-Aug-14, Day, Wet	
	Total	8	3	0	11	10	20 130, 16:30, Thu 03-Oct-13, Day, Dry	









ATTACHMENT E - COMMUNITY FEEDBACK LETTER

Ref: 16/177048

27 October, 2016



IMPORTANT MESSAGE FROM YOUR COUNCIL

THE OWNER/OCCUPIER

Dear Sir/Madam

CHURCHILL AVENUE NORTH PRECINCT – LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

I refer to our previous letter and survey questionnaire dated 17 August 2016 regarding the commencement of the Churchill Avenue North Precinct Local Area Traffic Management (LATM) study.

Feedback has now been received through the returned survey questionnaires, the results of which have been processed and, together with information provided by Council officers and survey data, has enabled the development of a draft Traffic Management Plan, as shown attached.

As part of the review, a number of issues were identified such as faded line marking, damaged or missing signs and overhanging vegetation which obscures signage. These issues are deemed to be general maintenance items and will be referred to Council's Operations & Maintenance for rectification.

Further, a number of issues have been identified through traffic surveys and through community consultation which relate to strategic issues within the study area. These issues include heavy car and truck volumes, high traffic speeds, lack of car parking, fragmented pedestrian and cyclist connectivity. These issues will be addressed in consultation with the relevant stakeholders for their consideration and action.

We would welcome your views to the attached draft LATM Plan and encourage you to complete the attached feedback form and return it in the reply paid envelope by Friday 11 November 2016.

In addition, a public meeting will be held to discuss the draft LATM Plan and provide an opportunity for further feedback from the community. The public meeting is scheduled to be held at the Braybrook Community Hub in Churchill Avenue, Braybrook on Tuesday 6 December 2016 commencing at 6.15 pm until 7.15 pm.

Should you have any queries regarding this correspondence or any aspect of the LATM study, please contact Mr Ali Abdou (Trafficworks) on 9490 5906. Should you have any general enquiries, please contact Council's Customer Service on 9688 0200.

Yours faithfully

Malcolm McDonald Coordinator Transport **MUNICIPAL OFFICES**

Napier Street

Footscray

POSTAL ADDRESS

PO Box 58

Footscray

Victoria 3011

DX

DX 81112

Footscray

TELEPHONE

(03) 9688 0200

FACSIMILE

(03) 9687 7793

INTERNET ADDRESS

www.maribyrnong.vic.gov.au

Ref: 16/177048

Churchill Avenue North Precinct Area Traffic Study – Questionnaire

Please complete the questionnaire and return it to Council using the enclosed pre-paid envelope prior to Friday 18 November 2016

1.	Contact Deta	ails:
	Name:	
	Address:	
	Phone No:	

2. Please provide your feedback to the Draft LATM Plan (Note: Treatment No. indicated in this table refers to the numbers indicated on the Draft LATM Plan).

Street	Treatment No.	Proposed Traffic Management Measures	Support	Not Support	Comments
Ashley Street	1	Introduce bicycle storage boxes at Churchill Avenue / Ashley Street intersection (all approaches)			
Ashley Sheet	2	Introduce a bicycle storage box at Ballarat Road / Ashley Street intersection (south approach)			
	3	Introduction of 60km/hr speed limit in Ballarat Road between Ashley Street and Duke Street			
Ballarat Road	4	Upgrade of the pedestrian bridge at the intersection of Ballarat Road and Duke Street to improve children safety. Introduce pedestrian safety fencing / hand rail.			
	5	Introduce a pedestrian operated signal (POS) adjacent to Ballarat Road / Melon Street intersection (Subject to VicRoads approval)			
Castley	6	Introduce speed humps between Ballarat Road and Transport Street			
Crescent	7	Implement raised intersection treatment at Castley Crescent / Rennison Street intersection			
	8	Reduce speed limit to: - 50km/h between Ashley St and Vine St - 40km/h between Vine St and Darnley St - 50km/h between Darnely St and Duke St (Subject to VicRoads approval)			
	9	Refresh existing bicycle pavement markings (Maintenance)			
	10	Introduce green bicycle pavement markings at intersection conflict points			
Churchill	11	Investigate reducing the two-lane roundabout at Churchill Avenue / Melon Street intersection to one-lane roundabout and introduce bicycle sharrows			
Avenue	12	Investigate reducing the two-lane roundabout at Churchill Avenue / Darnley Street intersection to one-lane roundabout and introduce bicycle sharrows			
	13	Introduce 2P parking restrictions from 8am - 6pm between Hargreaves Crescent and Braybrook Community Hub parking access on the southern side of Churchill Avenue (Subject to resident consultation)			
	14	Construct a pedestrian pram crossing between Vine Street and Adamson Street intersections			
	15	Investigate the extension of bicycle lanes (including storage boxes) at Churchill Avenue up to the Ashley Street intersection			
	16	Introduce speed humps between Ballarat Road and Skewes Street			
	17	Introduce a roundabout at Darnley Street / Lily Street intersection			
Darnley Street	18	Reinstate a truck ban sign on the north approach of Churchill Avenue / Darnley Street intersection (appears to be missing)			
Daniey Street	19	Introduce sharrows along Darnley Street south of Lily Street			
	20	Introduce passing bays between Churchill Avenue and Skewes Street	_		
	21	Introduce a raised pedestrian crossing with flashing lights at Darnley Street adjacent to Skewes Street intersection			

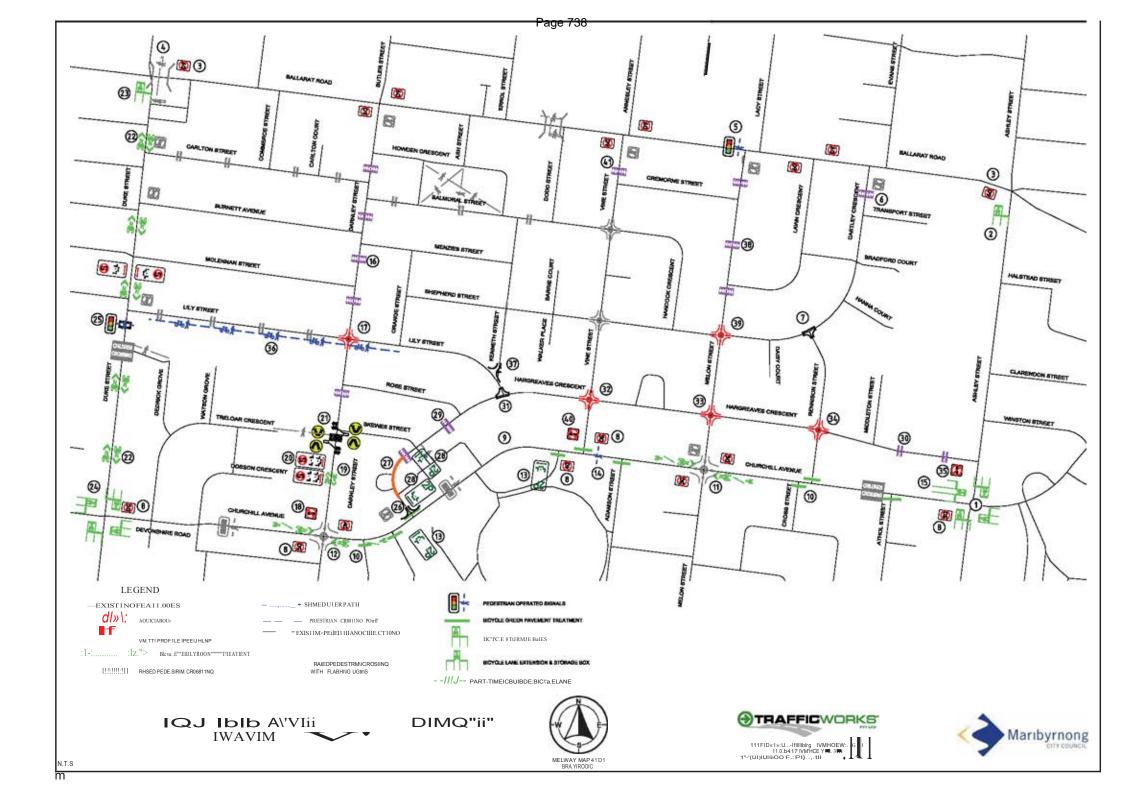
Cc: Stony Creek Ward Councillors: Cr Catherine Cumming, Cr Nam Quach

Street	Treatment No.	Proposed Traffic Management Measures	Support	Not Support	Comments
	22	Implement sharrows between Churchill Avenue and Ballarat Road			
	23	Introduce a bicycle storage box at Ballarat Road / Duke Road intersection (south approach)			
Duke Street	24	Introduce bicycle storage boxes at Churchill Avenue (Devonshire Road) / Duke Street intersection (all approaches)			
	25				
	26	Implement a kerb outstand on the north approach of Churchill Avenue / Hargreaves Crescent intersection to improve sight lines			
	27	Provision of centre line marking along Hargreaves Crescent adjacent to the bend			
	28	Introduce 2P parking restrictions between 8am - 6pm from Churchill Avenue intersection to Skewes Street intersection (Subject to resident consultation)			
	29	Introduce speed humps between Churchill Avenue and Lily Street			
Hargreaves Crescent	30	Introduce speed humps between Rennison Street and Ashley Street			
	31	Implement raised intersection treatment at Hargreaves Crescent / Lily Street intersection			
	32	Introduce a roundabout at Vine Street / Hargreaves Crescent intersection			
	33	Introduce a roundabout at Melon Street / Hargreaves Crescent intersection			
	34	Introduce a roundabout at Rennison Street / Hargreaves Crescent intersection			
	35	Reinstate a truck ban sign on the west approach of Ashely Street / Hargreaves Crescent intersection			
	36	Introduce a shared pedestrian / bicycle path on the south side between Duke St and Orange Street			
Lily Street	37	Tighten the intersection to reduce cornering speeds on the south-east corner of Lily Street / Kenneth Street intersection			
Melon Street	38	Introduce speed humps between Ballarat Road and Castley Crescent			
Meiori Street	39	Introduce a roundabout at Melon Street / Castley Crescent / Shepherd Street intersection			
Vine Street	40	Reinstate a truck ban sign on the north approach of Churchill Avenue / Vine Street intersection			
viile du det	41	Introduce speed humps between Ballarat Road and Hancock Crescent			
General		Vegetation trimming and reconstruction of damaged footpaths along Ashley Street, Duke Street, Churchill Avenue and Hargreaves Crescent (Maintenance)			
on Tueso	day 6 Decei	scheduled to be held at the Braybrook Commber 2016 commencing at 6.15 pm until 7.1 ing the box below.		ub (Churchill	Avenue, Braybrook)
Yes		No Contact Number	:		

Thank you for taking the time to complete the survey questionnaire.

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Cc: Stony Creek Ward Councillors: Cr Catherine Cumming, Cr Nam Quach



TRANSLATIONS

The information in this letter/brochure is important. If you need assistance to understand the information you can:

- contact Council on 96880200 and we will arrange for an interpreter over the telephone/person or
- call the Telephone Interpreting Service (TIS) on 131450 and ask for an interpreter.

VIETNAMESE / VIÊT NGỮ

Nội dung thư/tờ tài liệu này là thông tin quan trọng. Nếu quí vị cần giúp đỡ để thông hiểu các th tin đó, quí vị có thể:

- Liên lạc với Hội Đồng t/p qua điện thoại số 9688 0200 và chúng tôi sẽ thu xếp thông dịch viên.
 Nam qua điện thoại hoặc đến tại chỗ hoặc.
- gọi cho Dịch Vụ Thông Dịch Qua Điện Thoại (TIS) qua số 131 450 và yêu cầu có thông dịch Việt Nam.

Cả hai dịch vụ đều miễn phí.

Chinese / 中文

本信/小冊子中的資料根重要。若需協助才能理解本資料內容,請:

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上述兩項服務均免費提供。

Amharie / Amar

ጠኒህ ለነስተኛ መጽሔት ውስዮ ያስው መልዕክት ጠቃሚ ነው።

ስስ መልዕከቱ ስመረዳት ዕርዳታ የሚፈልጉ ከሆኑ

- ስምከር ቤት በስልክ ቁጥር 9688 0200 ቢደውሉ የአማርኛ አስተርጓሚ በቴሌሮን ወይም በእካል እናዘጋጅልዎታስኙ
- ስስልክ የትርጉም አገልግስተት (TIS) በስልክ ቁጥር 131 450 በመደወል የለማርኛ ለስተርጓሚ መጠየት ይችላሉ።
 ከላይ የተጠቀሱት ሁለቱም ነፃ አገልግስተት የሞው።

عربي/ Arabio

تحتري هذه الرسالة/المنشور على معلومات هامة. إذا كنت بحاجة إلى المساعدة لفهم المعلومات بإمكانك:

- · الاتصال بالبلدية على الرقم 0200 9688 وسوف نقوم بالترتيب لمترجم عربي عبر الهاتف/شخصياً، أو
 - اتصل بخدمة الترجمة الهاتقية (TIS) على الرقم 450 131 واطلب مترجم لغة عربية.

يتم تقديم الخدمتين مجاناً. .

Serbian / Српски

Информације које се налазе у овој брошури/писму су вежне. Ако вам је потребна помоћ да би разумели ове информације, можете да урадите следеће:

- ступите у везу са општином на број 9688 0200 а ми ћемо да организујемо преводиоца за сдложи јавк преко пелефона или личено, или
- назовите Телефонску преводилачку службу (TIS) на број 131 450 и тражите преводиоца за српски језик.

Обе услуге су бесплатне.

Macedonian / Македонски

Информацијата во ова писмо / брошура е важна. Ако ви треба помош за да ја разберете информацијата може:

- да се јавите во Општината на 9688 0200 и ние ќе сбезбедиме македонски преведувач по телефон или лично
- исто така и вие може да се јавите во Телефонската преведувачка служба (Telephone Interpreting Service - TIS) на 131 450 и побарајте македонски преведувач.

И во двата случаи тие услуги се бесплатни.

Greek / Ελληνικά

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- να-επικοινωνήσετε με τη Δημορχία στο 96%8 0200 και θα κανονίσουμε για Έλληνα διερμηνέα από το τηλέφωνο/προσωπικά ή
- καλέστε την Τηλεφονική Σπηρεσία Διερμηνέων (TIS) στο 131 450 και ζητήστε Έλληνα διερμηνέα.

Και οι δύο υπηρεσίες είναι δωρεάν.

Italian / Italiano

Le informazioni contenute in questa lettera/opuscolo sono importanti. Se avete bisogno di aluto per capirle potete:

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- chiamate il Servizio interpreti Telefonico (TIS) al numero 131 450 e chiedete di parlare con un Interprete italiano.

Entrambi i servizi sono gratuiti.

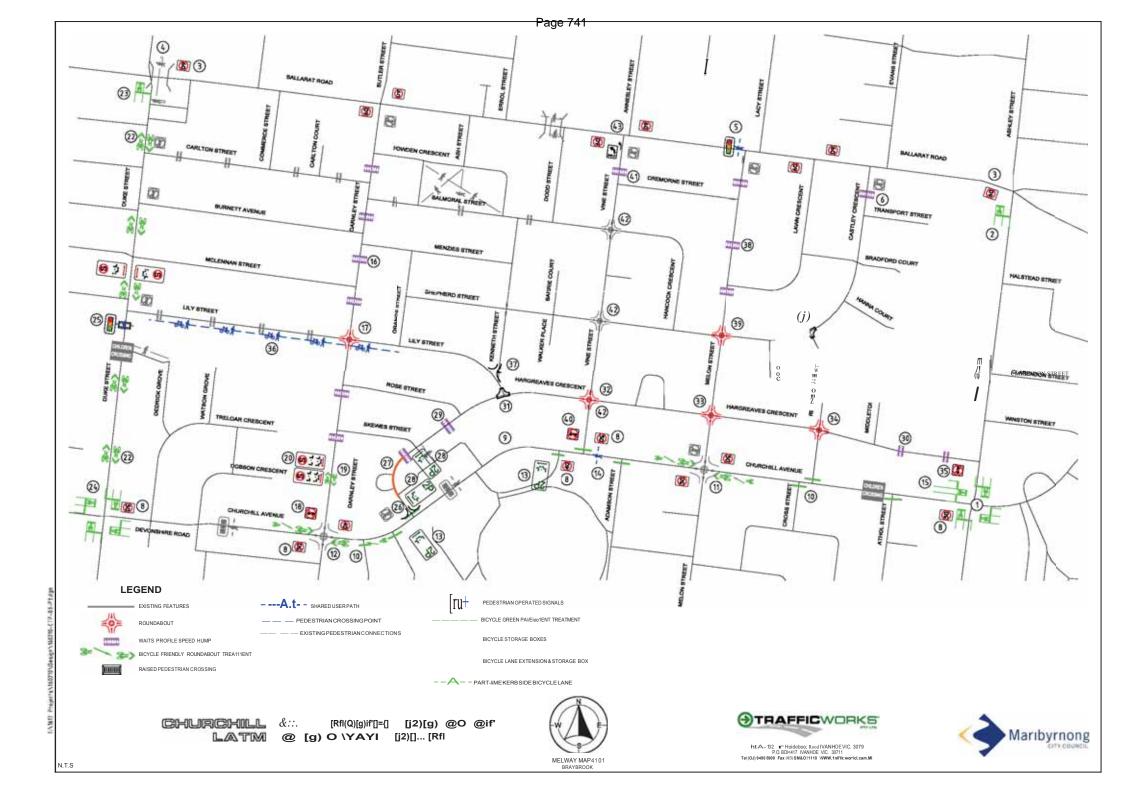
Somali / Soomaali

Macluumaadka warqadaan ku yaallaa waa muhiim. Haddii aad kaalmo u baahan tahay si aad u fahamto waxaad la:

- xiriiri kartaa Golaha Degmada Tel: 9588 0200 waxaanuna kuu raadinaynaa qof Soomaali telefoonka kuuga tarjuma ama
- Wac Adeega Ku tarjumida Telefoonka (TIS) Tel: 131 450 weydiina qof Soomaali ku hadla. labadaan adeegba waa lacag la'aan.



ATTACHMENT F - RECOMMENDED TREATMENTS





ORDINARY COUNCIL MEETING REPORT

26 APRIL 2017

AGENDA ITEM 9.11

SOUTHAMPTON STREET PARK SITE NAMING PROPOSAL

Director: Celia Haddock

Director Corporate Services

Manager: Celia Robinson

Manager Governance and Customer Service

PURPOSE

To propose the naming of the Southampton Street Park Site which is located between Southampton and Swan Streets, Footscray as showed outlined in Attachment 1.

ISSUES SUMMARY

- Southampton Street residents have been seeking new open space on the former Council Work Centre site since the site was vacated in 2012.
- Following extensive community consultation between May and June 2015, the City Development Special Committee endorsed the final plan for the Southampton Street Park Site on 28 July 2015.
- The Southampton Street Park Site is now complete and open for public use, it is timely to commence the process for naming the site.
- The Southampton Street Park Site is located between Southampton and Swan Streets, Footscray as shown outlined in Attachment 1.
- The park is considered to be a feature and must be named in accordance with the Naming rules for places in Victoria 2016 (the Naming Rules).
- In accordance with the Geographic Place Names Act 1998 (the Act) Council is the naming authority for this site and must work within the provisions of the Act and the Naming Rules to ensure any naming proposals meet the legislative requirements and naming principles.
- The name proposed for the park is Southampton Park.
- It is proposed that Council consult with the community regarding this proposal by placing an entry into a local newspaper, a survey be sent to surrounding properties, and published on Council's website.

ATTACHMENTS

- 1. Locality Map
- 2. Draft Naming Survey

OFFICER RECOMMENDATION

That Council:

- 1. Approves in principle the proposed name Southampton Park for the Southampton Street Park Site which is located between Southampton and Swan Streets, Footscray (as shown in Attachment 1).
- 2. Endorses the commencement of community consultation which will involve a newspaper advertisement, a survey to surrounding properties and on Council's website.
- 3. Following completion of community consultation and having received no objections, formally endorses the proposed name Southampton Park and authorises Council Officers to submit the proposed name to the Office of Geographic Names for registration.
- 4. Notes that if one or more objections are received, a report will be presented to Council outlining all objections and recommending the steps forward.

BACKGROUND

Geographic naming processes in Victoria must be conducted in accordance with the Naming rules for places in Victoria – 2016 (the Naming Rules) which provide principles for naming, the process and consultation elements to be followed and definitions for what should be named.

Following the completion of the new Southampton Street Park Site, it is timely to commence the naming process to formally name the new park site located between Southampton and Swan Streets, Footscray (as shown in Attachment 1).

At the official opening of the Southampton Street Park Site on 20 February 2016, Council officers received two name suggestions from attendees.

Name Suggested	Comments
William Cooper Park	Principle 1(D) of the Guidelines states that names must not be duplicated. Duplicates are considered within close proximity (within 5km metropolitan) and those which are identical or have similar spelling or pronunciation.
	Although very significant to the area, the Footscray Train Station bridge is named William Cooper Bridge, officially registered on 22 January 2011.
	There is also a William Cooper Reserve within the municipality, located at 1 Taylor Avenue, Maribyrnong.
	Both features are located within a 5km radius of the park site, therefore the proposed name William Cooper Park does not comply with Principle 1(D) of the Guidelines.
The Depot Park	Principle 1(C) of the Naming Rules states that names should be relevant to the local area.
	The name Depot Park does not conform to this principle.

DISCUSSION/KEY ISSUES

1. Key Issues

The State Government Naming rules for places in Victoria – 2016 (the Naming Rules) set out the consultation process for naming. The Guidelines require consultation for a period of 30 Days.

Naming Principles

The proposed name Southampton Park has been considered against all principles set out in Section 2 of the Naming rules for places in Victoria – 2016 (the Naming Rules) and conforms as follows:

as follows.	
Principles	Comments
Principle 1(A) Ensuring Public Safety Must not risk public and operational safety	Naming the Southampton Street Park Site does not risk public safety.
Principle 1(B) Recognising the public interest Regard to be given to the long-term consequences and effects upon the wider community	Providing a name as a distinct identifier will benefit the community as it will provide a clear reference point.
Principle 1(C) Linking the name to a place Place names should be relevant to the local area	The name is relevant to the area.
Principle 1(D) Ensuring names are not duplicated Place names must not be duplicated. Duplicates are considered to be two (or more) names within close proximity (within 5km metropolitan) and those which are identical or have similar spelling or pronunciation	There are no other places or features named Southampton Park within close proximity.
Principle 1(E) Names must not be discriminatory Place names must not cause offence on the basis of race, ethnicity, religion, disability, sexuality or gender	The naming proposal is not discriminatory.
Principle 1(F) Recognition and use of Aboriginal languages in naming The use of traditional Indigenous Australian names are encouraged subject to agreement from the relevant Indigenous communities	Not applicable, as proposal does not use traditional Indigenous Australian names.

26 APRIL 2017

AGENDA ITEM 9.11

Principle 1(G) Dual names Use of dual names as a way of recognising the names given to places by different enduring cultural and language groups	Proposal does not have a dual name.
Principle 1(H) Using commemorative names Naming often commemorates a person. A commemorative name applied to a feature (reserve) can only use the first and surname of a person, although it is preferred that only the surname is used. The names of people who are still alive should be avoided because community attitudes and opinions can change over time.	A commemorative name is not being proposed.
Principle 1(I) Using commercial and business names Authorities should not name places after commercial businesses, trade names not-for-profit organisations and estate names as community attitudes and opinions can change over time.	Commercial or business names are not used in this proposal.
Principle 1(K) Directional names to be avoided Cardinal directions (north, south, east and west) must be avoided.	No cardinal directions are associated with the proposal.
Principle 1(L) Assigning extent to a road, feature or locality The area and/or extent to which the name will apply must be clearly defined.	The area is clearly defined in the aerial map in Attachment 1.

The proposed name Southampton Park has been considered against all feature requirements set out in Section 4 of the Naming rules for places in Victoria – 2016 (the Naming Rules) and conforms as follows:

Feature Requirements	Comments
4.2.1 Feature type The feature type should be included in a feature's name and located after the unique feature name.	This naming proposal includes the feature type after the unique feature name.
4.2.2 Waterways Naming authorities must describe in exact detail the full extent of any waterway it is proposing to name or rename.	This requirement does not apply to this naming proposal as the feature is a park.
4.2.3 Locational Names The names of neighbourhoods, residential estates and subdivisions should not be applied to a feature.	This proposal does not contain the name of a neighbourhood, residential estate or subdivision.
4.2.4 Base Names Features named under private sponsorship contracts should also be assigned a bas name.	This feature is not being named under a private sponsorship contract.

2. Legislation/Council Policy

- Geographic Place Names Act 1998
- Local Government Act 1989
- Maribyrnong City Council's Geographic Naming Policy 2013
- State Government Naming rules for places in Victoria 2016

Human Rights Consideration

The report and its content do not impede the human rights listed in the Charter of Human Rights and Responsibilities Act 2006.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

Community consultation will involve an entry into a local newspaper, survey mail outs to surrounding properties and uploading the survey onto Council's website. See Attachment 2 for a copy of the naming survey.

26 APRIL 2017

AGENDA ITEM 9.11

A link to the naming survey will also be sent to the Maribyrnong Heritage Advisory Committee for their consideration.

4. Resources

Not applicable.

5. Environment

Not applicable.

CONCLUSION

It is recommended that Council approves in principle the proposed name Southampton Park for the new Southampton Street Park Site located between Southampton and Swan Streets, Footscray and endorses the commencement of community consultation for the proposed name.

Community consultation for the naming proposal will include a newspaper advertisement, a survey mail out to surrounding properties and uploading the survey on to Council's website. If there is full support from the community it is recommended that Council formally endorses the name Southampton Park. If one or more objections are received, a report will be presented to Council outlining all objections and recommending the steps forward.

Page 750 Attachment 1





Disclaimer Note

The State of Victoria and the Maribyrnong City Council do not warrant the accuracy or completeness of information in this product and any person using or relying upon such information does so on the basis that the State of Victoria and the Maribyrnong City Council shall bear no responsibility or liability whatsoever for any errors or omissions in the information.

Attachment 1: Locality Map

1:701

12/12/2016

Prepared By: Adrian Lambrianou





Naming of Southampton Street Park Site

Council wishes to obtain your view about the name Southampton Park proposed for the Southampton Street Park Site located between Southampton and Swan Streets, Footscray.

Following completion of the Southampton Street Park Site, the new park site is now open for public use and it is timely to commence the naming process to formally name the park.

Southampton Street Park Site Location Plan

The Southampton Street Park Site is located between Southampton and Swan Streets, Footscray (as seen outlined in red on the map below).



Naming of Southampton Street Park Site Naming Survey

Naming Process

VEC / NO

Following the completion of the new Southampton Street Park Site, the new park is now open for public use and it is timely to commence the naming process to formally name the park.

The name proposed is **Southampton Park**. The naming process follows the steps outlined in the Naming rules for places in Victoria - 2016.

1. Do you approve the proposal to name the Southampton Street Park Site (please circle)?

Please answer the following questions:

TES / INO		
2. Do you support the proposed name Southampton Park (please circle)?	YES / NO	
Do you have any additional comments?		
Your Name:		
Your Postal Address:		

Please complete the survey and return to Maribyrnong City Council by:

Post: Property Management Unit OR Email: email@maribyrnong.vic.gov.au
Maribyrnong City Council
PO Box 58 Footscray, 3011

All comments must be received by TBC.

Your Phone Number and or Email:

Non-return of surveys will be treated as consent for the proposed name. For more information about the naming process, please contact the Property Management Unit by: P: 9688 0305 or E: email@maribyrnong.vic.gov.au

Privacy Statement

The personal information requested on this form is being collected by Council for the purpose of undertaking community consultation (as required by the Guidelines for Geographic Names 2010) and to enable subsequent communication with submitters as required. The information will be used by Council for these primary purposes or directly related purposes.

Council may disclose the personal information to the Office of Geographic Names and the general public. The submission and the submitter's name and suburb may also be published in the public agenda and minutes of a Council meeting (which are available on Council's website). The information provided will not otherwise be disclosed unless required by law. Requests for access to and/or amendment of the information provided may be made to Council's Privacy Officer.

CONSIDERATION OF THE PROPOSED 2017/2018 BUDGET AND STRATEGIC RESOURCE PLAN 2017-2021

Director: Celia Haddock

Director Corporate Services

Author: Ken Leaming

Manager Finance

PURPOSE

To consider the Proposed 2017/2018 Annual Budget (Proposed Budget) and Strategic Resource Plan 2017-2021 (Strategic Resource Plan), and to seek Council approval to place the Proposed Budget and Strategic Resource Plan on public exhibition for a 28 day statutory period, in accordance with Section 223 of the *Local Government Act 1989 (the Act)*.

ISSUES SUMMARY

- The proposed budget includes the declaration of rates and charges to apply for the 2017/2018 financial year, in accordance with Local Government (Planning and Reporting) Regulations 2014.
- Council has a statutory responsibility to prepare and publicly exhibit its proposed Budget for a 28 day period.
- Public submissions will be invited and are to be considered prior to Council adopting its Budget and Strategic Resource Plan.

COMMUNITY CONSULTATION

A range of interactive and information communication tools will be used to ensure residents are informed about the Proposed Budget 2017/2018 and Strategic Resource Plan 2017-2021.

Communications will be written in plain language to ensure they can be understood by a broad audience that includes residents, businesses, Council and the media – within Maribyrnong's diverse community where many people speak languages other than English.

Through these communications, Council aims to increase awareness of City services that are funded by ratepayer dollars, promote the different ways residents can be involved in the budget process, educate residents about the decision-making process involved with the budget, and improve on council budget engagement opportunities.

Tools include:

- Advertising in The Age, Leader Maribyrnong and Star Weekly Maribyrnong
- A 'one stop shop' budget information page on Council's website
- Social media through Council's Twitter and Facebook accounts
- A post on the Council blog www.cityofmaribyrnong.com.au
- Inclusion in the Mayor's Message (May edition) of Star Weekly Maribyrnong full-page ad
- Traditional media release
- Posts in City facilities

In addition, this year will include an online Q&A session run through Facebook which the public are invited to participate in. This will be a live Q&A, where relevant staff will be available to answer budget questions. This will be a strictly moderated event, where terms and conditions on asking and answering questions are clearly established.

ATTACHMENT

1. Proposed 2017/2018 Annual Budget and Strategic Resource Plan 2017-2021.

OFFICER RECOMMENDATION

That Council:

- 1. In accordance with Section 223 of the Local Government Act 1989, approves the release of the Proposed Budget 2017/2018, Strategic Resource Plan 2017-2021 for public exhibition.
- 2. Authorises the Chief Executive Officer to:
 - Give public notice of the preparation of the Proposed Budget 2017/2018, Strategic Resource Plan 2017-2021 in accordance with section 129 of the *Local Government Act 1989* and Regulation 9 of the *Local Government (Finance and Planning) Regulations 2014.*
- 3. In accordance with Section 223 of the *Local Government Act 1989*, hears any person who has requested to be heard in support of a written submission on the proposed 2017/2018 Annual Budget and Strategic Resource Plan 2017-2021, at a Section 223 meeting, to be held at 6.30pm on Tuesday 30th May 2017, at the Maribyrnong Council Offices, corner Hyde and Napier Streets, Footscray.
- 4. Considers any recommendations to adopt the proposed 2017/2018 Annual Budget and 2017-2021 Strategic Resource Plan (with or without amendments), and declare rates and charges at an Ordinary meeting of Council to be held at 6.30pm on 20th June 2017, in the Council Chamber, Maribyrnong Council Offices, corner Hyde and Napier Streets, Footscray.

- 5. Declares:
- a) An amount of \$94,771,904 be declared as the amount which Council intends to raise by general rates and charges.
- b) A general rate for the period 1 July 2017 to 30 June 2018, in accordance with section 158 of the Local Government Act 1989.
- c) The general rate be raised through the application of a uniform rate, as follows:
- i. A rate in the dollar of 6.582197 cents be specified as the uniform rate.
- ii. The general rate for all ratable land within the municipality be determined so that the amount payable be 6.582197 cents in the dollar of the Net Annual Value.
- 6. Grants a Council rebate in relation to rates for all City of Maribyrnong pensioners eligible to participate in the State Government Pensioner Remission Scheme. The rebate will be for a maximum of \$185.35
- 7. Allows payments of rates as per section 167 of the *Local Government Act 1989* by four installments, due and payable on:
- a) 30 September 2017
- b) 30 November 2017
- c) 28 February 2018
- d) 31 May 2018
- 8. Notes that interest on unpaid rates will be charged in accordance with section 172 of the *Local Government Act 1989*.

BACKGROUND

Council, in the preparation of the proposed Budget, has continued to use its long term financial plan, which guides the development of annual budgets.

Council has revised its long term financial plan to more accurately reflect rate requirements into the future. The continuation of the public realm fund has also been included in to the long term financial plan.

Council commenced the proposed Budget process in October 2016, and has worked through a rigorous process with the Executive Management Team and 4 Councillor Budget briefings.

The proposed Budget preparation has been guided by the Council Plan 2017-2021 and the Long Term Financial Strategy. The directions of the proposed major undertakings and the long term financial plan, have heavily influenced the proposed Budget.

DISCUSSION/KEY ISSUES

1. Key Issues

Council, in preparing the proposed Budget, has had to consider a number of external influences. These have been taken into consideration due to the impact they will have on the proposed Budget.

These influences include:

- Rate Capping imposed by State Government 2.0%
- Unfunded Superannuation Liability
- Cost shifting from State and Federal Governments

Despite these influences, Council has continued with its program to improve the amenity and service standards in the City.

Amenity and Service Improvements

- Continued asset renewal and upgrade program
- Productivity improvements through enhanced service reviews
- Increased expenditure on graffiti removal
- Ongoing festival and events program

Highlights

The proposed Budget has been developed substantively in line with Council's Long Term Financial Strategy and Plan.

Some of the key projects proposed are:

- Parks and Open Space and Streetscape's \$5.6 million including the planting of trees in streets, boulevards, and parks across the City
- \$8.2 million to improve Council-owned roads across the City
- Retaining the pensioner rebate rate at \$185.35
- The Church Street Children's Centre will be redeveloped to increase the number of community based child care and kindergarten places in Footscray
- Green street lights \$100,000
- Footpath and Cycle ways \$2.9 million

Community Information

A range of interactive and information communication tools will be used to ensure residents are informed about the Proposed Budget 2017-18 and Strategic Resource Plan 2017-2021.

Communications will be written in plain language to ensure they can be understood by a broad audience that includes residents, businesses, Council, City employees and the media – within Maribyrnong's diverse community where many people speak languages other than English.

Through these communications, Council aims to increase awareness of City services that are funded by ratepayer dollars, promote the different ways residents can be involved in the budget process, educate residents about the decision-making process involved with the budget, and improve on council budget engagement opportunities.

Tools include:

- Advertising in The Age, Leader Maribyrnong and Star Weekly Maribyrnong
- A 'one stop shop' budget information page on Council's website
- Social media through Council's Twitter and Facebook accounts
- A post on the Council blog www.cityofmaribyrnong.com.au
- Inclusion in the Mayor's Message (May edition) of Star Weekly Maribyrnong full-page ad
- Traditional media release
- Posts in City facilities

In addition, this year will include an online Q&A session run through Facebook and the public are invited to participate. This will be a live Q&A, where relevant staff will be available to answer budget questions. This will be a strictly moderated event, where terms and conditions on asking and answering questions are clearly established.

Strategic Objectives

Council provides more than 65 services to the community. Each contributes to the achievement of one of the six Strategic Objectives as set out in the Council Plan for the years 2017-2021. The following table lists the six Strategic Objectives as described in the Council Plan.

Strategic Objectives	Description
1. Strong Leadership	Council will proactively lead our changing city using strategic foresight, innovation, transparent decision making and well-planned, effective collaboration.
2. Healthy and Inclusive Communities	Council will provide and advocate for services and facilities that support of people's wellbeing and healthy living, connection to community, safety, cultural engagement and whole of life learning.
3. Quality Places and Spaces	Council will lead the development of integrated built and natural environments that are well maintained, accessible and respectful of the community and neighborhoods.
4. Growth and Prosperity	Council will support diverse, well-planned neighborhoods and a strong local economy.
5. Mobile and Connected City	Council will plan and advocate for a safe, sustainable and effective transport network and innovative city.
6. Clean and Green	Council will strive for a clean, healthy city for people to access open spaces, cleaner air and water and respond to climate change challenges.

Asset renewal

The proposed Budget meets Councils Long Term Financial Strategy target of 30% of rate income expended on the Capital and Improvement Program. This is a continuation of Council's strategic move to address Council's identified infrastructure renewal gap, and provides opportunities to protect the environment. This gap, if not addressed over time, will create unsustainable liabilities for the future. Council has an asset renewal gap similar to other inner metropolitan councils.

Strategic Initiatives

Council has developed an Initiatives program, using similar criteria in the assessment process as for the Capital Works and Improvement program. The value of Initiatives for the 2017/2018 program is \$.560 million. Full details of the Initiatives program are presented in Appendix C of the proposed Budget.

Pensioner Rate Rebate Scheme

Council is proposing to increase its Pensioner Rate Rebate Scheme for all Maribyrnong pensioners eligible to participate in the State Government Pensioner Remission Scheme. It is proposed that Council's rebate will be increased from \$181.70 to \$185.35 (an increase of 2.0%).

Loan borrowings

Council's level of debt as at 30 June 2017 is nil. Council continues to remain under the recommended borrowing threshold, borrowings are not required to meet revenue targets.

Rate Increase

In 2015, the Victorian Government introduced rate capping legislation in the form of its "Fair Go Rates System" (FGRS). The FGRS or rate capping introduces an annual rate cap set by the Minister for Local Government which controls general rate increases for all councils during that financial year.

The Minister for Local Government, the Hon Natalie Hutchins MP, advised an annual rate increase for the 2017/2018 financial year of 2.0%. Councils can seek approval to raise an increase above this figure through a variation with the Essential Services Commission (ESC).

The City of Maribyrnong for 2017/2018 financial year has decided not to seek a variation to the 2.0% increase.

Payment dates for rates

Council allows payments of rates by installment as per section 167 of the *Local Government Act 1989*, due and payable on:

- 30 September 2017
- 30 November 2017
- 28 February 2018
- 31 May 2018

Statutory procedures

Council is required to follow statutory procedures for the adoption of the proposed Budget. The proposed dates and actions are detailed below:

Date	Actions
18 April 2017	Council Briefing
26 April 2017	Meeting of Council to resolve on Budget & SRP and call for submissions
27 April 2017	Advertise Council's intention to adopt the Budget & SRP, calling for submissions, in accordance with Section 223 of the Local Government Act 1989
3 May 2017	Question & Answer session run through Facebook 6.30pm
25 May 2017	Submission period closes
30 May 2017	Hear submissions relating to the Budget & SRP at a Section 223 Committee meeting of Council
6 June 2017	S.223 meeting to discus submissions to Budget & SRP
20 June 2017 July 2017	Ordinary Council Meeting to consider adoption of the Budget & SRP Advertise the adoption of the 2017/2018 Adopted Budget & SRP 2017-2021

2. Resources

Details of financial and budgetary implications are contained in the proposed Budget. In summary, the proposed Budget provides for:

- A rates increase of 2.0%
- Total rates and charges of \$94,771,904
- A proposed rate in the dollar to be levied at 6.582197 cents
- Capital Works program of \$43.689 million
- Initiatives program of \$.560 million

3. Engagement

Council will seek submissions from the public in accordance with section 223 of the *Local Government Act 1989*.

4. Environment

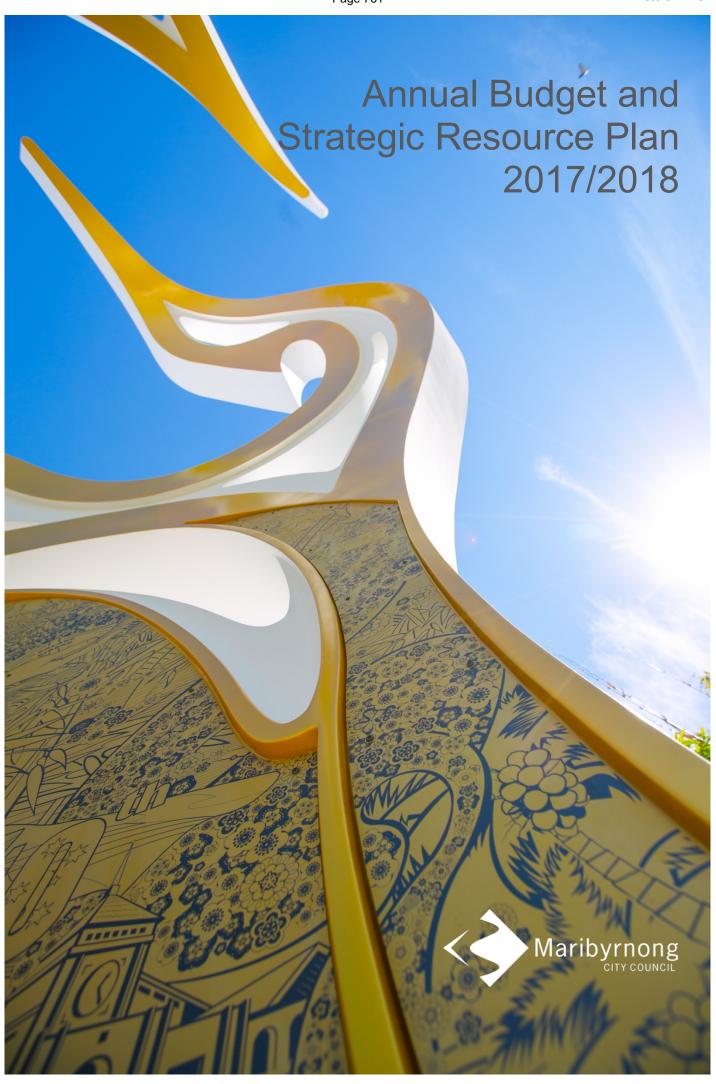
The proposed Budget supports key commitments for the environment.

CONCLUSION

The proposed Budget will determine the direction of Council finances in the 2017/2018 financial year. Council's rate increase is 2.0%. This increase is as directed to by FGRS as announced by the Minister for Local Government on 19 December 2016.

Council continues to operate within an environment of other levels of government cost shifting and increasing costs. The proposed Budget responsibly manages Council's current commitments within its Long Term Financial Strategy.

Attachment 1



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Message from the Mayor and CEO

We are pleased to deliver an Annual Budget 2017-18 that strongly invests in community infrastructure, programs and services.

We're a community that continues to experience an exciting period of rapid growth and change. As a result, we need to maintain ageing infrastructure while at the same time finding innovative ways to provide and plan for the future.

Our Annual Budget 2017-18 of \$134million meets these challenges and opportunities while working with the 2% rate cap imposed by the Victorian Government.

We are also required to collect the Landfill and Fire Services levies and forward these to the State Government.

The rate cap requires prioritisation of municipal needs and spending however we are a Council that believes in doing more than 'rubbish, roads and rates'.

Council delivers more than 75 services across the areas of recreation, libraries, maternal and child health, animal management, sustainability, infrastructure, planning and other services.

Our community celebrates diversity and enjoys being a healthy and inclusive community with quality spaces that are clean and green.

Our Annual Budget 2017-18 reflects these community aspirations and needs as identified in our recent Council Plan 2017-21 consultations, which included over 1,400 contributions from those who live, work, study and play in our City.

The Council Plan guides the best use of Council resources and service delivery over the next four years. It includes our commitment to wellbeing as we create a community that has the potential to reach their full potential in all aspects of life.

Some major projects in our Annual Budget include

- \$1.5 million to construct a new Church Street Children's Centre in West Footscray to meet the needs of our growing community
- \$1.1million to construct a regional playground as part of implementing the Footscray Park Masterplan
- \$1.05 million upgrade of the bicycle network, keeping our community healthy and connected
- \$800,000 upgrade of the pavilion and amenities at Kingsville Tennis Club
- \$800,000 for graffiti removal, keeping our City clean.
- \$700,000 to plant 1,895 trees to keep our City green
- \$300,000 to crack down on dumped rubbish
- \$200,000 for a waste education program to promote recycling
- \$25,000 added to our largest Council event, the New Year's Eve celebrations that attracts 20,000 people

We are proud to deliver a fiscally responsible budget that plans for the long-term and keeps costs down.



Cr Catherine Cumming, Mayor Stephen Wall, Chief Executive Officer

Executive summary

Council has prepared a Budget for 2017/2018 which is aligned to the vision in the Council Plan 2017/2021. It seeks to maintain and improve services and infrastructure as well as deliver projects and services that are valued by our community, and do this within the rate increase mandated by the State Government.

This Budget projects a surplus of \$6.7m for 2017/2018 (refer Section 10.1).

Key things we are funding

- ongoing delivery of services to the Maribyrnong City Council community funded by a budget of \$134m. These services are summarised in Section 2.
- continued investment in infrastructure assets (\$22m) primarily for renewal works. This includes roads (\$11.8m); bridges (\$0.2m); footpaths and bicycle paths (over \$3m); drainage (\$0.5m); parks, open space and streetscapes (\$5.7m); and waste management (\$0.4m). The Statement of capital works can be found in Section 3 and further details on the capital works budget can be found in Sections 6 and 12.

The rate rise

- The average rate will rise by 2% in line with the order by the Minister for Local Government on 19 December 2016 under the Fair Go Rates System.
- Key drivers are
 - to fund ongoing service delivery business as usual (balanced with greater service demands from residents)
 - to fund renewal of infrastructure and community assets.
 - to manage a reduction in funding from the Commonwealth Government via the Victoria Grants Commission caused by the freezing of grant indexation since 2011

Note that for every \$100 in taxes paid by Victorian residents, rates make up approximately \$3.50. The other \$96.50 goes to the State and Federal Governments i

Refer to Section 7 for further Rates and charges details.

Key statistics

Total revenue: \$134.0m (2016/2017 = \$131.9m)
Total expenditure: \$127.3m (2016/2017 = \$121.9m)
Accounting result: \$6.7m Surplus (2016/2017 = \$10.0m)
(Refer *Income Statement* in Section 3)

Underlying Operating Result

Surplus of \$6.7m (2016/2017 = Surplus of \$7.2m)

(Refer Analysis of operating budget in Section 10.1)

(Note: Underlying operating result is an important measure of financial sustainability as it excludes income which is to be used for capital, from being allocated to cover operating expenses)

Cash result

(Refer Statement of Cash Flows in Section 3)

This is the net funding result after considering the funding requirements for capital work projects from reserve transfers.

Total new capital works program of \$43.7m

- \$28.4m from Council operations (rates funded)
- \$0.0m from borrowings
- \$0.2m from asset sales
- \$1.1m from external grants
- \$14.0m from cash and reserves

Budget reports

The following reports include all statutory disclosures of information and are supported by the analysis contained in sections 8 to 15 of this report.

This section includes the following reports and statements in accordance with the Local Government Act 1989 and the Local Government Model Financial Report.

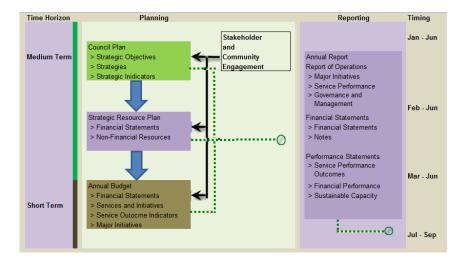
- 1 Linkage to the Council Plan
- 2 Services, initiatives & performance indicators
- 3 Financial statements
- 4 Financial performance indicators
- 5 Grants and borrowings
- 6 Detailed list of capital works
- 7 Rates and charges

1. Linkage to the Council Plan

This section describes how the Annual Budget links to the achievement of the Council Plan within an overall planning framework. This framework guides the Council in identifying community needs and aspirations over the long term, medium term (Council Plan) and short term (Annual Budget) and then holding itself accountable (Audited Statements).

1.1 Planning and accountability framework

The Strategic Resource Plan, included in the Council Plan, is a rolling four year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The Annual Budget is then framed within the Strategic Resource Plan, taking into account the services and initiatives included in the Annual Budget which contribute to achieving the strategic objectives specified in the Council Plan. The diagram below depicts the planning and accountability framework that applies to local government in Victoria.



The timing of each component of the planning framework is critical to the successful achievement of the planned outcomes. The Council Plan, including the Strategic Resource Plan, is generally required to be completed by 30 June following a general election and is reviewed each year in advance of the commencement of the Annual Budget process.

1.2 Our vision

A vibrant, diverse and progressive city striving for a sustainable future.

Our wellbeing commitment

Maribyrnong City Council is committed to promoting and protecting the wellbeing of our community across all life stages. We will achieve this through working to create and improve the physical, social, natural, cultural and economic environments that promote health and wellbeing.

Council has a vital role to play as leader, partner, advocate and planner in developing and implementing strategies to protect and promote health, now and into the future.

We must focus on the necessary foundations for enhancing wellbeing such as access to appropriate and affordable housing and employment, transport that is accessible, safe and reliable, amenity and social connectedness. Council is committed to social justice and equity for all. We will

engage with our most vibrant and diverse community. Everything we do has an impact on Community Wellbeing. The three core wellbeing outcome areas below underpin the Council Plan.



1.3 Strategy objectives

Council provides more than 65 services to the community. Each contributes to the achievement of one of the six Strategic objectives as set out in the Council Plan for the years 2017-21. The following table lists the six Strategic objectives as described in the Council Plan.

STRATEGIC OBJECTIVES

DESCRIPTION

1. Strong leadership



Council will proactively lead our changing city using strategic foresight, innovation, transparent decision making and wellplanned, effective collaboration.

2. Healthy and inclusive communities



Council will provide and advocate for services and facilities that support people's wellbeing, healthy and safe living, connection to community, cultural engagement and whole of life learning.

3. Quality places and spaces



Council will lead the development of integrated built and natural environments that are well maintained, accessible and respectful of the community and neighbourhoods.

4. Growth and prosperity



Council will support diverse, well-planned neighbourhoods and a strong local economy.

5. Mobile and connected city



Council will plan and advocate for a safe, sustainable and effective transport network and smart innovative city.

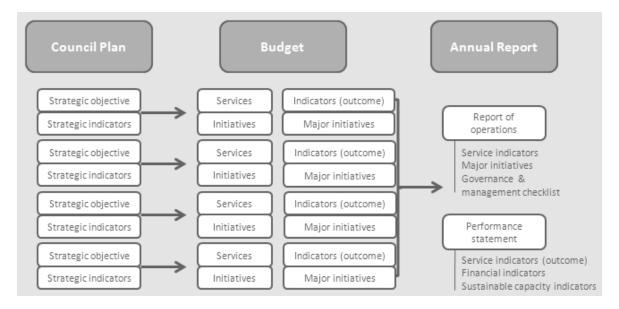
6. Clean and green



Council will strive for a clean, healthy city for people to access open spaces, cleaner air and water and respond to climate change challenges.

2. Services, initiatives & performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2017/2018 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes a number of major initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives and service performance outcome indicators in the Budget and report against them in the Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below.



Source: Department of Environment, Land, Water and Planning (formerly Transport, Planning and Local Infrastructure)

Services for which there are prescribed performance indicators to be reported on in accordance with the Regulations are shown in the following sections.

2.1 Community Services

CL. REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$
OP3	Community Services Management total	0	436,624	436,624
OP9	Positive Ageing & Inclusion total	-4,366,922	6,477,210	2,110,288
OP15	Community Infrastructure & Social Development total	-43,664	1,864,285	1,820,621
OP20	Community Learning & Libraries total	-892,349	5,734,510	4,842,161
OP26	Family & Youth Services total	-1,182,065	5,161,636	3,979,571
OP30	Leisure Services total	-5,218,598	6,241,706	1,023,108
OP31	Community Services total	-11,703,598	25,915,971	14,212,373

Major initiatives

MAJOR INITIATIVES	DEPARTMENT	PERFORMANCE INDICATOR	STR ATEGY
Develop the Sports Pavilion Capital Improvement Program and Sports Ground Renewal Strategy	Leisure Services	Capital works program and timeline developed	Deliver sport and recreation programs and capital works that increase capacity, accessibility and wellbeing
Develop the Integrated Child, Family and Youth Strategy 0-25 years.	Community Services and Social infrastructure	Early Years Strategy developed	Facilitate early years, children, youth and family-focused services for a rapidly growing community
Lead development and delivery of the Church Street Early Years Centre	Community Services and Social infrastructure	Complete detailed design and commence construction	Facilitate the renewal and development of contemporary community infrastructure that are multi-purpose and multi-generational
Develop the Community Learning and Libraries Strategic Plan and Building Strategy 2017- 2021	Community Learning and Libraries	Plan and Strategy complete with 80 per cent of first year actions progressed	Enhance community access to integrated life-long learning opportunities across the community learning network
Lead development of concept options and feasibility analysis for the Footscray Library, Community & Cultural Hub.	Community Learning and Libraries	Develop concept options and complete a feasibility study	Facilitate the renewal and development of contemporary community infrastructure that are multi-purpose and multi-generational

Service performance outcome indicators

SERVICE	INDICATOR	PERFORMANCE MEASURE	COMPUTATION
Home and Community Care	Participation	Participation in HACC service (Percentage of the municipal target population who receive a HACC service)	[Number of people that received a HACC service / Municipal target population for HACC services] x100
Home and Community Care	Participation	Participation in HACC service by CALD people (Percentage of the municipal target population in relation to CALD people who receive a HACC service)	[Number of CALD people who receive a HACC service / Municipal target population in relation to CALD people for HACC services] x100
Maternal and Child Health	Participation	Participation in the MCH service (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100
Maternal and Child Health	Participation	Participation in MCH service by Aboriginal children (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100
Libraries	Participation	Active library members (Percentage of the municipal population that are active library members)	[Number of active library members / municipal population] x100
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities (Number of visits to aquatic facilities per head of municipal population)	Number of visits to aquatic facilities / Municipal population

Community Services management

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP1	Community Services Management				
OP2	Community Services Management	0	436,624	436,624	Strong leadership
OP3	Community Services Management Total	0	436,624	436,624	

The Key Strategic Activities for the Community Services directorate for the 2017/2018 year are:

- invest in the services and infrastructure to support an ongoing program of community leadership development and community revitalisation for Maribyrnong.
- plan for the strategic renewal of social infrastructure to support a healthy, activated and positively engaged community.
- develop the Positive Ageing Strategy 2017-2021 to inform the future of an age friendly and inclusive Maribyrnong that enables intergenerational opportunities
- continue to ensure delivery of the Commonwealth Home Support Services to support our ageing population to stay active at home and in their communities

- research the health status of our community and implement preventative programs to support active communities and healthy lifestyles for the future.
- implement a range of strategies to promote equity and inclusion for all.
- work with the government, community and private sector to create safer environments and public places across the City of Maribyrnong.
- complete the Maribymong Sports Development Strategy and invest in quality places and spaces for physical activity building a healthier community
- develop the Maribyrnong Early Years Plan for 2018-28 to deliver high quality infrastructure and programs for our children
- deliver the redevelopment of the Church Street Early Years Integrated Learning Hub
- review the Maribymong Strategy for Young People and progress the Maribymong Alliance for Young People to deliver coordinated support to young people in Maribymong.
- develop and deliver the Maribymong Arts and Cultural Strategy, Collections Policy and Public Art Policy
- implement the Library, Community Learning and Libraries Strategic Plan and Building Strategy to resource lifelong learning opportunities for Maribyrnong residents into the future.
- provide a range of learning and community development activities through Council's Community Centre's and Libraries, Arts and Culture.
- undertake a Neighborhood House Needs Analysis
- develop a coordinated content planning framework for Community Learning and Libraries and Neighbourhood House Programs
- progress the concept and feasibility planning for the Footscray Library, Community & Cultural Hub.
- progress detailed design for the redevelopment of RecWest West Footscray and for the upgrade and refit of the Maribymong Aquatic & Recreation Centre.
- deliver the Active Maribyrnong Program to engage more people into healthy and active lifestyles

Positive Ageing & Inclusion

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$		LINKAGE TO STRATEGIC OBJECTIVE
OP4	Positive Ageing & Inclusion				
OP5	Aged & Diversity Management & Co- Ordinator	-81,193	790,211	709,018	Healthy & inclusive communities
OP6	Community Care	-3,754,075	4,869,600	1,115,525	Healthy & inclusive communities
OP7	Diversity	-139,976	384,433	244,457	Healthy & inclusive communities
OP8	Positive Ageing	-391,678	432,966	41,288	Healthy & inclusive communities
OP9	Positive Ageing & Inclusion total	-4,366,922	6,477,210	2,110,288	

The Positive Ageing and Inclusion Department works to support the development of socially and culturally inclusive communities in Maribyrnong. The Department focuses on positive ageing, equity and inclusion, and capacity building to enhance the social engagement and opportunities for positive participation across all life stages and cultural groups in Maribyrnong. The department provides a comprehensive and integrated range of home and community support services to older adults, people with a disability and their carers. The area is divided into four sections: 1) Positive Ageing, 2) Inclusion and Diversity 3) Community Care Services, and 4) Community Development and Participation.

The Positive Ageing team provides a range of support services to enable older residents to continue living in their own homes in the municipality. These services include information, advice and referral, assessment and care planning, delivered meals, and a number of community based social activity options. The team is responsible for the development of the Positive Ageing Strategy. The Inclusion team delivers the Disability Action Plan to inform our planning for an inclusive and disability friendly civic environment for the future, and will develop an Intercultural Plan for the Municipality to enable greater interaction across the diverse cultures that are the Maribyrnong community. The team supports Council departments to develop and implement these strategies and ensure Council services and processes are inclusive.

The team also delivers on place based community development, working with communities to promote inclusiveness, increased participation, community leadership, and strengthening capacity at the local level. Through the community grants program and support to volunteers this group promotes community driven initiatives to thrive. The Department's work is underpinned by the principles of human rights and social justice and a commitment to wellbeing outcomes.

Community Learning, Libraries, Arts and Culture

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP16	Community Learning & Libraries				
OP17	Community Centres Network	-233,327	1,411,698	1,178,371	Healthy & inclusive communities
OP18	Library Services	-659,022	4,245,953	3,586,931	Healthy & inclusive communities
OP19	Neighbourhood Community Centres	0	76,859	76,859	Healthy & inclusive communities
OP20	Community Learning & Libraries total	-892,349	5,734,510	4,842,161	

The Library Service delivers responsive library services and programs to the Maribyrnong community. Library services and programs actively engage a diverse range of people and afford opportunities to inspire and transform their lives through reading, literacy and knowledge.

Five branch libraries provide lending collections, access to information technology, cultural activities, and literacy programs, including digital literacy. Children's programs and collections focus on childhood literacy, through physical collections and online apps, alongside baby rhyme times, story times, holiday programs and new parents' sessions. Special story times are also held in community languages. Multicultural services provision is a major focus, with a high percentage of library usage by people of non-English speaking backgrounds. Collections are available in 12 community languages and each year special programs are developed which reflect community diversity.

Through its website library users can manage their loans as well as access the library catalogue, digital resources, eBooks, audio books and apps which support digital learning and literacy. The Community Centres offer a wide range of programs, activities and events with, and for the community and provide affordable space for community groups to conduct their business. The Centres are run with a strong community development framework that encourages empowerment, access and equity, inclusion, advocacy, social justice and community participation.

Programs include English and literacy programs, computer training, youth programs, playgroups, exercise, art and craft, health and wellbeing, community dinners, garden to plate and seniors.

Community Centres also offer spaces for council departments to run events and consultations and partner with community organisations and business to offer relevant and meaningful opportunities for all the community.

The Community Centres program operates from three sites.

- Braybrook Community Hub 107-139 Churchill Avenue Braybrook
- Maidstone Community Centre 21 Yardley Street
- Maribyrnong Community Centre 9 Randall Street Maribyrnong

The Arts and Culture team manages the Maribyrnong Art and Heritage collection and delivers on Arts and Cultural planning and collaboration: Public Art Strategy, StreetWorks, Open Studios, Strategic Arts Framework, Bluestone Church Arts Space, Artsbox.

Community Services and Social Infrastructure Planning

OP22 Early Years Development & -227,018 974,758 Support OP23 Family Services & Community Project Management OP24 Maternal & Child Health -819,564 2,746,084 -227,018 974,758 747,740 Healthy & inclusive communities Healthy & inclusive communities 1,926,520 Healthy & inclusive communities	CL REF.	SERVICE DELIVERY Family & Youth Services	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
Support OP23 Family Services & Community Project Management OP24 Maternal & Child Health -819,564 2,746,084 1,926,520 inclusive communities Healthy & inclusive communities Healthy & inclusive		•	007.040	074.750	747 740	l l = = 4 = O
Project Management inclusive communities OP24 Maternal & Child Health -819,564 2,746,084 1,926,520 Healthy & inclusive	OP22		-227,018	974,758	747,740	inclusive
OP24 Maternal & Child Health -819,564 2,746,084 1,926,520 Healthy & inclusive	OP23		0	310,459	310,459	inclusive
	OP24	Maternal & Child Health	-819,564	2,746,084	1,926,520	Healthy & inclusive
OP25 Youth Services -135,483 1,130,335 994,852 Healthy & inclusive communities	OP25	Youth Services	-135,483	1,130,335	994,852	Healthy & inclusive
OP26 Family & Youth Services total -1,182,065 5,161,636 3,979,571	OP26	Family & Youth Services total	-1,182,065	5,161,636	3,979,571	

The department provides and manages social policy and planning, and seeks and negotiates funding for the delivery of a range of family and children's services. This is achieved through strategic planning, partnership facilitation, strategic projects, advocacy, and community engagement. The department also oversees municipal emergency recovery management. The department consist of the following teams: Social Policy and Research, Strategic Projects and Planning, Major Projects, Maternal and Child Health, Early Years, Youth Services and Municipal Recovery Management. The Social Policy and Research, Strategic Projects and Planning, and Major Project teams take an evidence based approach to strategic policy and planning, partnership facilitation, advocacy and collaboration. The combined work of these teams include:

- develop a Community Services Division Social Infrastructure Plan 2018-2028 that will
 guide social infrastructure development, services planning and delivery in the City of
 Maribyrnong
- contribute to the review of Social and Economic Impact Assessment Framework that will guide social and economic impact assessment of residential development, social infrastructure development and service development in the City of Maribyrnong

- provide social and community impact assessment for new developments in partnership with City Strategy team
- end to end project management of renewal and new Community Services Division projects: Footscray Learning Precinct, Footscray Library/Community/Cultural Hub, Footscray Early Years Learning Hub, Church Street Children Centre
- evidence based social policy, advocacy and service planning: Social/Affordable Housing and Homelessness, Social Infrastructure planning, funding and delivery, Human Rights and Social Justice Framework
- research and data: Community Profile, Social Atlas, and Population Forecasts.

The Early Years Services, Maternal and Children Health and Youth Services teams work to reduce vulnerability and strengthen the wellbeing of children, young people and families through evidence based planning, targeted social infrastructure investment and delivery of services.

The Maternal and Child Health and Immunisation Service has over seven thousand children enrolled in the Service and provide approximately eighteen thousand consultations during the year. These consultations include the physical assessment of the child, health promotion, maternal wellbeing checks and referrals as needed. Immunisations given to pre-school children total over four thousand five hundred, while the secondary school students receive over six thousand immunisations. Families are offered support with individual consultations as well as in new parent groups and parent information sessions. Additionally, the Enhanced Maternal and Child Health service provides extra support for those families who have additional needs.

The Early Years team coordinates the compliance of fifteen Council owned facilities that house early years services as well as planning and developing infrastructure that is responsive to population changes with a focus on integrated children's hubs. The team resources and supports our local early years sector to enable high quality service provision. It facilitates the Maribyrnong Early Years Alliance and the implementation of the Maribyrnong Strategy for Children 2015-18 and Family Strengthening Strategy 2015-18 through partnerships. It provides support to parent managed committees of child care centres and manages the Central Registration System for the community based child care centres and kindergartens.

The Youth Services team works to reduce youth at risk and improve the health and wellbeing outcomes for local young people (12-25 years) through implementing the Maribyrnong Strategy for Young People 2014-2018. Youth Services are the facilitating partner for the Maribyrnong Alliance for Young People consisting of over 20 key organisations and the Maribyrnong Workers with Young People Network with a membership of 273 local professionals.

Youth Services facilitates the delivery of 21 programs and 15 events annually that support the development of young people and their connection to the community. Youth Services manage the Phoenix Youth Centre that has 1,600 unique bookings per year, with 1,500 young people casually accessing the Centre outside of program times.

Leisure, Health and Wellbeing

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP27	Leisure Services				
OP28	Maribyrnong Aquatic Centre	-5,117,550	5,279,966	162,416	Healthy & inclusive communities
OP29	Recreation Services	-101,048	961,740	860,692	Healthy & inclusive communities
OP30	Leisure Services total	-5,218,598	6,241,706	1,023,108	

The Leisure, Health and Wellbeing Department takes an integrated holistic approach to planning, policies, strategies, capital works delivery, programing and service delivery as it relates to improving the overall health and wellbeing of the Maribyrnong community.

The Service includes 3 separate business units which include Health and Wellbeing, Recreation Services and Recreation Centres.

Health and Wellbeing

- provides expert advice and support around municipal public health and wellbeing planning based on data, research and evidence within a social determinants of health framework.
- monitors and analyses trends and issues (using an evidence base and applying an intersectional lens) to understand community needs, perceptions and expectations.
- works with internal and external stakeholders to promote integrated policies, strategies and actions to address priority health and wellbeing issues, including: alcohol and other drugs, community safety and heathy lifestyles.
- delivers a number of prevention, intervention and health promotion programs with the view to improving health and wellbeing outcomes of the community, these include Sons of the West, Active Maribyrnong and a newly developed program Daughter of the West which will complement our current program offering.

Recreation Services

Is responsible for achieving Council's sport, leisure and recreation, planning, strategies and policies as well as the project management and delivery of a range of capital works. The Service provides opportunities for participation in a range of leisure activities from highly structured organised sport to informal social and family activities in Council's many parks, free to public tennis courts, basketball courts, skate parks, bike paths, walking trails. Over 100 community clubs and associations are supported by the Service which sees the municipality host thousands of sporting activities each weekend, this also includes a number of key national and international sporting events held throughout the year.

Maribyrnong Aquatic Centre/Recwest Braybrook & Footscray

Offers a number of active leisure and recreation spaces designed to address the health and fitness needs by providing a range of health and fitness services and facilities which encourage and support people to live healthier lives and enjoy the benefits of physical activity and social connections.

These facilities provide a range of services and facilities which include water based activities, gymnasiums, high ball multicourt spaces and rehabilitation services and facilities.

These Services will be undertaking redevelopment plans for the Aquatic Centre and RecWest Footscray in order to meet the future needs of the Maribyrnong community.

Leisure Services will shortly complete the Municipal Sports Development Strategy, Sports Pavilion Redevelopment Plan and the Sportsground Redevelopment Plan which will provide guidance for the future delivery of sport and recreation over the next 10 years in Maribyrnong.

2.2 Corporate Services

CL REF.	CORPORATE SERVICES MARIBYRNONG CITY COUNCIL SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$
OP34	Corporate Services Management total	0	753,758	753,758
OP37	Office of CEO total	0	463,369	463,369
OP41	Commercial Services total	0	1,458,187	1,458,187
OP45	Communications and Engagement total	0	1,371,355	1,371,355
OP55	Finance total	-100,076,467	8,671,058	-91,405,409
OP60	Governance and Customer Service total	-1,031,827	3,756,635	2,724,808
OP65	Human Resources Management total	0	2,562,790	2,562,790
OP69	Information Services total	-400	5,596,091	5,595,691
OP70	Corporate Services total	-101,108,694	24,633,243	-76,475,451

Major initiatives

MAJOR INITIATIVES	DEPARTMENT	PERFORMANCE INDICATOR	STRATEGY
Community Plan Maribyrnong 2040	Organisation Development	Development of the Maribyrnong Community Plan 2040 and endorsement by Council	Develop a community plan to capture the community's vision and aspirations to 2040
10 year Long Term Financial Strategy	Financial Services	Development and delivery of the 10 year Long Term Financial Strategy	Secure the long term financial sustainability of Council
IT Strategy	Information Technology	Development and commencement of delivery of the I.T Strategy	Drive business led innovation to deliver efficiencies, responsive customer experiences and an agile, flexible workforce

New initiatives

STRATEGIC INITIATIVES	COUNCIL PLAN STRATEGIC OBJECTIVE	2017/2018 EXP
Additional funds supporting cycle strategy	Mobile and connected city	375,000
early implementation	Healthy and inclusive communities	
Increase to support the Festival City Community Grants program	Growth and prosperity	45,000
Health and wellbeing initiatives through Western Bulldogs Foundation	Healthy and inclusive communities	70,000
Community budget submissions	Strong leadership	70,000
	Healthy and inclusive communities	
Total strategic initiatives		560,000

Service performance outcome indicators

SERVICE	INDICATOR	PERFORMANCE MEASURE	COMPUTATION
Governance	Satisfaction	Satisfaction with Council decisions (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community).	Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community.

Corporate Services management

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP32	Corporate Services Management				
OP33	Corporate Services Management	0	753,758	753,758	Strong leadership
OP34	Corporate Services Management total	0	753,758	753,758	
OP35	Office of CEO				
OP36	Office of CEO	0	463,369	463,369	Strong leadership
OP37	Office of CEO total	0	463,369	463,369	

Corporate Services strategic direction

The Local Government Act 1989 requires Council to develop a series of strategic documents which include a Council Plan, Strategic Resource Plan and Annual Budget. The Council Plan includes the strategic objectives of the Council and strategies for achieving those objectives over the four year term of the Council. The current Council Plan includes the Strategic Resource Plan (SRP), which outlines the resources required to implement Council's vision and strategies.

The key financial objectives, which underpin the SRP to 2021, are:

- maintain service levels
- achieve a sustainable operating surplus
- achieve a capital works and improvement program which meets the asset renewal needs of the city
- achieve a balanced budget on a cash basis
- build capacity and skills development of council staff

Principles of Sound Financial Management (as contained in the Act) set the framework for Council's SRP, and include;

- prudently manage financial risks relating to debt, assets and liabilities
- provide reasonable stability in the level of rate burden
- consider the financial effects of council decisions on future generations
- provide full, accurate and timely disclosure of financial information

Service description

The Corporate Services team provides a broad and diverse range of statutory and non-statutory services that support and enable the operations of the organisation. These services include finance, information technology, governance, property, customer service, commercial services, communications, engagement, advocacy, organisational development and human resources management.

Key influences for the team include:

- increased regulatory and compliance expectations from all levels of Government
- increased community expectations for ongoing communications, engagement and services
- increasing demand for online delivery of services
- introduction of new technology systems
- implementation of legislative changes for governance and financial accountability
- refining and improving procurement and contracting activities to deliver value for money outcome
- embedding effective risk management practices across the Council
- improved organisational resilience to business disruption events
- implementation of service planning and service reviews across the organisation
- new reporting requirements for Local Government as per the revised regulations, including 71 performance indicators
- implement prudent financial management and explore new revenue streams, and
- continuous improvement in organisational performance

Commercial Services

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP38	Commercial Services				
OP39	Contracts & Procurement	0	553,929	553,929	Strong leadership
OP40	Risk Management	0	904,258	904,258	Healthy & inclusive communities
OP41	Commercial Services Total	0	1,458,187	1,458,187	

The Commercial Services Department is responsible for the delivery of policies, systems, processes and practices to support Council's procurement, contracting, risk management, insurance and business continuity functions.

This is achieved though:

- providing constructive and timely advice on contracting and procurement issues with the aim of
 increasing the organisation's capacity and capability to deliver value for money outcomes in
 accordance with the Local Government Act 1989 and Council's Procurement Policy.
- delivering a targeted range of training opportunities to ensure an awareness and application of Council's procurement policy and procedures.
- exploring opportunities for improved collaborative contracting and procurement practices and strategies, both internally and externally.
- embedding effective and sound risk management practices as an integral part of Council's business processes to minimise and prevent injury and loss to the community.
- effective business continuity planning to minimise service disruptions and improve organisational resilience in delivering a broad range of services to the community.
- managing Council's insurance portfolio to ensure an appropriate level of cover is maintained across our diverse service areas.
- effective management of Council's insurance claims handling process.

Communications & Engagement

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP42	Communications and Engagement				
OP43	Communications and Engagement	0	472,658	472,658	Strong leadership
OP44	Media & Communications	0	898,697	898,697	Strong leadership
OP45	Communications and Engagement total	0	1,371,355	1,371,355	

In the broadest terms, the Communications and Engagement Department works to build the profile and reputation of Maribyrnong and its authentic strengths as a vibrant, inner-city locale. The Department has two teams. The Media and Communications team is responsible for corporate communications about Maribyrnong City Council and promotion of the city as a great place to live, visit, work or study.

The remit of team also includes social media and online services as an area of growing emphasis for Council.

The Advocacy and Engagement team has coverage for community engagement, stakeholder relationship management as well as coordinating and supporting the Council's leadership for the advocacy program and government relations.

Key responsibilities of the department include:

- media
- corporate communications
- internal communications
- advertising
- online and social media
- stakeholder relations
- community engagement
- advocacy, and
- issues management.

Finance

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP46	Finance				
OP47	Debt servicing	0	0		
OP48	Financial accounting	-3,451,250	992,804	-2,458,446	Strong leadership
OP49	Funding management	0	4,993,327	4,993,327	Strong leadership
OP50	Management accounting	0	401,176	401,176	Strong leadership
OP51	Management finance	-117,000	550,841	433,841	Strong leadership
OP52	Payroll	0	305,763	305,763	Strong leadership
OP53	Rates	-96,281,817	0	-96,281,817	Strong leadership
OP54	Revenue & valuations	-226,400	1,427,147	1,200,747	Strong leadership
OP55	Finance total	-100,076,467	8,671,058	-91,405,409	

The Finance team is responsible for the delivery of the following services:

- financial accounting (annual report)
- asset accounting
- investments
- accounts payable
- purchasing
- management accounting (budget and performance management)
- payroll
- revenue services
- debtors
- valuations

Financial accounting is responsible for:

- preparation of the Annual Financial Statements
- key components of these Statements are the endorsement of the Principal Accounting Officer, compliance with Australian Accounting Standards, the Local Government Act 1989 and the audit by the Victorian Auditor General
- accounts payable for the payment of invoices etc.
- purchasing for the ordering of goods and services
- management of Investments within projected cash flow needs
- Goods & services (GST) and Fringe benefits (FBT) requirements of the Australian Taxation Office (ATO)
- collection of council sundry debtor amounts due

Management accounting is responsible for:

- assisting the development of the long term financial strategy & long term financial plan
- preparation of Council's annual budget, inclusive of the strategic resource plan
- management reporting function for Council's financial performance
- assisting the organisation in the management of their budgets
- payroll function

The Revenue Services team is responsible for:

- raising and collecting general property rates
- maintaining and updating property database
- issuing of rate notices and ensuring collection of general rates and other charges owing
- promptly attending to ratepayer enquiries and responding in a timely matter as required by Council
- property valuations for the purpose of raising rates, in accordance with the Valuation of Land Act to meet Valuer-General's requirements for biennial revaluations
- processing of formal objections and to raise and issue supplementary valuations as required

Asset accounting is responsible for:

- Capital Value Register
- monitoring and reporting on project delivery
- transferring of completed projects from Work in Progress into the Capital Value Register
- updating council asset revaluations and provision for year end reporting

Governance and Customer Service

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP56	Governance and Customer Service				
OP57	Customer Service	0	1,448,943	1,448,943	Strong leadership
OP58	Governance and Legal Services	-40,500	1,064,349	1,023,849	Strong leadership
OP59	Property Management	-991,327	1,243,343	252,016	Strong leadership
OP60	Governance and Customer Service total	-1,031,827	3,756,635	2,724,808	

The Governance and Customer Service Department delivers excellence in customer service, provides expertise in the management of Council's property portfolio and drives good governance practice.

This is achieved in the following ways:

- by focusing on providing best practice in the delivery of customer service.
- providing expert and timely advice regarding the management of Council properties and property related decisions with internal and external stakeholders including service managers of Council properties.
- delivering a well-managed Council decision making cycle.
- developing, maintaining and implementing the statutory requirements and corporate governance policies and procedures of the Council to ensure accountability, transparency, legislative compliance and alignment with strategic direction.

The Governance and Customer Service Department includes the following teams: Customer Service, Governance, and Property Management.

Organisational Development

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP61	Human Resources Management				
OP62	Corporate Planning and Performance	0	1,008,811	1,008,811	Strong leadership
OP63	Human Resource	0	1,052,182	1,052,182	Strong leadership
OP64	Occupational Health & Safety	0	501,797	501,797	Strong leadership
OP65	Human Resources Management total	0	2,562,790	2,562,790	

Our core purpose as a department is to provide strategic foresight and guidance that improves organisational performance and lifts the capability, health and wellbeing of our stakeholders. This is done through services and programs that monitor and improve performance, nurture and develop leadership and foster a culture of continuous improvement.

In 2017/18 the Department will be focussed on developing a Council Plan 2017 -2021, delivering some key organisational strategic initiatives including introducing Service Planning, improved and

accountable performance reporting and targeted leadership development programs that will increase leaders capability to enhance employee engagement and service improvements that meets our community needs. Developing programs that will improve our culture to increase accountability that achieves our service and performance standards and deliver customer results.

Information Services

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP66	Information Services				
OP67	Information Management	-400	658,699	658,299	Strong leadership
OP68	Information Technology Services	0	4,937,392	4,937,392	Strong leadership
OP69	Information Services total	-400	5,596,091	5,595,691	

The Information Technology Services team sits within the Corporate Services directorate with a clear focus on adding value to the organisation's business units and providing excellent customer service. The Information Technology Services team has responsibility for activities that fall within the Information and Communications Technology Services including Telecommunications and Information Management.

Key responsibilities include:

- ITS strategic planning
- desktop services and support
- network infrastructure administration
- fixed and mobile voice and data management and support
- procurement of hardware, software and telephony
- Geographic (Spatial) Information Systems management
- business systems support, analysis, development and implementation
- general IT support and training
- knowledge and information management
- central records management
- · records archiving and destruction management
- internal mail distribution

Ensuring a consultative approach we aim to establish and maintain best practice processes and oversee the maintenance of quality services and systems by ensuring availability and capacity. Through the provision of operational and strategic advice, the Information Technology Services team develops and implements related policies and procedures to meet business needs and enhance performance by supporting the achievement of the Organisation's business objectives.

2.3 Infrastructure Services

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$
OP73	Infrastructure Services Management total	0	479,285	479,285
OP79	Strategic Asset Management total	-2,735,355	11,730,026	8,994,671
OP85	Engineering Services total	-317,500	1,171,402	853,902
OP91	Operations & Maintenance total	-644,182	20,702,608	20,058,426
OP94	Projects Office total	0	903,314	903,314
OP95	Infrastructure Services total	-3,697,037	34,986,635	31,289,598

Major initiatives

MAJOR INITIATIVES	DEPARTMENT	PERFORMANCE INDICATOR	STRATEGY
Continue development of the City Infrastructure Plan	Strategic Asset Management	Long term asset renewal requirements finalised and considered in the development of Long Term Financial Plan	Develop a City Infrastructure Plan aligning to community need and Council's finances.
Complete detailed design and commence construction of the Church Street MCH Facility	Project Office	Construction commenced by Quarter 4.	Plan and deliver Council's capital works program
Implement the Project Management Framework for the delivery of capital works projects	Project Office	Endorsement by EMT	Plan and deliver Council's capital works program
Continue to work with the state government and Transurban on the Western Distributor Project to achieve Council's preferred position	Infrastructure Services	Meetings/consultation with State Government and Transurban	Support the development of sustainable transport options to reduce truck traffic and pollution.
Continue progressive implementation of the Integrated Amenity Improvement plan	Operations & Maintenance	Community Satisfaction Survey result is maintained or improved	Improve the visual presentation, cleanliness and amenity of the city.
Review the kerbside waste collection services model.	Strategic Asset Management	Review completed and endorsed by Council.	Educate the community on environmental issues and best practice in waste management

Service performance outcome indicators

SERVICE	INDICATOR	PERFORMANCE MEASURE	COMPUTATION
Waste Collection	Waste Diversion	Kerbside collection waste diverted from landfill (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins/weight of garbage, recyclables and green organics collected from kerbside bins] x100
Roads	Satisfaction	Satisfaction with sealed local roads (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.

Infrastructure Services management

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP71	Infrastructure Services Management				
OP72	Infrastructure Services Management	0	479,285	479,285	Strong leadership
OP73	Infrastructure Services Management Total	0	479,285	479,285	

Infrastructure Services is responsible for strategic planning, development and maintenance of its physical assets in the city. This includes assets such as local roads, paths, drains, laneways and buildings. It is also responsible for transport planning, parking management, traffic engineering, public lighting and operations, waste and cleansing services, maintenance of parks and gardens, fleet management and environmental sustainability.

Areas of responsibility:

- Strategic Asset Management
- Engineering Services
- Operations & maintenance
- Project Office

Infrastructure Services strategic direction

- continue to develop systems and strategies relating to Council's assets and infrastructure, including the delivery of the Capital Works and Improvement Program and initiatives that enhance and improve community amenity.
- continue the development and implementation of the integrated asset management system
- continue to implement a condition monitoring program and develop long term capital renewal and maintenance programs for council owned assets
- provide responsive and high quality operations and maintenance services to the community.
- ensure that effective and sustainable asset management principles are applied to capital projects and asset maintenance decisions across the City.
- plan for the continuous renewal, upgrade and maintenance of Council's assets, facilities and infrastructure to meet current and future community needs in a timely manner within approved budgets.

- promote and support programs and initiatives that support sustainability, public health, Liveability and Community Services.
- plan for and manage an effective transport and parking system for the City.
- advocate for new and upgraded state transport infrastructure, reduce impacts of truck traffic on residents and improve public transport throughout the City.

Service description

The Infrastructure Services Branch is the Directorate for the asset planning and maintenance of Council's physical assets such as roads, footpaths, cycle paths, parks and open space, trees, drains and Council buildings along with transportation planning, traffic engineering, parking management and environment and sustainability services. The Directorate is also responsible for providing cleansing services, recycling and refuse collection services, 'At Call' hard and user pays green waste service. In addition, the Branch is responsible for public lighting, major project delivery and contaminated land management across the municipality.

Service trends and influences

The City of Maribyrnong's population is expanding rapidly, creating further demands on existing infrastructure and service delivery and creating additional assets to manage and maintain. The municipality also has ageing infrastructure that requires ongoing maintenance and replacement where appropriate. Council's capital and asset improvement program provides for a balanced distribution of available funds within the various asset categories based on competing priorities. Funding has been allocated and optimised to the various asset classes to meet the required renewal demand and progressively reduce the current asset backlog (poor condition assets) over the next 10 years.

Council is constantly reviewing its maintenance and renewal programs to ensure its resources are directed to address community concerns and priorities, such as cleanliness, dumped rubbish, graffiti and greening of the city.

Key strategic activities for the directorate

The key strategic activities for the Infrastructure Services directorate for the 2017/2018 year are:

- implementation of Council's roads, drainage, footpath buildings, open space and major capital works and improvement programs within available budgets.
- improving the general appearance and amenity of the city.
- Ongoing implementation of the asset management improvement plans.
- ongoing implementation of the Maribyrnong Integrated Transport Strategy, Maribyrnong
 Strategic Bicycle Plan, Safe Travel Plan, Waste Minimisation Strategy and Zero Carbon Plan.
- road safety and traffic management initiatives and programs.
- effective management of contaminated land and proactive monitoring and testing of Council land.
- optimising efficiencies in waste management activities, including improved recycling rates.
- ongoing compliance with the electrical line clearance regulations for tree vegetation and road maintenance under the Road Management Plan.
- continuing to Green the city with additional tree planting and maintenance and implementation of the Urban Tree Renewal Plan.
- project management of major building, road, parks and open space and public realm projects.

Strategic initiatives

The adopted actions and initiatives have been developed to enable the Directorate to address resident and ratepayer and specific statutory compliance requirements and to enable strategic planning, capital works and service enhancements to occur.

Key issues and activities planned for 2017/2018 are:

- implement the Project Management Framework
- implement detailed Infrastructure service levels
- expand public place recycling program
- additional funding for parks and gardens maintenance.
- additional funding for removal of graffiti from Council and private property.
- review of the 10 Year Capital and Improvement Program.
- Best Value Reviews of service provision
- additional funding for the roads and building refurbishment works and park improvements.
- develop strategies for waste reduction in line with Council's waste minimisation strategy.
- continue contamination investigations, testing and remediation where required.
- continued focus on adopting cyclical planned maintenance programs in the Operations and Maintenance teams.
- develop the Fleet Management Plan including review of the Fleet Policy.
- implement actions in Council's Zero Carbon Strategy, including ongoing energy saving initiatives in Council buildings and facilities.

Strategic Asset Management

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP74	Strategic Asset Management				
OP75	Asset Management	-2,372,355	2,301,677	-70,678	Quality places & spaces
OP76	Environmental Services	0	2,798,535	2,798,535	**
OP77	Infrastructure Systems	0	126,559	126,559	Strong leadership
OP78	Waste Management	-363,000	6,503,255	6,140,255	Clean and green
OP79	Strategic Asset Management total	-2,735,355	11,730,026	8,994,671	

^{**} Clean and green, Healthy & inclusive communities, Quality places & spaces, Strong leadership,

The team is responsible for asset management, waste management, and environmental sustainability and infrastructure systems.

Asset Management

- responsible for Council's corporate asset management framework, development of asset policies, strategies, plans, business processes and asset systems that support the ongoing delivery of best practice asset management.
- co-ordinates the development of Council's ten year capital and improvement program in consultation with asset, service, maintenance managers and other stakeholders.
- provides asset capital works advice and reports to the Project Management Oversight Committee, Executive Management Team and other key stakeholders.
- responsible for the management of Council's light fleet and heavy plant.

Environmental Services

- develops and implements policies and initiatives which enhance environmental performance of Council operations and maintain its 'Zero Carbon' status.
- develops and implements policies and initiatives which help achieve Council aspirations for a 'Zero Carbon' community.
- policy development and implementation in the areas of energy efficiency, waste management, water conservation, and storm water management and environmental sustainability.
- responsible for the management of contaminated land to provide safe community environments.
 This involves investigations of Council sites and where deemed appropriate site contamination management plans are developed and site remediation undertaken as required.
- ongoing community education and engagement around environmental sustainability, waste management and energy efficiency through regular events, workshops and community programs.

Waste Management

manages the delivery of curb side waste collection services.

Infrastructure Systems

 supports the development of business processes and information systems to enable delivery of infrastructure services.

Engineering Services

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP80	Engineering Services				
OP81	Civil Design and Drainage	-292,000	274,998	-17,002	*
OP82	Development	-20,000	119,575	99,575	Quality places & spaces
OP83	Engineering Services	0	395,634	395,634	Quality places & spaces
OP84	Transport Team	-5,500	381,195	375,695	Mobile and connected city
OP85	Engineering Services Total	-317,500	1,171,402	853,902	

^{*}Quality Places & Spaces, Mobile and Connected City

The Civil Design & Transport department's purpose is to provide civil design, planning and management of Council's roads, drainage, transport, traffic and parking assets and services, in an effective and efficient manner ensuring the best outcome for our community.

- The Civil Design team plans and designs capital works projects for roads, drainage, laneways, car parks and footpaths with a view to maximising asset condition within the available resources.
- The Transport team is responsible for the planning, design and implementation of the transport improvement program and parking management across the City. The team will continue working with external stakeholders on transport planning and management for the City and the inner western region focusing on major strategic transport projects and issues facing the City, such as the Western Distributor. The team will also continue to provide technical, traffic, parking, public lighting and transport advice in the development of key projects.
- The Development section manages developer planning and subdivision proposals and oversees major new subdivision construction activities in relation to infrastructure.

Operations and Maintenance

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP86	Operations & Maintenance				
OP87	Civil Works & Amenity	-560,182	9,398,746	8,838,564	*
OP88	Facility Management	0	2,692,414	2,692,414	Quality places & spaces
OP89	Parks and Open Space	-40,000	6,989,061	6,949,061	**
OP90	Works Centre Operations Management	-44,000	1,622,387	1,578,387	Clean and green
OP91	Operations & Maintenance Total	-644,182	20,702,608	20,058,426	

^{*}Quality places & spaces, Mobile and connected city, Clean and green

The Role of the Operations and Maintenance teams focus primarily on providing efficient and effective planned and reactive maintenance services to the city's built and natural assets. The Service includes:

- the provision of maintenance to:
 - buildings
 - public lighting, toilets and street furniture.
 - parks and gardens, including sports grounds and median strips, roads and footpaths, drainage and carparks
- reinstatements, road opening and street protection permits and asset protection.
- cleansing
- tree planting and maintenance

In all areas, the priority is on implementing efficient and effective cyclic service plans and enabling a responsive service for customer requests.

Compliance requirement includes meeting Council's Road Management Plan, Electrical Line Clearance Regulations and Australian Standards for playground inspections. A key focus of all teams within the department is to improve the condition and amenity of the city.

^{**}Quality places & spaces, Healthy & inclusive communities,

Project Office

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP92	Projects Office				
OP93	Project Management	0	903,314	903,314	*
OP94	Projects Office Total	0	903,314	903,314	

^{*}Quality places & spaces, Mobile and Connected City

The Project Office is responsible for the delivery of building, civil and open space capital works.

Building Capital Works (Minor and Major)

Manages Council's building portfolio including capital works planning and delivery, in consultation with building maintenance services, services managers and other key stakeholders. Through strategic review, policy development and life-cycle planning, the team will optimise the ongoing viability and effectiveness of buildings to the needs of Council and the community.

The team is responsible for the effective and efficient planning, coordination and delivery of Council's major capital projects within the municipality including major complex, technically challenging and unique capital projects of high significance and value.

Civil Infrastructure Capital Works

Responsible for project management and construction supervision of civil infrastructure capital works projects including road, drainage, footpath, bridges, right of ways, car parks, bike paths and retaining walls.

Open Space and Special Projects Capital Works

Provision of project management services including planning advice and delivery of various complexity capital projects including open space and parks, streetscapes, urban design frameworks and river trail projects.

2.4 Planning Services

CL REF.	PLANNING SERVICES MARIBYRNONG CITY COUNCIL SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$
OP98	Planning Services Management total	0	771,026	771,026
OP103	City Business total	-42,365	2,004,241	1,961,876
OP107	City Design total	0	1,133,179	1,133,179
OP110	City Strategy total	-28,349	1,029,721	1,001,372
OP117	Regulatory Services total	-16,698,574	12,928,698	-3,769,876
OP120	Urban Planning total	-1,385,000	2,269,303	884,303
OP121	Planning Services total	-18,154,288	20,136,168	1,981,880

Major initiatives

MAJOR INITIATIVES	DEPARTMENT	PERFORMANCE INDICATOR	STRATEGY
Prepare an updated Maribyrnong Housing Strategy	City Strategy	Updated Housing Strategy presented to Council by Quarter 4	Plan for a diverse, high quality and affordable housing in appropriate locations that responds to community growth and needs
Prepare a Neighbourhood Plan (Urban Design Framework) for West Footscray	City Design	Neighbourhood Plan prepared and presented to Council by Quarter 4.	Plan for a diverse, high quality and affordable housing in appropriate locations that responds to community growth and needs
			Provide high-quality public spaces that respond to local character, encourage economic vitality and are safe at all times
			Create a connected, pedestrian and bicycle friendly city
In partnership with Victoria University implement Footscray University Town business plan including a Smart City Initiative	City Business	2017/18 Annual actions implemented and reported to Council by Quarter 4.	Support the business community and actively promote the city for business
Prepare a business case for the Footscray Town Hall Renewal	City Design	Complete business case, develop project brief and commence concept design.	Develop a City Infrastructure Plan aligning to community need and Council's finances

Service performance outcome indicators

SERVICE	INDICATOR	PERFORMANCE MEASURE	COMPUTATION
Economic Development	Economic activity	Change in number of businesses (Percentage change in the number of businesses with an ABN in the municipality)	[Number of businesses with an ABN in the municipality at the end of the financial year <i>less</i> the number of businesses at the start of the financial year / Number of businesses with an ABN in the municipality at the start of the financial year] x100
Statutory planning	Decision making	Council planning decisions upheld at VCAT (Percentage of planning application decisions subject to review by VCAT and that were not set aside)	[Number of VCAT decisions that did not set aside Council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100
Animal Management	Health and safety	Animal management prosecutions (Number of successful animal management prosecutions)	Number of successful animal management prosecutions
Food safety	Health and safety	Critical and major non- compliance notifications (Percentage of critical and major non- compliance notifications that are followed up by Council)	[Number of critical non-compliance notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance notifications and major non-compliance notifications about food premises] x100

Planning Services Management

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP96	Planning Services Management				
OP97	Planning Services Management	0	771,026	771,026	Strong leadership
OP98	Planning Services Management total	0	771,026	771,026	

Service Description

Planning Services delivers city wide strategic planning, including economic development; architecture, urban design, open space, land use; regulatory services (including building, environmental health, local laws, animal management, and parking); statutory planning functions and heritage.

Service trends and influences

The team provides a range of services to manage the City's economic, social and environmental expectations including:

- land uses are changing bringing new economic and liveability opportunities.
- resident population is growing and their needs are changing.
- densification and increasing community expectations are increasing at varying rates across the city.

Land use changes

- increase in more dense residential and mixed use developments with intensive transformation of Footscray and Highpoint
- a major increase in the creative industries and knowledge economy.

Population growth/demographic change

The City's population is expected to increase from 78,982 (2013 forecast) to approximately 111,188 (14,916 new households) by 2031. The City will accommodate significant housing development and population growth on several strategic redevelopment sites including Footscray, Highpoint, and Maribyrnong.

City Business

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP99	City Business				
OP100	Activation & Relationship management	-7,040	597,111	590,071	Healthy & inclusive communities
OP101	City Business	-5,325	852,002	846,677	Growth & prosperity Healthy &
OP102	Festivals	-30,000	555,128	525,128	inclusive communities
OP103	City Business Total	-42,365	2,004,241	1,961,876	

City Business works to activate and foster economic prosperity for the city. This includes delivery of the Festival City program; providing support for the business community and fostering positive relations between Council and businesses; provision of training and mentoring events; provision of information on issues facing the business community; promotion of the City for business investment and job growth; and promoting tourism and visitation across the city.

The team co-ordinates delivery of the Footscray University Town and IMAP projects and cross Council activity to achieve the project goal. A major delivery area will be the development of the Footscray Council carpark portfolio, in particular the Byron and Irving Street carpark sites. The team has strong links with the State Department of Economic Development, Jobs, Transport and Resources and other agencies involved in the delivery of local economic outcomes.

City Design

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP104	City Design				
OP105	City Design	0	568,266	568,266	Quality Places & Spaces
OP106	Open Space	0	564,913	564,913	Quality Places & Spaces
OP107	City Design Total	0	1,133,179	1,133,179	

City Design is responsible for the, urban design and open space planning functions of Council. It is primarily involved in the design of public facilities, parks and public realm projects focusing on design excellence and City making projects in activity centres, streetscapes, open space and river corridors. The team will build on the City's design excellence objectives through quality urban design outcomes for new public buildings and public spaces. The team provides architectural and urban design advice on major development proposals across the city. The team will continue to advocate for quality design outcomes throughout the City. In 2017/2018, the team will focus on the implementation of the Maribymong Open Space Strategy through the forward planning of major park upgrades and identifying new open space opportunities.

City Strategy

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP108	City Strategy				
OP109	City Strategy	-28,349	1,029,721	1,001,372	Quality places & spaces
OP110	City Strategy Total	-28,349	1,029,721	1,001,372	

City Strategy leads strategic direction for the city and land use planning with a particular focus on managing the Maribyrnong Planning Scheme and planning policy implementation.

Regulatory Services

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP111	Regulatory Services				
OP112	Building Control	-776,155	906,798	130,643	Healthy & Inclusive Communities
OP113	Compliance Regulatory Services	0	2,031,338	2,031,338	Mobile and Connected City Healthy &
OP114	Emergency Management	-42,815	255,050	212,235	Inclusive Communities
OP115	Environmental Health	-739,173	1,167,939	428,766	Mobile and Connected City
OP116	Parking & Local Laws	-15,140,431	8,567,573	-6,572,858	Healthy & Inclusive Communities

OP117 Regulatory Serv. Total -16,698,574 12,928,698 -3,769,876

Regulatory Services provides management and enforcement of specific to parking regulations, local laws covering the amenity and good order of the local environment including animal management and promotion of responsible pet ownership throughout the municipality. In addition the Environment Health Unit ensures the community is safe from the risk of food contamination, Building Services focusing on Building controls and Regulations and Emergency Management ensuring Council meets its statutory Emergency Management obligations and the compliance team dealing with administration of enforcement processes.

The Parking team has responsibility for ensuring equitable use of parking spaces in Footscray, Yarraville, Highpoint, key business centres and areas such as the university, hospital and riverside precincts. This includes managing Council's paid parking system. Safety at school crossings and school precincts are high priority activities. Officers conduct more than 24,000 parking patrol hours annually (including after-hours, week days and weekends) throughout the city. The Local Laws team is responsible for investigating in excess of 3,000 complaints annually ranging from litter enforcement, to unsightly properties as well as monitoring all permits issued under the General Purpose Local Laws.

Animal Management Officers are responsible for the management of more than 9,000 registered pets within the Municipality, whilst dealing with animal complaints ranging from barking dogs, feral cats and illegal animals such as restricted breed dogs and roosters. They are responsible for impounding stray dogs and trapping stray cats (more than 300 dogs and 800 cats annually). Dog attacks are high priority incidents, with 50-60 cases a year each taking up to 30 hours of investigation and prosecution.

A key function of the Building Services team is the enhancement of the health, safety and amenity of buildings throughout the Municipality. This will be achieved through the provision of high quality building services administration and information; informing the community and industry of building regulatory requirements; providing an effective and efficient building permit service with a community focus and satisfying Council's statutory building control responsibilities. During 2017/2018 the team will continue on with the implementation of the Essential Services Campaign.

Environmental Health provides a diverse range of public health services to protect and promote community wellbeing. The core services are:

- the registration, monitoring and enforcement of standards in food and health businesses.
- the investigation and resolution of nuisances, environmental issues, public health issues and infectious disease incidents/outbreaks.
- monitoring and enforcement of tobacco laws at retails shops, food businesses, public venues
 and workplaces including the sale of tobacco to young person's and newly introduced legislation
 banning the smoking around playgrounds, pools and events for young persons.

Regulatory Services is responsible for Council's Municipal Emergency Management Plan and its implementation to ensure resilience, community support, preparedness, response, relief and recovery in emergency situations.

The Compliance team responsibilities include all administrative support for the field teams, the processing of unpaid infringement notices; conduction reviews of appeals against notices; preparation of Court documents and issuing a range of permits (resident, disabled, street furniture etc.).

Urban Planning

CL REF.	SERVICE DELIVERY	BUDGET 2017/2018 INC. \$	BUDGET 2017/2018 EXP. \$	BUDGET 2017/2018 NET \$	LINKAGE TO STRATEGIC OBJECTIVE
OP118	Urban Planning				
OP119	Urban Planning	-1,385,000	2,269,303	884,303	Quality Places & Spaces
OP120	Urban Planning Total	-1,385,000	2,269,303	884,303	

Urban Planning manages approximately 1,000 planning application and aims to determine planning decisions within 60 days.

The department places all advertised applications on Council website and is progressing to a paperless independent office with decisions/acknowledgements being communicated via electronic means.

There is an ongoing role in managing significant growth and facilitating major redevelopment projects within the city. The city is undergoing rapid gentrification, major changes in resident expectations and accommodating metropolitan Melbourne's growth, particularly in Footscray CAA.

The team also ensures the requirements of the Maribyrnong Planning Scheme and planning permits are being enforced through inspections, responding to complaints and where necessary enforcement to achieve compliance.

2.5 Performance statement

The service performance indicators detailed in the preceding pages will be reported on within the Performance Statement which is prepared at the end of the year as required by section 132 of the Act and included in the 2017/2018 Annual Report. The Performance Statement will also include reporting on prescribed indicators of financial performance (outlined in section 4) and sustainable capacity, which are not included in this budget report. The full set of prescribed performance indicators are audited each year by the Victorian Auditor General who issues an audit opinion on the Performance Statement. The major initiatives detailed in the preceding pages will be reported in the Annual Report in the form of a statement of progress in the Report of Operations.

2.6 Reconciliation with budgeted operating result

	2017/2018	2017/2018	2017/18
	EXPENDITURE	REVENUE	NET COST
Community Services	25,915,971	-11,703,598	14,212,373
Corporate Services	24,633,243	-6,336,790	18,296,453
Infrastructure Services	34,986,635	-3,697,037	31,289,598
Planning Services	20,136,168	-18,154,288	1,981,880
Total services and initiatives	105,672,017	-39,891,713	65,780,304
Strategic initiatives	560,000	0	560,000
Capital Works Program	43,689,000	-15,257,400	28,431,600
Strategic initiatives total	44,249,000	-15,257,400	28,991,600
Total	149,921,017	-55,149,113	94,771,904
Funding sources:			
Rates strike		-94,771,904	94,771,904
Grand total	149,921,017	149,921,017	149,921,0170
Internal charges	-1,964,000	1,964,000	0
Major projects & asset development reserve		11,653,400	-11,653,400
Plant reserve	-300,000	300,000	0
Open space reserves		2,058,000	-2,058,000
Transfer to reserves	-4,750,555		4,750,555
Depreciation	17,241,000		-17,241,000
Capitalised expenditure	-32,901,355		32,901,355
Grand total	127,246,107	133,945,617	6,699,510

3. Financial statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the years 2017/2018 to 2020/2021 the Strategic Resource Plan.

This section includes the following financial statements in accordance with the Local Government Act 1989 and the Local Government Model Financial Report:

- 3.1 Comprehensive income statement
- 3.2 Balance sheet
- 3.3 Statement of changes in equity
- 3.4 Statement of cash flows
- 3.5 Statement of capital works
- 3.6 Statement of human resources

3.1 Comprehensive income statement for the four years ending 30 June 2021

	FORECAST ACTUAL	BUDGET		GIC RESOUR	
	2016/17 \$'000	2017/18 \$'000	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000
Income					
Rates and charges	92,457	95,944	99,870	102,658	105,494
Statutory fees and fines	13,315	14,090	14,090	14,090	14,240
User fees	11,904	12,305	12,608	12,370	12,674
Grants - Operating	7,711	7,818	7,778	4,389	4,425
Grants - Capital	1,177	1,046	1,046	1,046	1,046
Contributions - monetary	2,676	-	-	-	-
Contributions - non-monetary	-	-	-	-	-
Net gain/(loss) on disposal of					
property, infrastructure, plant and equipment	481	951	361	363	364
Fair value adjustments for investment property	-	-	-	-	-
Share of net profits/(losses) of					
associates and joint ventures	-	-	-	-	-
Other income	2,247	1,792	1,804	1,816	1,827
Total income	131,968	133,946	137,557	136,732	140,070
Expenses					
Employee costs	53,911	56,284	57,762	58,318	55,834
Materials and services	47,235	49,651	47,918	49,027	51,715
Bad and doubtful debts	2,319	2,417	2,458	2,500	2,542
Depreciation and amortisation	16,700	17,241	18,674	19,684	20,727
Borrowing costs	149	-	-	-	-
Other expenses	1,657	1,653	1,680	1,707	2,055
Total expenses	121,971	127,246	128,492	131,236	132,873
Surplus/(deficit) for the year	9,997	6,700	9,065	5,496	7,197
Other comprehensive income Items that will not be reclassified to surplus or deficit in future periods Net asset revaluation increment					
/(decrement) Share of other comprehensive	-	-	-	-	-
income of associates and joint ventures	-	-	-	-	-
Items that may be reclassified to surplus or deficit in future periods (detail as appropriate)	-	-	-	-	-
Total comprehensive result	9,997	6,700	9,065	5,496	7,197

3.2 Balance sheet for the four years ending 30 June 2021

	FORECAST ACTUAL	BUDGET	STRATEGIC RESOURCE PLAN PROJECTIONS		
	2016/17 \$'000	2017/18 \$'000	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000
Assets					
Current assets					
Cash and cash equivalents	19,078	10,550	15,047	17,811	19,151
Trade and other receivables	12,762	13,319	13,599	13,640	13,922
Other financial assets	32,000	32,005	32,011	32,016	32,022
Inventories	11	11	11	11	11
Non-current assets classified as held for sale					
Other assets	1,316	1,602	1,602	1,602	1,602
Total current assets	65,167	57,487	62,270	65,080	66,708
Non-current assets					
Trade and other receivables	133	146	161	177	195
Investments in associates and joint ventures	-	-	-	-	-
Property, infrastructure, plant & equipment	1,052,452	1,068,112	1,072,596	1,076,865	1,084,478
Investment property	-	-	-	_	-
Intangible assets	-	-	-	-	-
Total non-current assets	1,052,585	1,068,258	1,072,757	1,077,042	1,084,673
Total Assets	1,117,752	1,125,745	1,135,027	1,142,122	1,151,381
Liabilities					
Current liabilities	0.400	0.440	- 011	- 000	- 000
Trade and other payables	8,439	8,146	7,014	7,202	7,900
Trust funds and deposits Provisions	3,106	3,115	3,125	3,134	3,143
	14,838	16,271	17,476	18,737	19,957
Interest-bearing loans and borrowings Total current liabilities	26,383	27,532	27,615	29,073	31,000
Total current habilities	20,303	21,552	27,013	29,073	31,000
Non-current liabilities					
Provisions	1,132	1,276	1,410	1,551	1,686
Interest-bearing loans and borrowings	-,	-,	-,	-,,,,,,	-,,,,,
Total Non-Current Liabilities	1,132	1,276	1,410	1,551	1,686
Total Liabilities	27,515	28,808	29,025	30,624	32,686
Net assets	1,090,237	1,096,937	1,106,002	1,111,498	1,118,695
Equity					
Accumulated surplus	348,816	364,684	369,168	373,437	381,050
Reserves	741,421	732,253	736,834	738,061	737,645
Total equity	1,090,237	1,096,937	1,106,002	1,111,498	1,118,695
77	.,,	.,,	.,,	., ,	., ,

3.3 Statement of changes in equity for the four years ending 30 June 2021

	TOTAL	ACCUMULATED SURPLUS	REVALUATION RESERVE	OTHER RESERVES
	\$'000	\$'000	\$'000	\$'000
2016/2017 Forecast	Ψ σ σ σ	 	 	+ 000
Balance at beginning of the financial year	1,080,240	324,664	712,209	43,367
Surplus/(deficit) for the year	9,997	9,997	-	_
Net asset revaluation	•	,		
increment/(decrement)	-	-	-	-
Transfer to other reserves	-	(18,005)	-	18,005
Transfer from other reserves	-	32,160	-	(32,160)
Balance at end of the financial year	1,090,237	348,816	712,209	29,212
2017/2018 Budget				
Balance at beginning of the financial	1,090,237	348,816	712,209	29,212
year Surplus/(deficit) for the year	6,700	6,700	_	_
Net asset revaluation	0,700	0,700	_	_
increment/(decrement)	-	-	-	-
Transfer to other reserves	-	(5,051)	-	5,051
Transfer from other reserves	-	14,219	-	(14,219)
Balance at end of the financial year	1,096,937	364,684	712,209	20,044
2018/2019 Strategic Resource Plan				
Balance at beginning of the financial	1,096,937	364,684	712,209	20,044
year			,	_0,0
Surplus/(deficit) for the year Net asset revaluation	9,065	9,065	-	-
increment/(decrement)	-	-	-	-
Transfer to other reserves	_	(4,581)	_	4,581
Transfer from other reserves	_	-	_	-
Balance at end of the financial year	1,106,002	369,168	712,209	24,625
2019/2020 Strategic Resource Plan	, ,	·	, , , , , , , , , , , , , , , , , , ,	,
Balance at beginning of the financial	1,106,002	260 169	712,209	24,625
year		369,168	712,209	24,023
Surplus/(deficit) for the year	5,496	5,496	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfer to other reserves	_	(4,583)	_	4,583
Transfer from other reserves	_	3,356	_	(3,356)
Balance at end of the financial year	1,111,498	373,437	712,209	25,852
2020/2021 Strategic Resource Plan	.,,	0.0,.0.	1 12,200	
Balance at beginning of the financial	4 444 400	070 407	740,000	05.050
year	1,111,498	373,437	712,209	25,852
Surplus/(deficit) for the year	7,197	7,197	-	-
Net asset revaluation	-	_	_	_
increment/(decrement) Transfer to other reserves		(4,584)		4,584
Transfer from other reserves	-	5,000	-	(5,000)
Balance at end of the financial year	1 119 605		742 200	
balance at end of the financial year	1,118,695	381,050	712,209	25,436

3.4 Statement of cash flows for the four years ending 30 June 2021

	FORECAST ACTUAL	BUDGET	STRATEGIC RESOURCE PLAN PROJECTIONS			
	2016/17 \$'000 INFLOWS (OUTFLOWS)	2017/18 \$'000 INFLOWS (OUTFLOWS)	2018/19 \$'000 INFLOWS (OUTFLOWS)	2019/20 \$'000 INFLOWS (OUTFLOWS)	2020/21 \$'000 INFLOWS (OUTFLOWS)	
Cash flows from	(001120110)	(OOTI LOWO)	(COTT LOWS)	(COTT LOWC)	(OOTI LOWO)	
operating activities	92,301	95,775	99,681	102,518	105,350	
Rates and charges Statutory fees and	13,185	13,830	14,090	14,090	14,190	
fines	13, 103	13,030	14,030	14,030	14,130	
User fees	10,704	13,066	13,752	13,696	13,824	
Grants - operating	7,711	7,818	7,778	4,389	4,425	
Grants - capital	1,177	1,046	1,046	1,046	1,046	
Contributions -	2,676	-	-	-	-	
monetary Interest received	1,906	1,550	1,558	1,566	1,573	
Trust funds and	2,373	2,398	2,424	2,450	2,476	
deposits taken	2,070	2,000	2, 12 1	2, 100	2,110	
Other receipts	341	242	246	250	254	
Net GST refund /	3,787	4,050	3,899	3,889	4,099	
payment	(50.040)	(54.707)	(EG 400)	(EG 01E)	(54.470)	
Employee costs Materials and	(52,242) (52,363)	(54,707) (57,599)	(56,423) (56,656)	(56,915) (56,473)	(54,479) (58,914)	
services	(52,303)	(37,599)	(50,050)	(30,473)	(50,914)	
Trust funds and	(2,544)	(2,389)	(2,415)	(2,441)	(2,467)	
deposits repaid	, ,	` ,	, ,	, ,	,	
Other payments	(1,657)	(1,653)	(1,680)	(1,707)	(2,055)	
Net cash provided by/(used in)	27,355	23,427	27,300	26,358	29,322	
operating activities	27,355	25,421	27,300	20,330	29,322	
operaning accuration						
Cash flows from						
investing activities	(00.005)	(00,004)	(00.450)	(00.050)	(00.044)	
Payments for property,	(38,285)	(32,901)	(23,159)	(23,952)	(28,341)	
infrastructure, plant						
and equipment						
Proceeds from sale	481	951	361	363	364	
of property,						
infrastructure, plant and equipment						
Payments for	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)	
investments	(, = = =)		(, = = = ,	(, = = = ,	(, = = - ,	
Proceeds from sale	2,000	1,995	1,995	1,995	1,995	
of investments Loan and advances						
made	-	-	-	-	-	
Payments of loans	-	-	-	-	-	
and advances						
Net cash provided by/ (used in)	(37,804)	(31,955)	(22,803)	(23,594)	(27,982)	
investing activities	(37,004)	(31,933)	(22,003)	(23,554)	(21,302)	

	2016/17	2017/18	2018/19	2019/20	2020/21
	\$'000	\$'000	\$'000	\$'000	\$'000
	INFLOWS	INFLOWS	INFLOWS	INFLOWS	INFLOWS
	(OUTFLOWS)	(OUTFLOWS)	(OUTFLOWS)	(OUTFLOWS)	(OUTFLOWS)
Cash flows from					
financing activities					
Finance costs	(149)	-	-	-	-
Proceeds from	=	-	-	-	=
borrowings					
Repayment of	(2,673)	-	-	-	-
borrowings					
Net cash provided	(2,822)	-	-	-	-
by/(used in)					
financing activities					
Net	(13,271)	(8,528)	4,497	2,764	1,340
increase/(decrease)					
in cash & cash					
equivalents					
Cash and cash	32,349	19,078	10,550	15,047	17,811
equivalents at the					
beginning of the					
financial year	40.0=0			, -	10.151
Cash and cash	19,078	10,550	15,047	17,811	19,151
equivalents at the					
end of the financial					
year					

3.5 Statement of capital works for the four years ending 30 June 2021

	FORECAST ACTUAL	BUDGET	STRATEGIC RESOURCE PLAN PROJECTIONS		
	2016/17 \$'000	2017/18 \$'000	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000
Property					
Land	823	1,250	1,250	1,265	1,298
Land improvements	-			-	-
Total land	823	1,250	1,250	1,265	1,298
Buildings	15,330	15,965	7,900	8,221	13,440
Heritage buildings		-	-	_	-
Building improvements		-	-	-	-
Leasehold improvements Total buildings	15,330	15,965	7 000	8,221	13,440
_	16,153	17,215	7,900 9,150	9,486	14,738
Total property Plant and equipment	16, 155	17,215	9,150	9,400	14,730
Heritage plant and equipment		_			
Plant, machinery and equipment	1,341	1,705	1,000	948	973
Fixtures, fittings and furniture	1,041	1,700	1,000	340	373
Computers and					
telecommunications	1,174	1,360	1,360	1,265	1,299
Library books	600	850	850	949	974
Total plant and equipment	3,115	3,915	3,210	3,162	3,246
Infrastructure					
Roads	11,788	11,880	8,400	8,538	8,765
Bridges	169	180	180	316	325
Footpaths and cycleways	5,715	2,920	1,900	1,897	1,948
Drainage	1,395	480	2,700	2,846	2,922
Waste management	220	350	250	316	325
Parks, open space and streetscapes	7,410	5,671	4,300	4,427	4,545
Off street car parks	958	400	500	632	649
Other infrastructure	400	678	288	316	325
Total infrastructure	28,055	22,559	18,518	19,288	19,804
Total capital works expenditure	47,323	43,689	30,878	31,936	37,788
Represented by:					
New asset expenditure	14,432	14,951	7,719	7,984	9,447
Asset renewal expenditure	23,853	21,961	15,439	15,968	18,894
Asset expansion expenditure	6,000	120	2,510	2,529	3,002
Asset upgrade expenditure	3,038	6,657	5,210	5,455	6,445
Total capital works expenditure	47,323	43,689	30,878	31,936	37,788
Capital works funding sources	400	200	200	200	200
Asset Sales	400 1 177	200	200	200	200
Grants Contributions	1,177 69	1,046	1,046	1,046	1,046
Council cash	69 45,677	- 42,443	29,632	30,690	36,542
Total capital funding	45,677 47,323	42,443	30,878	31,936	37,788
Total Capital fulluling	71,020	73,009	30,076	31,330	31,100

3.6 Statement of human resources for the four years ending 30 June 2021

	FORECAST ACTUAL	BUDGET	STRATEGIC RESOURCE PLAN PROJECTIONS			
	2016/17 \$'000	2017/18 \$'000	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000	
Staff expenditure						
Employee costs - operating	53,911	56,284	57,762	58,318	55,834	
Employee costs - capital	1,455	1,499	1,544	1,590	1,638	
Total staff expenditure	55,366	57,783	59,306	59,908	57,472	
	EFT	EFT	EFT	EFT	EFT	
Staff numbers						
Employees	547.50	554.82	554.82	554.82	502.34	
Total staff numbers	547.50	554.82	554.82	554.82	502.34	

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

		COMPRISES		
		PERMANENT	PERMANENT	
	BUDGET			
DEPARTMENT	2017/18	FULL TIME	PART TIME	
	\$'000	\$'000	\$'000	
Community Services	18,499	8,314	10,185	
Corporate Services	9,560	8,669	891	
Infrastructure Services	11,059	10,692	367	
Planning Services	10,928	9,234	1,694	
Total permanent staff expenditure	50,046	36,908	13,137	
Casuals and other expenditure	6,238		_	
Capitalised labour costs	1,499			
Total expenditure	57,783			

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

		COMPRISES		
	BUDGET	PERMANENT	PERMANENT	
DEPARTMENT	FTE	FULL TIME	PART TIME	
Community Services	198.46	80.00	118.46	
Corporate Services	83.96	74.00	9.96	
Infrastructure Services	117.07	113.10	3.97	
Planning Services	102.86	84.00	18.86	
Total	502.35	351.10	151.25	
Casuals and other	37.57			
Capitalised labour costs	14.90			
Total staff	554.82			

4. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be used in the context of the organisation's objectives.

INIDIO 4 TO 5	MEACURE	NOTES	AOTUAL	FORECAST	DURGET	F	GIC RESOUR	IS	TDEND
INDICATOR	MEASURE	<u> </u>	ACTUAL 2015/40	ACTUAL 2016/17	BUDGET	<u> </u>	PROJECTION		TREND
0	141		2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	+/O/-
Operating pos	Adjusted								
Adjusted underlying result	underlying surplus (deficit) / Adjusted underlying revenue	1	4.2%	5.6%	5.0%	6.6%	4.0%	5.1%	+
Liquidity									
Working capital	Current assets / current liabilities	2	294.99%	247.00%	208.80%	225.50%	223.85%	215.19%	o
Unrestricted cash	Unrestricted cash / current liabilities		68.77%	83.21%	70.45%	69.92%	60.14%	62.05%	o
Obligations	Interest bearing								
Loans and borrowings	loans and borrowings / rate revenue Interest and principal	3	3.03%	0.00%	0.00%	0.00%	0.00%	0.00%	+
Loans and borrowings	repayments on interest bearing loans and borrowings / rate revenue		1.00%	3.05%	0.00%	0.00%	0.00%	0.00%	+
Indebtedness	Non-current liabilities / own source revenue		0.83%	0.94%	1.03%	1.10%	1.18%	1.26%	+
Asset renewal	Asset renewal expenditure / depreciation	4	80.90%	178.76%	189.95%	124.01%	121.69%	136.73%	o
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	5	70.88%	71.58%	71.63%	72.60%	75.08%	75.31%	+
Rates effort	Rate revenue / CIV of rateable properties in the municipality		0.33%	0.33%	0.34%	0.35%	0.35%	0.36%	+
Efficiency									
Expenditure level	Total expenditure / no. of property assessments Residential rate		\$2,895.69	\$3,080.48	\$3,213.69	\$3,150.61	\$3,124.19	\$3,071.05	+
Revenue level	revenue / No. of residential property assessments		\$1,866.52	\$1,968.78	\$2,006.34	\$2,040.45	\$2,075.14	\$2,110.42	+
Workforce turnover	No. of permanent staff resignations & terminations / average no. of permanent staff for the financial year		14.10%	13.43%	13.43%	13.43%	13.43%	22.88%	o

Key to Forecast Trend:

⁺ Forecasts improvement in Council's financial performance/financial position indicator

o Forecasts that Council's financial performance/financial position indicator will be steady

⁻ Forecasts deterioration in Council's financial performance/financial position indicator

Notes to indicators

- Adjusted underlying result An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Improvement in financial performance expected over the period, although continued losses means reliance on Council's cash reserves or increased debt to maintain services.
- Working capital The proportion of current liabilities represented by current assets.
 Working capital is forecast to decrease significantly in 2017/2018 year due to a run
 down in cash reserves to fund the capital program. The trend in later years is to remain
 steady at an acceptable level.
- 3. **Debt compared to rates** Trend indicates Council's non reliance on debt against its annual rate revenue through redemption of long term debt.
- 4. Asset renewal This percentage indicates the extent of Council's renewals against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100 indicates Council is maintaining its existing assets, while a percentage less than 100 means its assets are deteriorating faster than they are being renewed and future capital expenditure will be required to renew assets.
- Rates concentration Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates Council will become more reliant on rate revenue compared to all other revenue sources.

Non-financial resources

In addition to the financial resources to be consumed over the planning period, Council will also consume non-financial resources, in particular human resources. A summary of Council's anticipated human resources requirements for the 2017/2018 year is shown below and further detail is included in section 4 of this budget.

Statement of human resources

	FORECAST ACTUAL	BUDGET	STRATEGIC RESOURCE PLAN PROJECTIONS		
	2016/17 \$'000	2017/18 \$'000	2018/19 \$'000	2019/20 \$'000	2020/21 \$'000
Staff expenditure					
Employee costs - operating	53,911	56,284	57,762	58,318	55,834
Employee costs - capital	1,455	1,499	1,544	1,590	1,638
Total staff expenditure	55,366	57,783	59,306	59,908	57,472
Staff numbers	EFT	EFT	EFT	EFT	EFT
Employees	547.50	554.82	554.82	554.82	502.34
Total staff numbers	547.50	554.82	554.82	554.82	502.34

5. Other budget information

This section presents other budget related information required by the Regulations

This section includes the following statements and reports:

- 5.1 Grants operating
- 5.2 Grants capital
- 5.3 Statement of borrowings

5.1 Grants – Operating

	FORECAST ACTUAL	BUDGET	VARIANCE
GRANTS - OPERATING	2016/17	2017/18	77111711102
	\$'000	\$'000	\$'000
Recurrent - Commonwealth Government			
Victorian Grants Commission	2,251	2,251	-
Maidstone Community Centre	5	5	-
Maribyrnong Community Centre	5	5	-
Immunisation - Clinical Delivery	16	16	-
Food Services	197	197	-
Assistance With Care & Housing For Aged	72	72	-
Aged & Diversity Management & Co-Ord	66	66	-
Community Transport & Support	-	-	-
Sen Citz Ctrs / Older Persons Activities	18	18	-
Day Program	125	125	-
Aged Community Transport	43	43	-
HAAC Planned Activity Group	45	45	-
Commonwealth Respite For Carers	105	105	-
Home Care General	1,056	1,056	-
HACC Property Maintenance	81	81	-
Assessment & Care Management	219	219	-
HACC Respite	4	4	-
Homecare - Personal Care	453	453	-
HACC Property Modification	54	54	
	4,815	4,815	-
Recurrent - State Government			
Environmental Health	6	6	-
School Crossings	147	147	-
Community Learning & Libraries	546	546	-
Partnerships and Projects	118	118	-
Sector Support and Family Strengthening	1	-	(1)
Supported Playgroup Parenting Initiative	88	88	-
Maternal Clinical	627	627	-
Immunisation - Clinical Delivery	55	55	-
Enhanced Home Visiting Service	122	122	-
Youth Program - Freeza	24	24	-
Safer Community L2P	48	48	-
Sen Citz Ctrs / Older Persons Activities	3	3	-
HAAC Planned Activity Group	-	-	-
HACC Respite	101	101	-

	FORECAST		
	ACTUAL	BUDGET	VARIANCE
GRANTS - OPERATING	2016/17	2017/18	
	\$'000	\$'000	\$'000
Metro Access	126	128	2
Recreational Services	11	-	(11)
Community Harmony - Brimbank Maribyrnong			
Interfaith Network	12	12	-
Recurrent - State Government HACC		_	
Maidstone Community Centre	1	1	-
Maribyrnong Community Centre	1	1	-
Food Services	93	93	-
Aged & Diversity Management & Co-Ord	15	15	-
Sen Citz Ctrs / Older Persons Activities	4	4	-
Aged Community Transport	9	9	-
HAAC Planned Activity Group	1	1	-
Home Care General	150	150	-
HACC Property Maintenance	16	16	-
Assessment & Care Management	90	90	-
HACC Respite	355	355	-
Homecare - Personal Care	98	98	-
Recurrent - Other			
Community Learning & Libraries	12	12	-
	2,880	2,870	(10)
Total recurrent grants	7,695	7,685	(10)
Non-recurrent - Commonwealth Government			
State Emergency Service	16	16	-
Non-vacuuvent atheu			-
Non recurrent other		447	117
Management Financial Planning	-	117	117
Total non recurrent grants	16	133	117
Total operating grants	7,711	7,818	107
Total operating grante	1,111	7,010	107

5.2 Grants – Capital

	·		
	FORECAST		
	ACTUAL	BUDGET	VARIANCE
GRANTS - CAPITAL	2016/17	2017/18	
	\$'000	\$'000	\$'000
Recurrent - Commonwealth Government			
Roads to Recovery	535	536	1
Roads VGC	510	510	-
Recurrent - State Government			-
Total recurrent grants	1,045	1,046	1
Non-recurrent - State Government			-
Playground	123		(123)
Buildings	9	-	(9)
Total non-recurrent grants	132	-	(132)
Total capital grants	1,177	1,046	(131)

5.3 Statement of borrowings

The table below shows information on borrowings specifically required by the Regulations.

	2016/17 \$'000	2017/18 \$'000
Total amount borrowed as at 30 June of the prior year	2,673	-
Total amount proposed to be borrowed	-	-
Total amount projected to be redeemed Total amount of borrowings as at 30 June	(2,673) -	- -

6. Detailed list of capital works

This section presents a listing of the capital works projects that will be undertaken for the 2017/2018 year.

The capital works projects are grouped by class and include the following:

6.1 New works for 2017/2018

6.1 Capital Works Program for the year ending 30 June 2018

New Works

		PROJECT COST	ASSE	T EXPEN	DITURE T	YPES	FUND	ING SOU	RCES		
NO REF.	CAPITAL WORKS PROGRAM FOR THE YEAR ENDING 30 JUNE 2018	2017/2018	NEW	RENEWAL	UPGRADE	EXPANSION	GRANTS	ASSET SALES	OPEN SPACE RESERVE	MAJOR PROJECTS & OTHER RESERVES	COUNCIL CASH
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
		(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
CAP1	Property										
CAP2	Land										
CAP3	Quarry Park Remediation	850		850							850
CAP4	Contamination Management & Monitory	400		400							400
CAP5	Total land	1,250		1,250							1,250
CAP6	Buildings										
CAP7	Strategic site purchase	5,000	5,000							5,000	-
CAP8	BCA & Health Compliance Assessments for Council Buildings	250	100	150							250
CAP9	Building Bi-lock	15	15								15
CAP10	Buildings Anchor Points Program	30	30								30
CAP11	Footscray Hockey Club - Concept Design	100			100					100	-
CAP12	Mac Plant & Equipment Renewal Program	200		200							200
CAP13	Pennell Reserve	200	200							200	-
CAP14	Kinder Smith Pavilion	70		70							70
CAP15	Building Renewal Program	2,500		2,500							2,500

	a. Fire Safety Compliance for Phoenix Youth Club - \$200K								
	b. Roof Cladding Renewal - \$1,650K								
	c. Rain Water Goods Renewal - \$13K								
	d. Exterior Paint Renewal - \$150K								
	e. Floor coverings Renewal - \$480K								
	f. Electrical Renewal - \$7K								
CAP16	Demolition - General - D J Evans Hall	100	100						100
CAP17	Public Toilet Strategy Implementation - Footscray Park	400	400						400
CAP18	Asbestos Management	100		100					100
CAP19	DDA Access to Council Buildings	100		100					100
CAP20	Henry Turner South Pavilion Detail Design	230			230				230
CAP21	Hansen Reserve Pavilion Feasibility Planning	120		120				3	117
CAP22	Kingsville Tennis Club Pavilion Construction	800			800			800	-
CAP23	Scovell Reserve Pavilion - Rationalisation of 3 Buildings - Detailed Design	250			250			250	-
CAP24	MAC Half Life Investigation	500		500					500
CAP25	RecWest (Essex Street) - Detailed Design	800		800					800
CAP26	Church Street Early Years facility	1,500			1,500			1,500	-
CAP27	Town Hall Precinct	2,400			2,400			2,400	-
CAP28	Townhall Facade/Portico Renewal	300		300				200	100
CAP29	Total buildings	15,965	5,845	4,840	5,280			10,453	5,512
CAP30	Plant and equipment								
CAP31	Computers and telecommunications								-
CAP32	IT renewals	1,360	315	1,045					1,360
CAP33	Total - computers and telecommunications	1,360	315	1,045					1,360
CAP34	Library books								
CAP35	Library Collections	850		850					850

CAP36	Total - library books	850		850						850
CAP37	Plant, machinery and equipment									
	Fleet Renewal Program									
CAP38	a. Heavy Fleet Renewal Program	1,100		1,100			200		300	600
	b. Light Fleet Renewal Program									
CAP39	Ticket Machine	180		180						180
CAP40	Parking Sensors	425	425							425
CAP41	Total - plant, machinery and equipment	1,705	425	1,280			200		300	1,205
CAP42	Total - plant and equipment	3,915	740	3,175			200		300	3,415
CAP43	Infrastructure									
CAP44	Bridges									
	Bridge renewal program									
CAP45	a. Afton Street Bridge	180		180						180
CAP45	b. Lyon and Cowper Street	100		100						160
	c. Benbow Street									
CAP46	Total bridges	180		180						180
CAP47	Drainage									
CAP48	Civil Infrastructure Advanced Design (DRAINAGE)	80			80					80
	Drainage Improvement Program									
CAP49	a. Pennel Reserve Drainage Upgrade	400	200	200						400
	b. Montgomery Street Easement Drain Upgrade									
CAP50	Total drainage	480	200	200	80					480
CAP51	Footpath and cycleways									
	Bicycle network upgrade									
CAP52	a. River Trail	1,050	1,050					1,050		-
	b. Medway Link									

	c. Braybrook Section								1
	Bicycle Plan Implementation Project								
CAP53	a. Van Ness Avenue Kerb Redesign	370		370					370
	b. Hillside Crescent Shared Path widening								
CAP54	Footpath Improvement Program - Concrete and Asphalt Footpath Renewals	1,500		1,500					1,500
CAP55	Total - footpath and cycleways	2,920	1,050	1,870			1,050		1,870
CAP56	Offstreet carparks								
	Carpark Improvement Program								
CAP57	a. Hamner Reserve Carpark	400		400					400
	b. Pennel Reserve Carpark								
CAP58	Total - offstreet carparks	400		400					400
CAP59	Parks, open space and streetscapes								-
CAP60	1 New Park in Joseph Rd - Detailed Design	125	125				125		
CAP61	Tree Planting Program - 250 Tree Renewal and 1425 New Trees	700	247	453				200	500
CAP62	McIvor Reserve Floodlighting Upgrade	420	294	126					420
CAP63	Open Space Furniture and Monuments Renewal	80		80					80
CAP64	Parks Fencing & retaining walls Renewals	80		80					80
CAP65	Playing Courts Renewal	28		28					28
CAP66	Playing Fields - Nets, Players Benches ,Curator Shed and Wickets a. Sports Ground netting behind AFL goal posts at Hansen Reserve & Kindersmith Reserve b. Player Benches at Yarraville Oval, Dobson Reserve and McIvor Reserve c. Curator Sheds at Skinner Reserve and Angliss Reserve	200		200					200
CAP67	Gateway & Parks Signage and Wayfinding Renewal	120	120						120
CAP68	Playground Renewal Program - Audits	10		10					10
CAP69	Bristow Street Reserve, Minor Upgrade - Lighting Upgrade to Paths	80		80					80
CAP70	Ulmara Reserve - Playground Design	15		15					15

CAP71	Ash Reserve Playground Design	150		150						150
CAP72	Maribyrnong River Edge Master Plan - Detailed Design Preparation	830	600		230			830		-
CAP73	Scovell Reserve, Maidstone - Masterplan Implementation	110	55	55						110
CAP74	CAP1183 - Kindersmith Reserve - Masterplan Implementation	50	10		40					50
CAP75	Johnson Street Reserve West Footscray	50	10		40					50
CAP76	Quarry Park, New Park - Landscape Upgrade	300	300							300
CAP77	Coulson Gardens	50	50							50
CAP78	Hopkins Street Bridge Construction of Climbing Wall & Plaza	800	800							800
CAP79	Trugo Club - Pending Public Consultation Building	145	38	70	37					145
CAP80	Martin Reserve Detail Design	10	10							10
CAP81	Hansen Reserve Detail Design	53		53				53		-
CAP82	Footscray Park Masterplan Implementation	1,100	1,100							1,100
CAP83	Skinner Reserve - Airplane Playground	65		65						65
CAP84	Public Art Program	100		100						100
CAP85	Total - parks, open space and streetscapes	5,671	3,759	1,565	347			1,008	200	4,463
CAP86	Roads									
CAP87	Traffic Management Works Program	400	400							400
CAP88	Hampstead Road and Crefden Street Traffic Signals Design, Construction and Maintenance	1,200	960		120	120				1,200
CAP89	Civil Infrastructure Advanced Design (ROADS)	500	500							500
CAP90	Civil Infrastructure Advanced Design (Laneways and Carparks)	100	100							100
CAP91	Traffic Signal Including renewal to LED	130			130					130
CAP92	2 Joseph Road Public Real Works - Detailed Design	1,000	300		700				1,000	-
CAP93	Road Improvement Program (\$8,250k)	8,250	439	7,811			1,046			7,204
CAP94	WINGFIELD STREET - Cowper Street to Whitehall Street - Footscray									
CAP95	LYELL STREET - Whitehall Street to 100m into Lyell St - Yarraville									
CAP96	FRASER ST & GLOBE ST - Francis Street to Hyde Street - Yarraville									

CAP97	ALBERTA STREET - Rupert Street to End - West Footscray									
CAP98	RUPERT STREET - Neil Street to Alberta Street - West Footscray									
CAP99	WILLIAM STREET - Charles Street to Pilgrim Street - Seddon									
CAP100	DICKENS STREET - Williamstown Road to Powell Street - Yarraville									
CAP101	TIERNAN STREET - Droop Street to Ballarat Road - Footscray									
CAP102	VAN NESS AVENUE - Van Ness Avenue to Hillside Crescent - Maribyrnong									
CAP103	HIGH STREET - Williamstown Road to 100m North Side - Yarraville									
CAP104	RAGLAN COURT - Raglan Street to End - Maidstone									
CAP105	PILGRIM STREET - John Street to Edward Street - Seddon									
CAP106	BILSTON STREET - Walter Street to Buckley Street - Seddon									
CAP107	DEAKIN STREET - Somerville Road to End - Yarraville									
CAP108	RAGLAN STREET - Spurling Street to Mitchell Street - Maidstone									
CAP109	JERROLD STREET - Gordon Street to Commercial Road - Footscray									
CAP110	GEELONG ROAD SERVICE ROAD - Tottenham Parade to Mitford Parade - Tottenham									
CAP111	IRVING STREET - Albert Street to Nicholson Street - Footscray									
CAP112	GEELONG ROAD SERVICE ROAD - No 340 to Robbs Road - West Footscray									
CAP113	COWARD STREET - Nicholson Street to End - Footscray									
CAP114	PRENTICE STREET - Deakin Street to End - Yarraville									
CAP115	STEPHEN STREET - Yarraville									
CAP116	LOCAL ROADS RESHEET PROGRAM									
CAP117	Laneway Improvement Program - Coward Street Stage 2	200		200						200
CAP118	Green Streetlights - LED Program - Waterford Green Estate	100		100						100
CAP119	Total - roads	11,880	2,699	8,111	950	120	1,046		1,000	9,834
CAP120	Waste management									
CAP121	New And Replacement Waste Bins	250		250						250
CAP122	Public Place Recycling bins and surrounds	100	100							100

CAP123	Public Place Recycling bins and surrounds	350	100	250							350
CAP124	Other infrastructure										
CAP125	Anzac Centenary Project, Geelong Rd - Implementation	120		120							120
CAP126	River side wharf/pontoon	250	250								250
	Activity Centre Renewal										
	a. FCCA - Irving Street, Streetscape and bus interchange										
CAP127	b. Paisley Street Scape - (Albert - Nicholson)	308	308								308
	c. Paisley Street Scape (Nicholson - Leed Street)										
	d. WFNAC -Urban Space at Barkly Street - Clarke Street										
CAP128	Total - other infrastructure	678	558	120							678
CAP129	Total - infrastructure	22,559	8,366	12,696	1,377	120	1,046		2,058	1,200	18,255
CAP130	Total - capital works and asset improvement 2017/2018	43,689	14,951	21,961	6,657	120	1,046	200	2,058	11,953	28,432

7. Rates and charges

This presents information about rates and charges which the Act and the regulation require to be disclosed in the Council's Annual Budget.

In developing the Strategic Resource Plan (referred to in Section 14.), rates and charges were identified as an important source of revenue, accounting for 71% of the total revenue received by Council annually. Planning for future rate increases has therefore been an important component of the Strategic Resource Planning process. The State Government have introduced the Fair Go Rates System (FGRS) which sets out the maximum amount councils may increase rates in a year. For 2017/2018 the FGRS cap has been set at 2%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community.

In order to achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate will increase by 2% in line with the rate cap. This will raise total rates and charges for 2017/2018 of \$94.77 million, including \$1.6 million generated from supplementary rates.

7.1 The rate in the dollar to be levied as general rates under section 158 of the Act for each type or class of land compared with the previous financial year.

TYPE OR CLASS OF LAND	2016/2017	2017/2018	CHANGE
THE ON CLASS OF LAND	CENTS/\$NAV	CENTS/\$NAV	%
General rate for rateable residential properties	6.453134	6.582197	2.00%
General rate for rateable commercial properties	6.453134	6.582197	2.00%
General rate for rateable industrial properties	6.453134	6.582197	2.00%

7.2 The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year.

TYPE OR CLASS OF LAND	2016/2017 \$	2017/2018 \$	CHANGE %
Residential	68,830,586	72,204,285	4.9%
Commercial	14,087,608	14,620,080	3.8%
Industrial	7,739,370	7,947,539	2.7%
Total amount to be raised by general rates	90,657,564	94,771,904	4.5%

7.3 The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year.

TYPE OR CLASS OF LAND	2016/2017 \$	2017/2018 \$	CHANGE %
Residential	34,961	35,988	2.9%
Commercial	2,439	2,453	0.6%
Industrial	1,131	1,154	2.0%
Total number of assessments	38,531	39,595	2.8%

- 7.4 The basis of valuation to be used is the Net Annual Value (NAV).
- 7.5 The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year.

TYPE OR CLASS OF LAND	2016/2017 CIV \$	2017/2018 CIV\$	CHANGE %
Residential	21,315,167,000	21,922,439,000	2.85%
Commercial	3,547,791,000	3,634,888,000	2.45%
Industrial	1,600,020,752	1,622,623,752	1.41%
Total value of land	26,462,978,752	27,179,950,752	2.71%
TYPE OR CLASS OF LAND	2016/2017	2017/2018	CHANGE
THE OR CLASS OF LAND	NAV \$	NAV\$	%
Residential	1,066,622,595	1,096,963,300	2.84%
Commercial	218,306,450	222,115,500	1.74%
Industrial	119,931,952	120,742,952	0.68%
Total value of land	1,404,860,997	1,439,821,752	2.49%

7.6 The municipal charge under section 159 of the Act compared with the previous financial year.

Municipal	» NIL	\$ NIL	0.00%
TYPE OF CHARGE	2016/2017	2017/2018	PERCENTAGE CHANGE
	PER RATEABLE PROPERTY	PER RATEABLE PROPERTY	

7.7 The estimated total amount to be raised by municipal charges compared with the previous financial year.

TYPE OF CHARGE	2016/2017	2017/2018	PERCENTAGE CHANGE
	\$	\$	
Municipal	NIL	NIL	0.00%

7.8 The rate or unit amount to be levied for each type of service rate or charge under section 162 of the Act compared with the previous financial year

TYPE OF CHARGE	PER RATEABLE PROPERTY 2016/2017 \$	PER RATEABLE PROPERTY 2017/2018 \$	PERCENTAGE CHANGE
Service	NIL	NIL	0.00%

7.9 The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year.

TYPE OF CHARGE	2016/2017	2017/2018	PERCENTAGE CHANGE
	\$	\$	
Service	NIL	NIL	0.00%

7.10 The estimated total amount to be raised by all rates and charges compared with the previous financial year.

TYPE OF CHARGE	2016/2017	2017/2018	CHANGE
	\$	\$	%
Rates and charges	90,657,564	94,771,904	4.5%

7.11 Any significant changes that may affect the estimated amounts to be raised by rates and charges.

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- the making of supplementary valuations
- the variation of returned levels of value (e.g. valuation appeals)
- changes in use of land such that ratable land becomes non-ratable land and vice versa
- changes in use of land such that residential land becomes business land and vice versa

Differential rates

We have no differential rates.

Budget analysis

The following reports provide detailed analysis to support and explain the budget reports in the previous section.

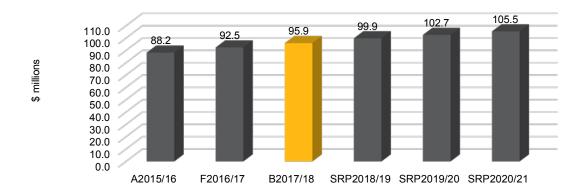
This section includes the following analysis and information:

- 8 Summary of financial position
- 9 Budget influences
- 10 Analysis of operating budget
- 11 Analysis of budgeted cash position
- 12 Analysis of capital budget
- 13 Analysis of budgeted financial position

8. Summary of financial position

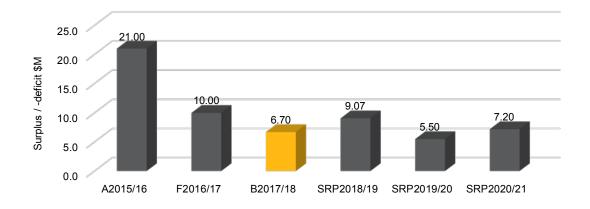
Council has prepared a Budget for the 2017/2018 financial year which seeks to balance the demand for services and infrastructure with the community's capacity to pay. Key budget information is provided below about the rate increase, operating result, cash and investments, capital works and council expenditure allocation.

8.1 Rates



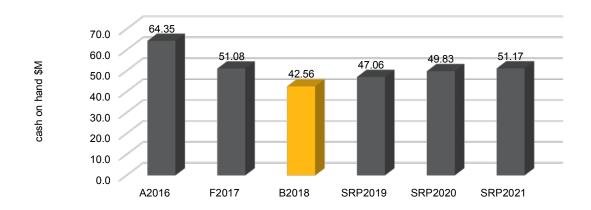
The general rates increase by 2% for the 2017/2018 year, raising total rates of \$95.9 million, including \$1.0 million generated from supplementary rates. This rate increase is in line with the rate cap set by the Minister for Local Government.

8.2 Operating result



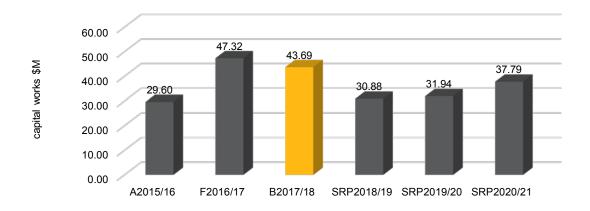
The expected operating result for the 2017/2018 year is a surplus of \$6.7 million, which is a decrease of \$3.3 million over the forecast 2016/2017 result. The adjusted underlying result, which excludes items such as non-recurrent capital grants and non-cash contributions, is a decrease of \$.489 million, over 2016/2017 – refer to section 10 of this summary for further information.

8.3 Cash & investments



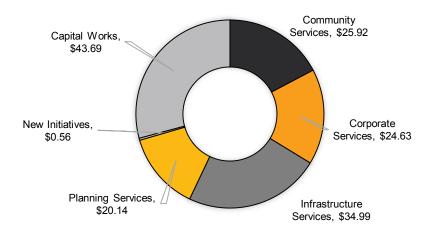
Cash and investments are expected to decrease by \$8.52 million during the year to \$42.56 million as at 30 June 2018. The reduction in cash and investments is in line with Council's Strategic Resource Plan. (Cash and investments are forecast to be \$51.08 million as at 30 June 2017).

8.4 Capital works



The Capital and Improvement Program for the 2017/2018 year is expected to be \$43.69 million new works (section 6.1). Funding for this program is shown (section 12). The capital expenditure program has been set and prioritised based on a rigorous process of consultation that has enabled Council to assess needs and develop sound business cases for each project.

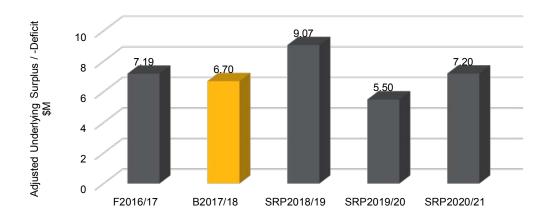
8.5 Council expenditure allocations (\$million)



The above chart provides an indication of how Council allocates its expenditure across the main services that it delivers. It shows how much is allocated to each service area.

This budget has been developed through a rigorous process of consultation and review and management endorses it as financially responsible. More detailed budget information is available throughout this document.

8.6 Financial sustainability



A high level Strategic Resource Plan for the years 2017/2018 to 2020/2021 has been developed to assist Council in adopting a budget within a longer term prudent financial framework. The key objective of the Plan is financial sustainability in the medium to long term, while still achieving the Council's strategic objectives as specified in the Council Plan. The adjusted underlying result, which is a measure of financial sustainability, shows an increasing surplus over the four year period.

9. Budget influences

This section sets out the key budget influences arising from the internal and external environment within which the Council operates.

Maribyrnong City Council is located in the west of Melbourne and covers an area of 31.2 square kilometres. It comprises of the former City of Footscray and parts of the City of Sunshine Councils, which were amalgamated in 1994.

9.1 Snapshot of City of Maribyrnong

Population

In June 2015, the estimated residential population of the City of Maribyrnong was 83,515 people. The forecast population for 2017 is 89,517. In the 10 years from 2007 to 2017, the population increased by approximately 25,851 which is a 32% increase.

The City of Maribyrnong population is forecast to increase to 156,291 by 2041, which is a 75% increase on the 2017 forecast figure. The biggest increase in population will be in the suburb of Footscray which is forecast to increase by 152% to 45,558 in 2041.

(Source: ID Community Profile and ID Forecast based on ABS Census 2011 data).

Population - Age breakdown

The biggest age group in the City of Maribyrnong in 2017 is forecast to be the 35-49 age group which accounts for 24% of the population with 21,127. The second largest age group is the 25-34 age group which in 2017, is forecast to represent 23% of the population with 20,100

(Source: I ID Forecast based on ABS Census 2011 data).

The 35-49 age group is forecast to increase by 70% to 35,892 by 2041. The 25-34 age group is forecast to increase by 70% increase by 2041 to 35,892

(Source: ID Community Profile and ID Forecast based on ABS Census 2011 data).

Births

At the 2006 Census the annual birth-rate was 972. At the 2011 Census it was 1,158. In 2017, the forecast annual birth rate is 1,594. In 2041, it is forecast to be 2,654. (Source: ID Community Profile based on ABS Census 2011 data and ID Forecast data 2017).

Cultural diversity

The City is a highly culturally and linguistically diverse municipality. 43% of the population were born overseas. The main countries of birth of residents, apart from Australia include Vietnam, China, India, the United Kingdom and New Zealand.

34% of the population are from non English speaking backgrounds. 43% of the population speak a language other than English at home. (Source ID Community Profile based on Census 2011 data).

Households

In 2017, there is forecast to be 34,741 households in the City of Maribyrnong. The largest type of household is couples with dependents with 9,397 followed by lone person households with 9,330.

By 2041, lone person households will be the largest group with a 90% forecast increase to 17,750. Couples with dependents will be the next biggest group with a 84% forecast increase by 2041 to 16,029. Overall, the number of households will increase by 80% to 62,508 households by 2041 (ID Forecast data 2017).

Income

The median household income for the City of Maribyrnong is \$1,257. This compares to \$1,333 for the Greater Melbourne. The median income was the lowest in Braybrook with \$836 per week.

19% of the City of Maribyrnong population were on low incomes of less than \$600 per week. This compares to 16.9% for Greater Melbourne. 17.4% of the population were on high incomes of over \$2,400 per week. This compares to 18.7% for Greater Melbourne (ID Social Atlas based on Census 2011 data).

Housing

23% of City of Maribyrnong residents owned their home and 30.1% had a mortgage. 30.6% of residents were renting privately and 6.2% lived in social housing. The number of homes is increasing (ID Community Profile based on Census 2011 data). 60.4% of dwelling were separate houses. 30.7% were classified as medium density including townhouses, semi detached and small apartment blocks. 8.2% were classified as high density (ID Community Profile based on Census 2011 data).

Since 2001-02, there have been 8,788 residential building approvals in the municipality with an average of 732 approvals per year (ID Community Profile based on Census 2011 data).

In 2017, there is forecast to be there were forecast to be 36,843 dwellings in the City of Maribyrnong. By 2041, there is forecast to be a 81% increase to 66,713 dwellings in the municipality (ID Forecast 2017).

The median household rental cost for the City of Maribyrnong is \$280 per week compared to \$300 for Greater Melbourne. The median monthly mortgage repayment is \$2,000 compared to \$1,810 for Greater Melbourne. (ID Community Profile based on Census 2011 data).

Education

59.6% of City of Maribymong residents have completed Year 12 compared to 54.6% for Greater Melbourne. 28.2% of residents have a Bachelors degree university qualification compared to 23.6% for Greater Melbourne.

19.5% of residents have a diploma or vocational education qualification such as TAFE, compared to 23.8% for Greater Melbourne. 39.9% of residents had no qualifications compared to 42.2% for Greater Melbourne (ID Community Profile based on Census 2011 data).

Occupations

27.4% of City of Maribymong residents are professionals, 14.5% are clerical or administrative workers, 11.9% are managers, 10.9% are trades or technical workers and 9.3% are community and personal service workers.

Other occupations include labourers with 9%, sales workers with 8.4% and machinery operators and drivers with 6% (ID Community Profile based on Census 2011 data). Industries in which residents are employed

Industries in which City of Maribyrnong residents are employed include healthcare and social assistance with 10.1%, manufacturing with 9.5%, professional scientific and technical services with 9%, retail trade with 9.3% and education and training with 8.2% (ID Community Profile based on Census 2011 data).

Social and economic disadvantage

The Relative Index of Social Disadvantage (SEIFA) is derived from attributes such as income, educational attainment, unemployment, occupations and variables that reflect disadvantage rather than measure specific aspects of disadvantage.

High scores on the Index of Relative Social and Economic Disadvantage occur when the area has families on higher incomes and people with higher level qualifications. Low scores on the index occur when the area has many low income families and people with little training and in unskilled occupations. The City of Maribyrnong is the fourth most disadvantaged municipality in metropolitan Melbourne with a SEIFA ranking 974. The most disadvantaged municipalities include Greater Dandenong, Brimbank and Hume. The suburb of Braybrook is the fourth most disadvantaged suburb in metropolitan Melbourne with a SEIFA ranking of 801.1 (ID Community Profile based on Census 2011 data).

9.2 External influences

- Consumer Price Index (CPI) increases on goods and services of 1.4% through the year to September Quarter 2016 (ABS release 25 October 2016). State-wide CPI is forecast to be 2% for the 2017/2018 year (Victorian Budget Papers 2017/2018).
- The Fire Services Property Levy will continue to be collected by Council on behalf of the State Government with the introduction of the Fire Services Property Levy Act 2012.
- Reduction of \$0.1 million in Victorian Grants Commission funding compared to the prior year.
- Cost shifting where Local Government provides a service to the Community on behalf to the State and Federal Government. Over time the funds received by Local Government do not increase in line with real cost increases. Examples of services that are subject to Cost Shifting include school crossing suppressions, Library services and Home and community Care for aged residents. In all these services the level of payment received by Council from the State Government does not reflect the real cost of providing the service to the Community.

9.3 Internal influences

As well as external influences, there are also a number of internal influences that are expected to have a significant impact on the preparation of the 2017/2018 Budget. These matters have arisen from events occurring in the 2016/2017 year resulting in variances between the forecast actual and budgeted results for that year and matters expected to arise in the 2017/2018 year.

These matters are set out below:

- maintaining and improving existing services to meet competing demands
- wage increases resulting in additional employee costs
- staffing levels to support service delivery, some of which has a consequential positive income impact
- above CPI increases in the cost of raw materials and some contract expenditures
- the costs of upgrading and maintaining Council infrastructure to meet community expectations
- additional graffiti and utility costs

9.4 Budget principles

In response to these influences, guidelines were prepared and distributed to all Council officers with budget responsibilities. The guidelines set out the key budget principles upon which the officers were to prepare their budgets.

The principles included:

- pensioner rebate scheme increased to \$185.35.
- festivals & events i.e. ongoing fireworks event.
- existing fees and charges to be increased in line with CPI or market levels.
- grants to be based on confirmed funding levels.
- new revenue sources to be identified where possible.
- service levels to be maintained at 2016/2017 levels with the aim to use less resources with an emphasis on innovation and efficiency.
- real savings in expenditure and increases in revenue identified in 2016/2017 to be preserved
- operating revenues and expenses arising from completed 2016/2017 capital projects to be included.
- no new borrowings.

9.5 Long term strategies

The budget includes consideration of a number of long term strategies and contextual information to assist Council to prepare the Budget in a proper financial management context. These include a Strategic Resource Plan for 2017/2018 to 2020/2021 (section 14), Rating Information (section 15) and Other Long Term Strategies (section 16) including borrowings, infrastructure and service delivery.

10. Analysis of operating budget

The Budgeted Income Statement budgets an operating surplus of \$6.700 million for the year ending 30th June 2018. This section analyses the operating budget including expected Income and Expenses of the Council for the 2017/2018 year.

10.1 Budgeted income statement

	FORECAST		
	ACTUAL	BUDGET	VARIANCE
	2016/2017	2017/2018	
	\$'000	\$'000	\$'000
Total income	131,968	133,946	1,978
Total expenses	(121,971)	(127,246)	(5,275)
Surplus (deficit) for the year	9,997	6,700	(3,297)
Grants – capital non-recurrent	(132)	0	132
Contributions - non-monetary assets	0	0	0
Capital contributions - other sources	(2,676)	0	2,676
Adjusted underlying surplus (deficit)	7,189	6,700	(489)

Adjusted underlying surplus (\$.489 million decrease)

The adjusted underlying result is the net surplus or deficit for the year adjusted for non-recurrent capital grants, non-monetary asset contributions, and capital contributions from other sources. It is a measure of financial sustainability and Council's ability to achieve its service delivery objectives as it is not impacted by capital income items which can often mask the operating result. The adjusted underlying result for the 2017/2018 year is a surplus of \$6.700 million which is a decrease of \$.489 million from the 2016/2017 year. In calculating the adjusted underlying result, Council has excluded grants received for capital purposes which are non-recurrent and capital contributions from other sources.

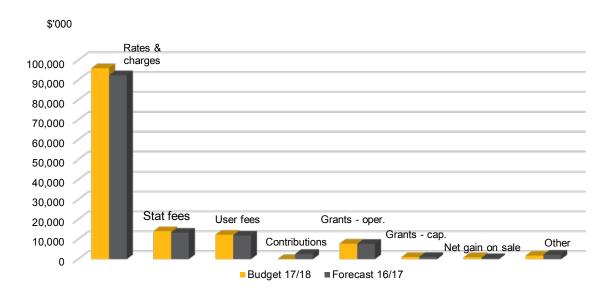
Contributions of non-monetary assets are excluded as the value of assets assumed by Council is dependent on the level of development activity each year.

10.2 Income

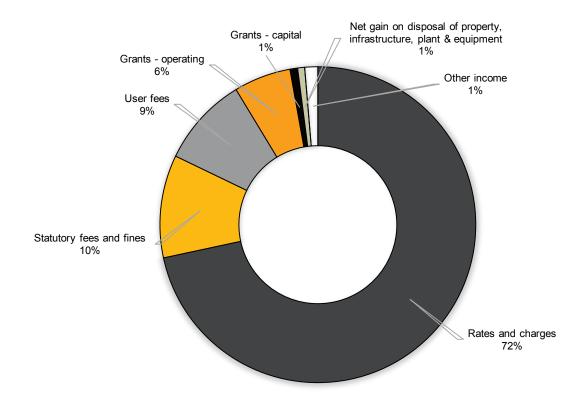
	FORECAST ACTUAL	BUDGET	VARIANCE
INCOME TYPES	2016/2017	2017/2018	VARIANCE
INCOME TIFES	\$'000	\$'000	\$'000
Rates and charges	92,457	95,944	3,487
Statutory fees and fines	13,315	14,090	775
User fees	11,904	12,305	401
Contributions - monetary	2,676	0	(2,676)
Grants - operating	7,711	7,818	107
Grants - capital	1,177	1,046	(131)
Net gain on disposal of property, infrastructure, plant & equipment	481	951	470
Other income	2,247	1,792	(455)
Total income	131,968	133,946	1,978

Rates are the major source of Operating Revenue accounting for in excess of 71% of all income. Statutory Fees and Fines, User Charges and Government Grants are also significant contributors to total income. Council has increased rates by 2%. This plus raising of Supplementary Rates for new and improved dwellings has seen the level of rate income increase by \$3.487 million.

Budgeted income 2017/2018 and forecast 2016/2017



Budgeted Income 2017/2018

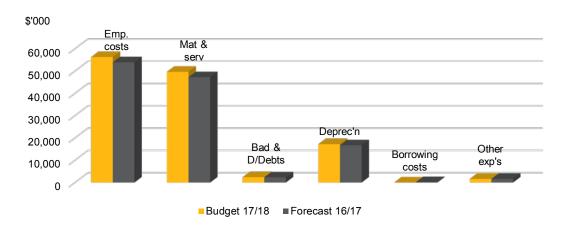


10.3 Expenses

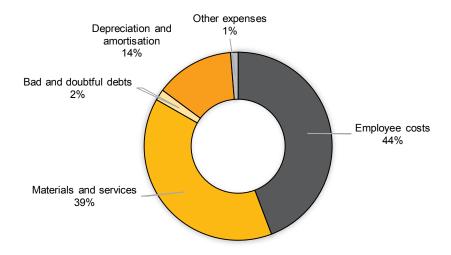
	FORECAST		
	ACTUAL	BUDGET	VARIANCE
EXPENSE TYPES	2016/2017	2017/2018	
	\$'000	\$'000	\$'000
Employee costs	53,911	56,284	2,373
Materials and services	47,235	49,651	2,416
Bad and doubtful debts	2,319	2,417	98
Depreciation and amortisation	16,700	17,241	541
Borrowing costs	149	0	(149)
Other expenses	1,657	1,653	(4)
Total expenses	121,971	127,246	5,275

Employee benefits, materials and services are the major areas of operating expenditure, accounting for in excess of 83% of all expenditure. Employee benefits include all labour-related costs such as wages and salaries, on costs, employer superannuation (Council's provision for a future contribution to the unfunded superannuation liability) and WorkCover. Increases in employee costs are contributed to by the Enterprise Agreement which came in to effect on the 2nd July 2016.

Budgeted Expenses 2017/2018 & Forecast 2016/2017



Budgeted Expenses 2017/2018



A summary of human resources expenditure categorized according to the organisational structure of Council and number of full time equivalent (FTE) Council staff:

	FORECAST ACTUAL	BUDGET	STRATEGIC RESOURCE PLA PROJECTIONS			
	2016/17 \$'000	2017/18 \$'000	2018/19 \$'000	2020/21 \$'000		
Staff expenditure						
Employee costs - operating	53,911	56,284	57,762	58,318	55,834	
Employee costs - capital	1,455	1,499	1,544	1,590	1,638	
Total staff expenditure	55,366	57,783	59,306	59,908	57,472	
	EFT	EFT	EFT	EFT	EFT	
Staff numbers						
Employees	547.50	554.82	554.82	554.82	502.34	
Total staff numbers	547.50	554.82	554.82	554.82	502.34	

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

		COMPRISES PERMANENT PERMANEN		
	BUDGET			
DEPARTMENT	2017/18	FULL TIME	PART TIME	
	\$'000	\$'000	\$'000	
Community Services	18,499	8,314	10,185	
Corporate Services	9,560	8,669	891	
Infrastructure Services	11,059	10,692	367	
Planning Services	10,928	9,234	1,694	
Total permanent staff expenditure	50,046	36,908	13,137	
Casuals and other expenditure	6,238			
Capitalised labour costs	1,499			
Total expenditure	57,783			

11. Analysis of budgeted cash position

This section analyses the expected cash flows from the operating, investing and financing activities of Council for the 2017/2018 year. Budgeting cash flows for Council is a key factor in setting the level of rates and providing a guide to the level of capital expenditure that can be sustained with or without using existing cash reserves. The analysis is based on three main categories of cash flows:

- Operating activities refers to the cash generated or used in the normal service delivery functions of Council. Cash remaining after paying for the provision of services to the community may be available for investment in capital works, or repayment of debt.
- Investing activities refers to cash generated or used in the enhancement or creation of
 infrastructure and other assets. These activities also include the acquisition and sale of
 other assets such as vehicles, property and equipment.
- Financing activities refers to cash generated or used in the financing of Council functions and include borrowings from financial institutions and advancing of repayable loans to other organisations. These activities also include repayment of the principal component of loan repayments for the year.

It is anticipated that there will be a reduction in Council's cash reserves over the next twelve months to fund open space and other projects.

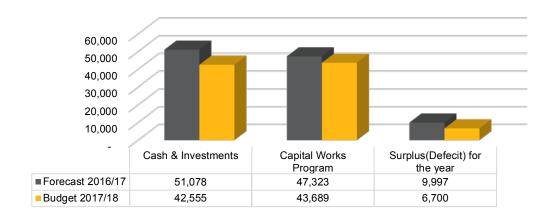
11.1 Budgeted cash flow statement

	FORECAST ACTUAL 2016/2017	BUDGET 2017/2018	VARIANCE
Cash flows from operating activities	\$'000	\$'000	\$'000
Receipts			
Rates and charges	92,301	95,775	3,474
User fees and fines	23,889	26,896	3,007
Grants - operating	7,711	7,818	107
Grants - capital	1,177	1,046	(131)
Interest	1,906	1,550	(356)
Other receipts	5,390	2,640	(2,750)
Net GST refund / payment	3,787	4,050	263
_	136,161	139,775	3,614
Payments			
Employee costs	(52,242)	(54,707)	(2,465)
Other payments	(54,020)	(59,252)	(5,232)
Trust funds and deposits repaid	(2,544)	(2,389)	155
	(108,806)	(116,348)	(7,542)
Net cash provided by operating activities	27,355	23,427	(3,928)
Cash flows from investing activities	(22.22	(00.004)	
Payments for property, infrastructure, plant & equip.	(38,285)	(32,901)	5,384
Proceeds from sale of property, infrastructure, plant &	404	054	470
equipment	481	951	470
Payments for investments	(2,000)	(2,000)	-

	FORECAST ACTUAL 2016/2017	BUDGET 2017/2018	VARIANCE
	\$'000	\$'000	\$'000
Proceeds from investments	2,000	1,995	(5)
Loans and advances made	-	-	-
Repayments of loans and advances	-	-	-
Net cash used in investing activities	(37,804)	(31,955)	5,849
Cash flows from financing activities			
Finance costs	(149)	-	149
Proceeds from borrowings	-	-	-
Repayment of borrowings	(2,673)	-	2,673
Net cash used in financing activities	(2,822)	-	2,822
Net decrease in cash and cash equivalents	(13,271)	(8,528)	4,743
Cash and cash equivalents at the beginning of the year	32,349	19,078	(13,271)
Cash and cash equivalents at end of the year	19,078	10,550	(8,528)

Reconciliation of cash and operating result

The net cash flows from operating activities does not equal the surplus for the year as the expected revenues and expenses of the Council include non-cash items which have been excluded from the Cash Flow Statement. The budgeted operating result is reconciled to budgeted cash flows available from operating activities as set out in the following table.



Cash and equivalents, reduction in 2017/2018 is predominantly caused by the completion of carried forwards capital projects, the Little Saigon project from cash reserves. Section 2.6 provides a full reconciliation of the Operating Result (accrual basis) with the Cash Result. Council has budgeted for a break even result on a cash basis.

	FORECAST		
	ACTUAL	BUDGET	VARIANCE
	2016/2017	2017/2018	
	\$'000	\$'000	\$'000
Surplus (deficit) for the year	9,997	6,700	(3,297)
Depreciation	16,700	17,241	541
Loss (gain) on disposal of property, infrastructure,			
plant & equipment	(481)	(951)	(470)
Finance costs	149	0	(149)
Net movement in current assets and liabilities	990	437	(553)
Cash flows available from operating activities	27,355	23,427	(3,928)

11.2 Restricted and unrestricted cash and investments

Cash and cash equivalents held by Council are restricted in part, and not fully available for Council's operations. The budgeted overall cash and investments of \$42.5 million is restricted as shown in the following table.

	FORECAST		
	ACTUAL	BUDGET	VARIANCE
	2016/2017	2017/2018	
	\$'000	\$'000	\$'000
Total cash and investments	51,078	42,555	(8,523)
Restricted cash and investments			
- Statutory reserves	(5,018)	(6,155)	(1,137)
- Cash held to fund carry forward capital works	(208)	-	208
- Trust funds and deposits	(3,106)	(3,115)	-
Unrestricted cash and investments	42,746	33,285	(9,452)
- Discretionary reserves	(20,792)	(13,890)	6,903
Unrestricted cash adjusted for discretionary reserves	21,954	19,396	(2,550)

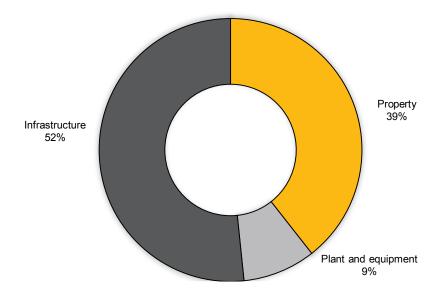
12. Analysis of capital budget

This section analyses the planned capital works expenditure budget for the 2017/2018 year and the sources of funding for the capital budget.

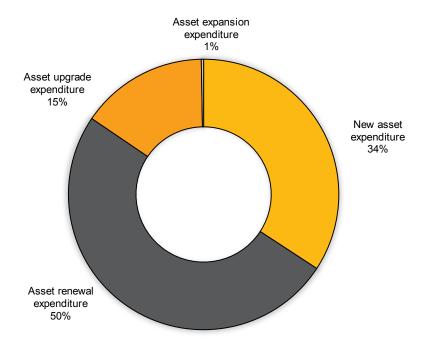
12.1 Capital works expenditure

	FORECAST ACTUAL	BUDGET	VARIANCE
CAPITAL WORKS AREAS	2016/2017	2017/2018	77 (1 (1) (1 (OL
OAI ITAE WORKS AREAS	\$'000	\$'000	\$'000
Property			
Land	823	1,250	427
Land improvements	-	-	-
Total land	823	1,250	427
Buildings	15,330	15,965	635
Heritage buildings	-	-	-
Building improvements	-	-	-
Leasehold improvements	-	-	-
Total buildings	15,330	15,965	635
Total property	16,153	17,215	1,062
Plant and equipment			
Heritage plant and equipment Plant, machinery and equipment	- 1,341	- 1,705	- 364
Fixtures, fittings and furniture	1,341	1,705	304
Computers and telecommunications	1,174	1,360	186
Library books	600	850	250
Total plant and equipment	3,115	3,915	800
Infrastructure	5,1.0	3,010	
Roads	11,788	11,880	92
Bridges	169	[´] 180	11
Footpaths and cycleways	5,715	2,920	(2,795)
Drainage	1,395	480	(915)
Waste management	220	350	130
Parks, open space and streetscapes	7,410	5,671	(1,739)
Off street car parks	958	400	(558)
Other infrastructure	400	678	278
Total infrastructure	28,055	22,559	(5,496)
Total new works	47,323	43,689	(3,634)
	17.000	10.000	(2.22.1)
Total capital works expenditure	47,323	43,689	(3,634)
Represented by:			
New asset expenditure	14,432	14,951	519
Asset renewal expenditure	23,853	21,961	(1,892)
•	·	1	` ,
Asset upgrade expenditure	3,038	6,657	3,619
Asset expansion expenditure	6,000	120	(5,880)
Total capital works expenditure	47,323	43,689	(3,634)

Budgeted capital works 2017/2018



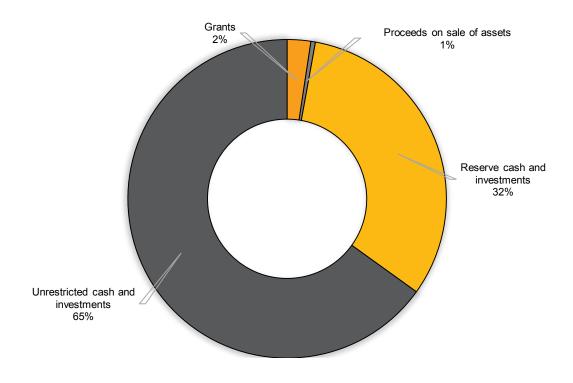
Budgeted capital works 2017/2018



12.2 Funding sources

	FORECAST ACTUAL	BUDGET	VARIANCE
SOURCES OF FUNDING	2016/17	2017/18	
	\$'000	\$'000	\$'000
New works			
Current year funding			
Grants	1,177	1,046	(131)
Council cash			
- proceeds on sale of assets	400	200	(200)
- reserve cash and investments	16,294	14,011	(2,283)
- unrestricted cash and investments	29,382	28,432	(950)
Total new works	47,253	43,689	(3,564)
Total funding sources	47,253	43,689	(3,564)

Budgeted total funding sources 2017/2018

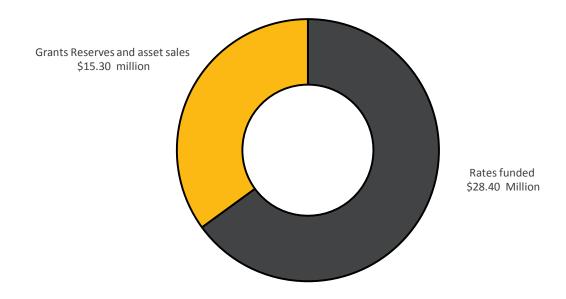


Highlights of the Capital Works Program

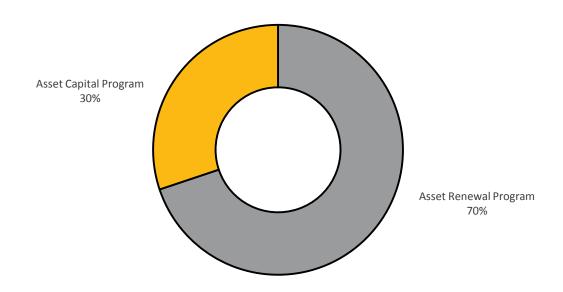
	PROJECT COST		ASSET EXPEND	DITURE TYPES			SUMMARY	OF FUNDING S	SOURCES	
CAPITAL WORKS PROGRAM FOR THE YEAR ENDING 30 JUNE 2018	2017/2018	NEW	RENEWAL	UPGRADE	EXPANSIO N	GRANTS	ASSET SALES	OPEN SPACE RESERVE	MAJOR PROJECTS & OTHER RESERVES	COUNCIL CASH
Property										
Land	1,250	-	1,250	-	-	-	-	-	-	1,250
Buildings	15,965	5,845	4,840	5,280	-	-	-	-	10,453.4	5,511.6
Total property	17,215	5,845	6,090	5,280	-	-	-	-	10,453	6,761.6
Plant and equipment										
Computers and telecommunications	1,360	315	1,045	-	-	-	-	-	-	1,360
Library books	850	-	850	-	-	-	-	-	-	850
Plant, machinery and equipment	1,705	425	1,280	-	-	-	200	-	300	1,205
Total plant and equipment	3,915	740	3,175	-	-	-	200	-	300	3,415
Infrastructure										
Bridges	180	-	180	-	-	-	-	-	-	180
Drainage	480	200	200	80	-	-	-	-	-	480
Footpath and cycleways	2,920	1,050	1,870	-	-	-	-	1,050	-	1,870
Offstreet carparks	400	-	400	-	-	-	-	-	-	400
Parks, open space and streetscapes	5,671	3,759	1,565	347	-	-	-	1,008	200	4,463
Recreational, leisure and community facilities	-	-	-	-	-	-	-	-	-	-
Roads	11,880	2,699	8,111	950	120	1,046	-	-	1,000	9,834
Waste management	350	100	250	-	-	-	-	-	-	350
Other infrastructure	678	558	120	-	-	-	-	-	-	678
Total - infrastructure	22,559	8,366	12,696	1,377	120	1,046	-	2,058	1,200	18,255
Total - capital works and asset improvement 2017/2018	43,689	14,951	21,961	6,657	120	1,046	200	2,058	11,953.4	28,431.6

The Council is committed to provide financial sustainability in the management of assets at the same time meeting the community needs and provide agreed level of service to the community. This is the reason the council provides a Capital Works and Improvement Program (CWIP) for asset renewal, creation, upgrade or expansion.

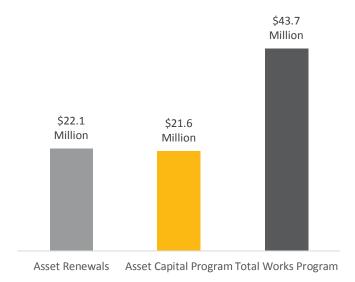
The CWIP is funded through various sources like Grants, Reserves, Rates and Revenues. The total rates revenue for 2017/18 is \$94.7 million. As per the Council Policy, 30% of the revenue from rates are allocated to the CWIP. The CWIP for 2017/18 is \$43.7 million which comprises \$28.4 million from rates revenue which is 30% of the rates revenue of 2017/18 and remaining \$15.3 million is funded from Grants, Reserves and Sales.



The Council is then required to split the funding from rates (\$28.4 million) in two categories namely Asset Renewal Program (70%) and Asset Capital Program (30%) as below.



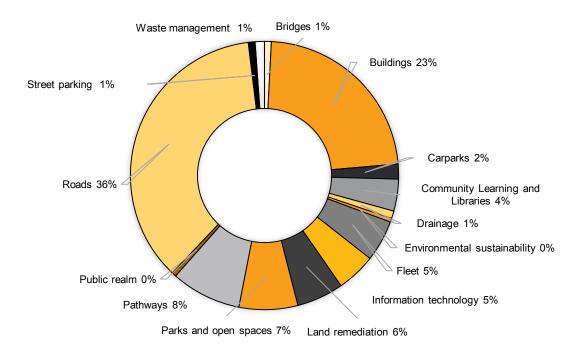
The Council splits the full CWIP in two major programs by the expenditure type namely Asset Renewal Program of \$22.1 million and Asset Capital Program of \$21.6 million.



Asset Renewal Program

The asset renewal program is for the provision of sustainable asset management practises for present and future. These programs are developed by focusing on addressing the current level of asset condition degradation in line with current service levels for each asset class and is developed to replace or renew the asset that is consumed during the life of the asset.

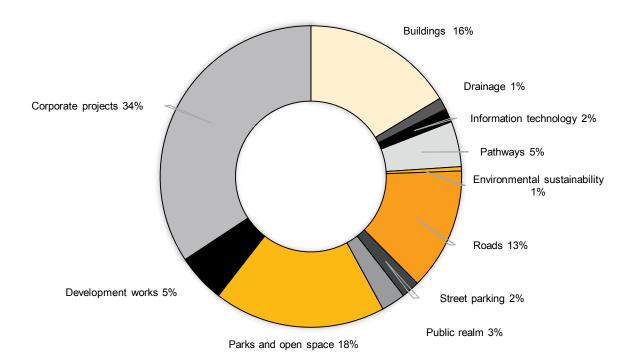
For 2017/18, the Asset Renewal Program is \$22.1 million of which \$19.9 million is funded from rates and \$2.2 million is funded through Grants, Reserves and Sales. The total funding available for works program for rates is \$28.4 million and thus the Asset Renewal Funding from rates is 70% of the works program. The asset renewal program by asset type is as below.



Asset Capital Program

The asset capital program is for the provision to cater for the demands of the community in terms of Growth, Expectation, Betterment and Improved Service Standards. These programs are developed by focussing on addressing the functionality, capacity and utilisation of the assets.

For 2017/18, the Asset Capital Program is \$21.6 million of which \$8.5 million is funded from rates and \$13.1 million is funded through Grants, Reserves and Sales. The total funding available for CWIP from rates is \$8.5 million and thus the Asset Capital Program funding from rates is 30% of the CWIP. The asset capital program by asset type is as below.



13. Analysis of budgeted financial position

This section analyses the movements in assets, liabilities and equity between 2016/2017 and 2017/2018. It also considers a number of key performance indicators.

13.1 Budgeted balance sheet

	FORECAST		
	ACTUAL	BUDGET	VARIANCE
	2016/17	2017/18	
	\$'000	\$'000	\$'000
Current assets			
Cash and cash equivalents	19,078	10,550	(8,528)
Trade and other receivables	12,762	13,319	557
Financial assets	32,000	32,005	5
Other assets	1,327	1,613	286
Total current assets	65,167	57,487	(7,680)
Non-current assets			
Trade and other receivables	133	146	13
Property, infrastructure, plant and equipment	1,052,452	1,068,112	15,660
Total non-current assets	1,052,585	1,068,258	15,673
Total assets	1,117,752	1,125,745	7,993
Current liabilities			
Trade and other payables	8,439	8,146	293
Trust funds and deposits	3,106	3,115	(9)
Provisions	14,838	16,271	(1,433)
Interest-bearing loans and borrowings	-	-	-
Total current liabilities	26,383	27,532	(1,149)
Non-current liabilities			
Provisions	1,132	1,276	(144)
Interest-bearing loans and borrowings	-	-	` <i>-</i>
Total non-current liabilities	1,132	1,276	(144)
Total liabilities	27,515	28,808	(1,293)
Net assets	1,090,237	1,096,937	6,700
Equity			
Accumulated surplus	348,816	364,684	15,868
Reserves	741,421	732,253	(9,168)
Total equity	1,090,237	1,096,937	6,700

Working Capital (\$8.83 million decrease)

Working capital is the excess of current assets above current liabilities. This calculation recognizes that although Council has current assets, some of those assets are already committed to the future settlement of liabilities in the following 12 months, and are therefore not available for discretionary spending. Council has also committed further current assets to specific and restricted purposes, represented by reserves, which may not yet be represented as current liabilities at 30 June.

	FORECAST		
	ACTUAL	BUDGET	VARIANCE
	2016/17	2017/18	
	\$'000	\$'000	\$'000
Current assets	65,167	57,487	(7,680)
Current liabilities	26,383	27,532	(1,149)
Working capital	38,784	29,955	(8,829)
Restricted cash and investment current assets			
Statutory reserves	(5,018)	(6,155)	(1,137)
Cash used to fund carry forward capital works	(208)	-	208
Trust funds and deposits	(3,106)	(3,115)	(9)
Unrestricted working capital	30,452	20,685	(9,767)

Unrestricted working capital may also be committed to completion of carry forward capital works. Refer to section 11 for Restricted and Unrestricted Cash and Investments.

13.2 Key assumptions

Council's continued adherence to the Long Term Financial Plan has seen its Balance Sheet continue to remain strong. Council's cash position is reflective of its requirements to meet its employee benefit obligations along with sufficient funds to cover receivables, payables and general reserves. In preparing the Budgeted Balance Sheet for the year ending 30 June 2018 it is necessary to make a number of assumptions about assets, liabilities and equity balances.

The key objectives which underlined the development of the original LTFP were management of Council's debt and financial sustainability. The revised model allows for a higher level review of the financial implications of decisions taken currently. The new model will be under constant review to ensure it takes into consideration the vision and commitments as set out in the Council Plan.

The key assumptions are that:

- increase in noncurrent assets, property, infrastructure, plant & equipment, new, renewal, upgrade and maintenance of assets
- other debtors and creditors will remain constant
- long service leave and gratuity payments will remain constant over the year
- a target of 96% of total rates and charges raised will be collected in the 2017/2018 year (2016/2017: 96% forecast actual)
- trade creditors to be based on total capital and operating expenditure less written down value of assets sold, depreciation and employee costs. payment cycle is 30 days
- other debtors and creditors to remain consistent with 2016/2017 levels
- total capital improvement program is \$43.69 million

Long term strategies

This section includes the following analysis and information

- 14 Strategic Resource Plan
- 15 Rating Information
- 16 Other Long Term Strategies

Strategic resource plan

The Strategic Resource Plan (SRP) identifies the resources required to achieve the objectives detailed in the Council Plan over the next four years. The strategic resource plan is integral to the Council plan and identifies and assesses the resources required both financial and non financial to achieve the objectives of the Council. The SRP is Council's longer term report to the community and links to other key Council strategies and documents.

Council's capacity to deliver the objectives of the Council Plan is based on service culture, values, people, good governance, business systems and technology, asset management, risk and environmental management, competent financial planning and the application of Best Value principles.

The SRP is divided into four sections (refer section 3):

- Plan Development
- Financial Resources.
- Financial Performance Indicators
- Non-Financial Resources

14.1 Plan development

The Act requires a Strategic Resource Plan to be prepared describing both financial and non-financial resources (including human resources) for at least the next four financial years to achieve the strategic objectives in the Council Plan.

Council has prepared a Strategic Resource Plan (SRP) for the four years 2017/2018 to 2020/2021 as part of its ongoing financial planning to assist in adopting a budget within a longer term framework. The SRP takes the strategic objectives and strategies as specified in the Council Plan and expresses them in financial terms for the next four years.

The key objective, which underlines the development of the SRP, is financial sustainability in the medium to long term, while still achieving Council's strategic objectives as specified in the Council Plan. The key financial objectives, which underpin the SRP, are:

- maintain existing service levels
- continue to achieve operating services
- maintain a capital works and asset improvement program that continues to address the needs of the community and reduce the infrastructure gap
- achieve a balanced budget on a cash basis.

In preparing the SRP, Council has also been mindful of the need to comply with the following Principles of Sound Financial Management as contained in the Act:

- prudently manage financial risks relating to debt, assets and liabilities
- provide reasonable stability in the level of rate burden
- consider the financial effects of Council decisions on future generations
- provide full, accurate and timely disclosure of financial information.

The following targets have been put in place in Councils' Long Term Financial Strategy to ensure the above principles are achieved.

Balanced budget

- positive Underlying Result Ratio; (VAGO)
- self-financing ratio greater than 20%; (VAGO)
- indebtedness ratio less than 40%; (VAGO) and
- no deficit budgets unless liquidity targets are achieved (City of Maribyrnong)

Liquidity

- working capital ratio greater than 140%; (VAGO) and
- adjusted working capital ratio greater than 175% (VAGO)

Sustainability

- investment gap ratio greater than 150%; (VAGO)
- infrastructure renewal ratio greater than 100%; (VAGO)
- sustainability assessment by the Victorian Auditor-General as low risk; (VAGO) and
- a minimum 30% of Rates revenue applied to Capital (City of Maribyrnong)
- a minimum 70% of Capital applied to Asset Renewal (City of Maribyrnong)

The SRP is updated annually through a rigorous process of consultation with Council service providers followed by a detailed sensitivity analysis to achieve the key financial objectives.

14.2 Financial resources

To assist Maribyrnong Council in adopting annual budgets within a longer term framework, Council developed a Long Term Financial Plan (LTFP) in 1999 as a part of its ongoing financial planning. The key objectives which underlined the development of the original LTFP were management of Council's debt and financial sustainability. The revised model allows for a higher level review of the financial implications of decisions taken currently. The new model will be under constant review to ensure it takes into consideration the vision and commitments as set out in the Council Plan.

The key financial objectives which underpin the LTFP are:

- maintain existing service levels
- capital works and improvement program of approximately 30% from rates
- achieve a balanced budget on a cash basis
- ensure Council is able to meet its debt commitments in the long term
- address the infrastructure gap and provide for community infrastructure requirements in to the future

The LTFP is updated and reviewed (annually) to reflect the most up to date conditions. The review addresses the following:

- Council's financial performance and position
- Revenue and rating strategy
- Long term borrowing and debt strategy
- Infrastructure strategy
- Service delivery strategy

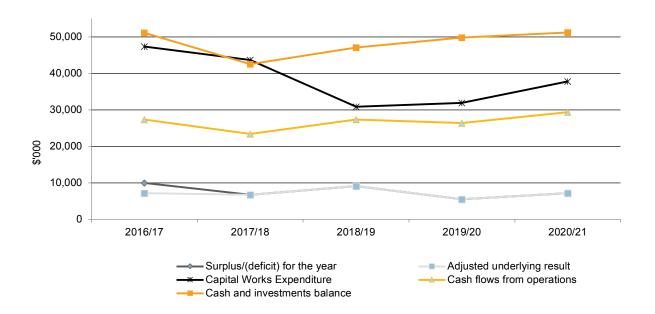
The following table summarises the key financial indicators for the next four years as set out in the SRP for years 2017/2018 to 2020/2021. Section 3 includes a more detailed analysis of the financial resources to be used over the four year period.

	FORECAST	BUDGET	STRATEGIC RESOURCE PLAN		TREND	
	ACTUAL		PROJECTIONS			
INDICATOR	2016/17	2017/18	2018/19	2019/20	2020/21	+/O/-
	\$'000	\$'000	\$'000	\$'000	\$'000	
Surplus/(deficit) for the year	9,997	6,700	9,065	5,496	7,197	0
Adjusted underlying result	7,189	6,700	9,065	5,496	7,197	+
Cash and investments balance	51,078	42,555	47,058	49,827	51,173	+
Cash flows from operations	27,355	23,427	27,300	26,358	29,322	+
Capital works expenditure	47,323	43,689	30,878	31,936	37,788	0

Key to Forecast Trend:

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

The following graph shows the general financial indicators over the four year period.



The key outcomes of the SRP are as follows:

- Financial sustainability Cash and investments is forecast to increase over the four year period from \$42.5 million to \$51.2 million.
- Service delivery strategy Service levels have been maintained throughout the four year period. Despite this, operating surpluses are forecast in years 2017/2018 to 2020/2021.
- Borrowing strategy no new borrowings and forecast to \$0.
- Asset and Infrastructure (section 16).

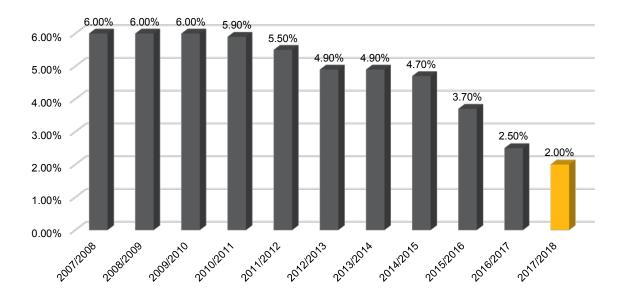
15. Rating information

15.1 Rating strategy

For the future Council's rating strategy should essentially be based around meeting the following two core principles;

- 1. ensuring that the rating strategy is consistent with the principles of sound financial management as espoused in the Local Government Act (1989) in that Council must "pursue spending and rating policies that are consistent with a reasonable degree of stability in the level of the rates burden"
- 2. balancing the competing needs of confining increases in rates to as low as practicable whilst also ensuring that Council's financial decisions in the present day prudently account for both existing needs and those of future generations in terms of both accessing services and providing the appropriate facilities and infrastructure. In terms of the first principle, the below graph highlights the percentage rate increases that have been applicable at Maribyrnong City Council.

Rate increases - financial years



15.2 Rate percentage increases 2007/2008 to 2017/2018

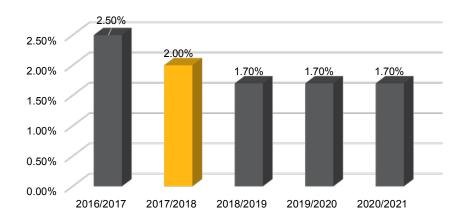
With the introduction of the State Governments Rate Capping legislation in 2015/16 financial year Councils are now unable to determine the level of rate increase and instead must use a maximum rate increase determined by the Minister for Local Government which is announced in December for application in the following financial year.

It may not be possible for Council to deliver rate increases linked solely to the Rate Cap set by the Minister for Local Government. With Council dealing with aging infrastructure and grant revenues that do not keep pace with the CPI index and the cost of providing Council services escalating at a rate higher than the CPI.

Council's historical record portrays a reasonable approach in ensuring a stable outcome in terms of rating levels. This stability is considered to be prudent financial management and it is crucial that future approaches provided for in this Long Term Financial Plan continue to enhance the ability of Council to deliver this outcome.

Adopted future rate increases in the LTFP is in line with the Rate Cap set by the Minister for Local Government.

Future rate increases



Basis of rating

Council rates are levied on the Net Annual Value (NAV) method of properties. The valuations as determined by independent Valuer's and certified by the Valuer General Victoria. Maribyrnong Council uses the Net Annual Value (NAV) system to determine its property rates – which is the fairest system for the ratepayers in our City. Council begins by calculating a new valuation – or Capital Improved Value (CIV) – of a property.

The CIV is the site value plus any improvements to the land (i.e. structures such as a house/garage etc.).

Council then works out the NAV for each property as:

- for residential properties: 5% of the CIV
- for commercial and industrial properties: 5% (or greater) of the CIV

For example a residential property valued (CIV) at \$600,000 is calculated as:

$$$600,000 \times .05 = $30,000 (NAV)$$

Your property's rates amount is then worked out by using the formula:

NAV x rate in the dollar = \$ amount of rates

(The 'rate in the dollar' is the same figure for everyone, i.e. 6.582197 cents - 2017/2018)

Residential Impact for 2017/18

The 2017/18 financial year is a non revaluation year, which means that the property valuations will only move if there is a consolidation, development, subdivision, demolition, etc.

In the prior financial year being the 2016 revaluation year, all property valuations were reviewed in accordance with the Valuation of Lands Act 1960 and the Local Government Act 1989.

The revaluation process is conducted for all properties within Council's municipal boundaries on a two-yearly basis.

The next general revaluation will be in the 2018/19 financial year at a level of value date of 1 January 2018 for implementation on 1 July 2018.

It is important to note that property revaluations do not increase the amount of rate revenue raised by Council – it only redistributes who pays the rates. The below table highlights the movements in property valuations by Council's rating type over the past two years.

15.3 Rating structure

Rating Type			Increase in			Increase in
	CIV	CIV	valuations	NAV	NAV	valuations
	2016-2017	2017-2018	%	2016-2017	2017-2018	%
Residential	\$21,315,167,000	\$21,922,439,000	2.85%	\$1,066,622,595	1,096,963,300	2.84%
Commercial	\$3,547,791,000	\$3,634,888,000	2.45%	\$218,306,450	\$222,115,500	1.74%
Industrial	\$1,600,020,752	\$1,622,623,752	1.41%	\$119,931,952	\$120,742,952	0.68%
Total	\$26,462,978,752	\$27,179,950,752	2.71%	\$1,404,860,997	\$1,439,821,752	2.49%

The following shows the disbursement in rates for 2017/2018 by percentage and by rating type.

RATING TYPE	2017/2018
Residential	76%
Commercial	15%
Industrial	9%
Total	100%

15.4 General revaluation & supplementary reviews

Council's contract Valuers have carried out supplementary valuations in accordance with the Valuation of Land Act and the Local Government Act.

Part of the process means they will investigate and inspect at least 50% of properties within the revaluation cycle in line with 2018 valuation best practice guidelines.

RESIDENTIAL	CIV	CIV	Increase in	NAV	NAV	Increase in
	2016-2017	2017-2018	CIV	2016-2017	2017-2018	NAV
	\$	\$	%	\$	\$	%
Braybrook	1,672,383,000	1,746,808,000	4.45%	83,624,850	87,340,400	4.44%
Footscray	3,703,116,000	3,880,865,000	4.80%	185,384,945	194,249,800	4.78%
Kingsville	1,043,140,000	1,057,755,000	1.40%	52,157,000	52,887,750	1.40%
Maidstone	2,078,529,000	2,147,359,000	3.31%	104,245,450	107,700,200	3.31%
Maribyrnong	3,540,736,000	3,700,999,000	4.53%	177,036,800	185,049,950	4.53%
Seddon	1,671,324,000	1,693,140,000	1.31%	83,566,200	84,657,000	1.31%
West Footscray	2,713,388,000	2,746,333,000	1.21%	135,769,800	137,409,150	1.21%
Yarraville	4,891,951,000	4,949,180,000	1.17%	244,807,550	247,669,050	1.17%

There are many and varied triggers and reasons why a property may require a supplementary valuation and some of these include:

- development of vacant land
- change in occupancy
- new subdivisions
- renovations and extensions
- sale of non rateable properties
- consolidation of properties

Rate payment options

Maribyrnong City Council will maintain the mandatory instalment payment system for 2017/2018. Ratepayers can elect to pay whatever number of payments that best meets their individual needs on the proviso that as a minimum, they remain ahead of the payments amounts that would fall due under the quarterly payment methodology.

The following instalment dates apply in 2017/2018:

- 30 September 2017
- 30 November 2017
- 28 February 2018
- 31 May 2018

Due dates for the payment of rates will be detailed on the annual rate notice. Reminder notices will be sent to ratepayers prior to each instalment due date.

COUNCIL RATE INCREASES OVER THE PAST 10 YEARS					
YEAR	% INCREASE	TOTAL RATES RAISED \$'000			
2007/2008	~6.0%	48,568			
2008/2009	~6.0%	52,507			
2009/2010	#6.0%	56,654			
2010/2011	#5.9%	60,853			
2011/2012	#5.5%	65,123			
2012/2013	#4.9%	69,456			
2013/2014	#4.9%	75,313			
2014/2015	#4.7%	82,006			
2015/2016	#3.7%	87,294			
2016/2017	2.5%	90,657			
2017/2018	2.0%	94,771			

 $[\]sim 2.2\%$ rate increase dedicated to asset renewal # 2.0% rate increase dedicated to asset renewal

16. Summary of other strategies

This section sets out summaries of the strategies that have been developed and incorporated into the Strategic Resource Plan including borrowings, infrastructure and service delivery.

In developing the Strategic Resource Plan (SRP) (see Section 14), borrowings was not included as a funding source.

Council has developed a Long-Term Financial Strategy (LTFS) which provides Council with a 10 year blueprint to meet the increased infrastructure and service needs of a diverse and growing community. The foundation for this blueprint is a robust long term financial plan, to deliver a comprehensive major projects program.

Council's Long-Term Financial Strategy (LTFS) 2015-25 will be revised annually in accordance with the Council Plan. It will comply with the requirements set by the Victorian Auditor-General's (VAGO) Financial Sustainability Indicators and Maribymong City Councils best practice indicators.

Council's LTFS is based on predicted financial projections and statements. The assumptions surrounding these projections include a balanced budget, agreed liquidity ratios and Long-Term financial sustainability. These assumptions are underpinned by key financial objectives including maintenance of existing service levels, 30% of rate revenue dedicated to capital, achievable Long-Term debt commitments and rate revenue increases in line with the Fair Go Rates System guidelines.

The structure of LTFS is as follows:

Drivers for the Long Term Financial Strategy

- Borrowing Strategy
- Rating Strategy
- Service Delivery Strategy
- Community Infrastructure Plan & Major Projects
- Long Term Financial Plan
- Asset Management Plans
- Reserves & Grants, User Charges & Other Income

The use of input from these strategies provides Council with a comprehensive approach and a capacity to meet sustainability targets.

Objectives and goals of the Long Term Financial Strategy

- balanced budget
- liquidity
- sustainability

Targets and methodology

Targets and methodology to achieve the LTFS. These targets are provided by the VAGO's for financially sustainability indicators and Councils industry best practice indicators.

Risk assessment

A range of risks which relate to the achievement of the LTFS.

- rate capping
- capacity to deliver capital works
- government grants and subsidies
- cost shifting from State and Federal Governments
- cash and investments
- capacity to maintain the 30% of rates to be spend on capital works target.

16.1 Borrowings

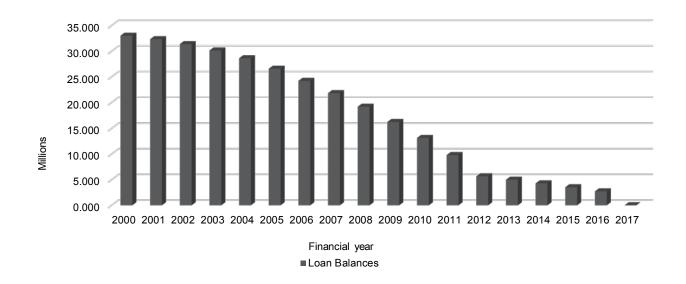
There are no borrowings included in the 2017/2018 budget and therefore, after making loan principle repayments of \$2.67 million in July 2017 reduced its total borrowings to \$0.

The following table sets out future Adopted borrowings, based on the forecast financial position of Council as at 30 June 2018.

YEAR	NEW	PRINCIPAL	INTEREST	BALANCE
	BORROWINGS	PAID	PAID	30 JUNE
	\$'000	\$'000	\$'000	\$'000
2016/17	-	2,673	149	-
2017/18	-	-	-	-
2018/19	-	-	-	-
2019/20	-	-	-	-
2020/21	=	=	=	-

The following graph shows Council's long term debt position.

Debt Profile



16.2 Assets/infrastructure

At present, Council is in a similar position to most other Councils facing the ongoing challenges of funding the needs of our aging and diverse asset portfolio because of greater community demands and expectation, growth in population, rate capping, reduction in funding from the Commonwealth Government via the Victoria Grants Commission and accumulated backlog.

Notwithstanding these challenges, Council's Asset Management Improvement Strategy continues to provide us with the integrated planning tools that generate options and costed scenarios for consideration. This process enables informed decisions to be made on selection and prioritisation of assets included in the 10 year renewal program. The 2017-2018 renewal program aims to restore assets at an affordable and sustainable condition and reduce the risk impact on services due to backlog in a planned way. The demand for the creation of new assets is also subject to critical gate way reviews and will generally be driven by growth demand modelling to meet the community demand and service delivery requirements.

The combination of the two components namely Asset Renewal and Asset Creation are the basis of our Capital Works and Improvement Program

The Capital Works and Improvement Program (CWIP) takes into consideration the user /community requirements (current and future), existing asset condition, rate of asset consumption (backlog) and the renewal funding requirements to meet future community needs and expectations. The CWIP has been developed through a rigorous process of consultation and evaluation.

The CWIP aims to achieve financial and asset sustainability in the medium to long term, whilst still achieving Council's broader community vision and corporate objectives as detailed within our Council Plan.

Council Asset Management Policy requires that 30% of Council's total rate revenue is dedicated to the Capital Works Program, which for this financial year is set at \$28.43 m.

The Asset Policy also requires that 70% of the Capital Works Program is dedicated to the asset renewal program with the remaining dedicated to the creation of new assets, upgrade and extension of existing assets.

The Total Capital Works and Improvement Program for FY17/18 is proposed at \$43.69m and consisting of the following funding sources.

Summary of funding sources

Summary of funding sources					Major Projects		
Year	Total Capital Program	Grants	Contributions	Council Cash	Borrowings	Asset Sales	and Open Space Reserve
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
2016/17	47,323	1,177	69	29,383	-	400	16294
2017/18	43,689	1,046	-	28,432	-	200	14011
2018/19	30,878	1,046	-	29,332	-	200	300
2019/20	31,936	1,046	-	30,390	-	200	300
2020/21	37,788	1,046	-	31,242	-	200	5300

In addition to using cash generated from its annual operations, and government grants, Council has significant cash or investment reserves that are also used to fund a variety of capital projects. These reserves are either 'statutory' or 'discretionary' cash reserves.

Statutory reserves relate to cash and investments held by Council that must be expended on a specific purpose as directed by legislation or a funding body, and include contributions to open space.

Discretionary cash reserves relate to those cash and investment balances that have been set aside by Council and can be used at Council's discretion, and they are earmarked for a specific purpose.

16.3 Service delivery

The key objectives in Council's Strategic Resource Plan (referred to in Section 14) which directly impact the future service delivery strategy are to maintain existing service levels. The Rating Information (see Section 15) also refers to rate increases into the future in line with Fair Go Rates System. With these key objectives as a basis, a number of internal and external influences have been identified through discussions with management which will have a significant impact on the scope and level of services to be provided over the next four years.

		ADJUSTED	
	SURPLUS	UNDERLYING	NET
	(DEFICIT)	SURPLUS	SERVICE
YEAR	FOR THE YEAR	(DEFICIT)	(COST)
	\$'000	\$'000	\$'000
2016/17	9,997	7,189	(61,739)
2017/18	6,700	6,700	(66,952)
2018/19	9,065	9,065	(69,978)
2019/20	5,496	5,496	(71,707)
2020/21	7,197	7,197	(73,693)

Service Delivery Strategy

The current legislation requires Council to report annually to its community on its achievements in relation to its best value principles.

This means:

- All services provided by Council must meet quality and cost standards.
- Each service provided by Council must be accessible to those members of the community to whom the service is intended.
- All services provided by Council must be responsive to the needs of the community.
- Council must provide continuous improvement in the provision of services to its community.
- Council must develop program of regular consultation with its community in relation to the principles.
- Council must report regularly to its community on its achievements in relation to the principles.

Appendix A Fees & charges schedule

This appendix presents the fees and charges of a statutory and non-statutory nature which will be charged in respect to various goods and services provided during the 2017/2018 year.

Community Services

SERVICE (PER HOUR)	PRICE	GST	2017/18 TOTAL PRICE \$
Home care - Base Rate	\$7.00		\$7.00
Home Care - Medium Fee	\$9.50		\$9.50
Home Care - High Fee Rate	\$39.20		\$39.20
Respite Care - Low Rate	\$3.85		\$3.85
Respite Care - Medium Fee Rate	\$5.50		\$5.50
Respite Care - High Fee Rate	\$39.15		\$39.15
Personal Care - Low Rate *	\$5.40		\$5.40
Personal Care - Medium Fee Rate	\$10.65		\$10.65
Personal Care - High Fee Rate	\$44.10		\$44.10
Property Maintenance - Low Rate	\$14.40		\$14.40
Property Maintenance - Medium Rate	\$21.60		\$21.60
Property Maintenance - High Rate	\$54.95		\$54.95
Day Centre Program - Low Rate + meal	\$9.15		\$9.15
Day Centre Program - Medium Rate + meal	\$14.20		\$14.20
Day Centre Program - High Rate + meal	\$19.20		\$19.20
Planned Activity Groups - Low Rate + meal	\$9.15		\$9.15
Planned Activity Groups - Medium Rate + meal	\$14.20		\$14.20
Planned Activity Groups - High Rate + meal	\$19.20		\$19.20
Meals Low Rate (per unit)	\$9.15		\$9.15
Meals Medium Rate (per unit)	\$10.40		\$10.40
Meals High Rate (per unit)	\$21.60		\$21.60
Senior Citizens Centres - casual fee (per hire)	\$35.64	\$3.56	\$39.20
Senior Citizens Centres - community groups (per hire)	\$72.73	\$7.27	\$80.00
Bond (per unit)	\$375.00		\$375.00
Brokered services (per unit)			
Home Gardening (per hour)	\$13.09	\$1.31	\$14.40
Day Centre Program (Brokered session + meal) (per session)	\$9.91	\$0.99	\$10.90
Meals (brokered) (per unit)	\$20.41	\$2.04	\$22.45
Home Care (brokered rate)	\$61.18	\$6.12	\$67.30
Respite Care (brokered)	\$66.05	\$6.60	\$72.65
Property Maintenance (brokered) (per unit)	\$91.59	\$9.16	\$100.75
Personal Care (brokered)	\$66.05	\$6.60	\$72.65
Respite Out of Hours -time & a half (brokered)	\$102.18	\$10.22	\$112.40
Respite Out of Hours - double time (brokered)	\$136.14	\$13.61	\$149.75
Personal Care Out of Hours -time & a half (brokered)	\$102.14	\$10.21	\$112.35
Personal Care Out of Hours - double time (brokered) Client fees are means tested in accordance with clients' capacity to pay. Brokered rates are adjusted to represent full cost recovery. Fees do not represent a clear increase across all service types in order to keep fees in line with DHS Fees Policy.	\$136.09	\$13.61	\$149.70

Community Development			
Community Bus (all day/overnight)	\$84.68	\$8.47	\$93.15
Community Bus (5 hours)	\$34.95	\$3.50	\$38.45
Bond refundable (per hire)	\$241.15		\$241.15
Aged Community Transport (Per day)	\$3.10		\$3.10
Social Outings (per outing)	\$3.10		\$3.10

Family and Youth Services

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Family and Youth Services			
Central Register System (CRS)			
Administration Fee per child application	\$20.00		\$20.00
Fees will be waived for families who are on a range of			
concession cards including health care cards, pension cards,			
temporary protection/humanitarian visas, refugee and special			
humanitarian visas, asylum seeker bridging visas.			
Children's Centres Sanitary and Hygiene Services			
Nappy Bins (per unit)	\$102.50		\$102.50
Sanitary Bins (per unit)	\$35.70		\$35.70
Annual charge	\$94.55	\$9.45	\$104.00

Phoenix Centre

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Organisations with Youth focus (per hour)			
The Bunker	\$16.36	\$1.64	\$18.00
The Auditorium	\$19.09	\$1.91	\$21.00
The Training room	\$16.36	\$1.64	\$18.00
The Community Kitchen	\$13.64	\$1.36	\$15.00
Computer hub	\$13.64	\$1.36	\$15.00
Meeting room 3	\$13.64	\$1.36	\$15.00
Outside area	\$13.64	\$1.36	\$15.00
Splash gallery * Price On Application	POA	10%	POA
Organisations without Youth focus (per hour)			
The Bunker	\$40.91	\$4.09	\$45.00
The Auditorium	\$55.00	\$5.50	\$60.50
The Training room	\$40.91	\$4.09	\$45.00
The Community Kitchen	\$20.91	\$2.09	\$23.00
Computer hub	\$20.91	\$2.09	\$23.00
Meeting room 3	\$20.91	\$2.09	\$23.00
Outside area	\$20.91	\$2.09	\$23.00
Splash gallery * Price On Application	POA	10%	POA
Not for Profit (per hour)			
The Bunker	\$18.18	\$1.82	\$20.00
The Auditorium	\$21.82	\$2.18	\$24.00
The Training room	\$18.18	\$1.82	\$20.00
The Community Kitchen	\$16.36	\$1.64	\$18.00
Computer hub	\$16.36	\$1.64	\$18.00
Meeting room 3	\$16.36	\$1.64	\$18.00
Outside area	\$16.36	\$1.64	\$18.00
Splash gallery * Price On Application	POA	10%	POA

Phoenix Centre

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Bonds			
Facility	\$200.00		\$200.00
Key	\$50.00		\$50.00
Swipe Card	\$20.00		\$20.00
Package (per day) for multiple rooms & cleaning.			
Gig Package - young people only	\$240.91	\$24.09	\$265.00
Room hire (excludes equipment)	\$295.45	\$29.55	\$325.00
Room hire (includes equipment)	\$386.36	\$38.64	\$425.00
Band Memberships (3 months)	\$109.09	\$10.91	\$120.00
Other fees (per event)			
Holiday Program	\$9.09	\$0.91	\$10.00

Library

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Reservation charge	\$1.36	\$0.14	\$1.50
Inter library loan fees	\$16.36	\$1.64	\$18.00
Conference room hire Footscray (per hour)	\$29.09	\$2.91	\$32.00
Conference room hire Footscray (Community Rate per hour)	\$14.55	\$1.45	\$16.00
Meeting room 1 hire Maribyrnong/Highpoint (per hour)	\$29.09	\$2.91	\$32.00
Meeting room 1 hire Maribyrnong/Highpoint (Community Rate per hour)	\$14.55	\$1.45	\$16.00
Meeting Room 2 hire Maribyrnong/Highpoint (per hour)	\$10.00	\$1.00	\$11.00
Discussion room hire West Footscray (Commercial rate per hour)	\$23.64	\$2.36	\$26.00
Discussion room hire West Footscray (Community rate per hour)	\$11.82	\$1.18	\$13.00
Discussion room hire Footscray (per hour)	\$10.00	\$1.00	\$11.00
Photocopies A4 (per page) B&W	\$0.18	\$0.02	\$0.20
Photocopies A3 (per page) B&W	\$0.36	\$0.04	\$0.40
Photocopies Colour A3 (per page)	\$3.00	\$0.30	\$3.30
Photocopies Colour A4 (per page)	\$1.64	\$0.16	\$1.80
USB drive (8GB)	\$9.55	\$0.95	\$10.50
Head Phones - Computers	\$3.18	\$0.32	\$3.50
Book sales	POA	10%	POA
Fines - Adults (per day)	\$0.32	\$0.03	\$0.35
Fines - Juniors (per day)	\$0.18	\$0.02	\$0.20
Reservation/Registration Fee (children free)	\$1.36	\$0.14	\$1.50
Replacement cards	\$3.18	\$0.32	\$3.50
Unique Management Fee	\$13.64	\$1.36	\$15.00
Lost and damaged books processing fee	POA	10%	POA

Maidstone Community Centre

Maidstone Community Centre			0047/40
SERVICE	PRICE	GST	2017/18 TOTAL
SERVICE	PRICE	GST	PRICE \$
Commercial users (per hour)			TRICE \$
Main hall	\$47.73	\$4.77	\$52.50
Green Room	\$31.82	\$3.18	\$35.00
Yellow A	\$31.82	\$3.18	\$35.00
Yellow B	\$31.82	\$3.18	\$35.00
Hall Meeting room	\$31.82	\$3.18	\$35.00
Cottage	\$31.82	\$3.18	\$35.00
Computer Room	\$31.82	\$3.18	\$35.00
Kitchen	\$17.73	\$1.77	\$19.50
Garden	\$23.64	\$2.36	\$26.00
Maidstone Child and Family Centre Community Room	\$39.55	\$3.95	\$43.50
Commercial package prices (per hour)	ψυθ.υυ	ψυ.συ	Ψ-0.00
Maidstone Community Centre Hall & Kitchen	\$63.64	\$6.36	\$70.00
Maidstone Child and Family Centre - Community room &	•	·	·
kitchen	\$51.36	\$5.14	\$56.50
Commercial equipment hire (per use)			
BBQ	\$41.82	\$4.18	\$46.00
AV projector	\$41.82	\$4.18	\$46.00
TV DVD/VCR	\$41.82	\$4.18	\$46.00
Maidstone Child and Family Centre BBQ	\$22.73	\$2.27	\$25.00
Maidstone child and Family Centre Equipment (Projector,	•	·	· ·
Screen, Blu-ray player)	\$41.82	\$4.18	\$46.00
Public liability Insurance	Seee R		
	Manager	ment	
Community users (per hour)	#04.55	00.45	*07.00
Main hall	\$24.55	\$2.45	\$27.00
Green Room	\$15.91	\$1.59	\$17.50
Yellow A	\$15.91	\$1.59	\$17.50
Yellow B	\$15.91	\$1.59	\$17.50
Hall Meeting room	\$15.91	\$1.59	\$17.50
Cottage	\$15.91	\$1.59	\$17.50
Computer Room	\$15.91	\$1.59	\$17.50
Kitchen	\$9.55	\$0.95	\$10.50
Garden	\$12.27	\$1.23	\$13.50
Maidstone Child and Family Centre Community Room	\$20.00	\$2.00	\$22.00
Community package prices (per hour)	¢24.02	¢2.40	¢25.00
Maidstone Community Centre Hall & Kitchen Maidstone Child and Family Centre - Community room &	\$31.82	\$3.18	\$35.00
kitchen	\$23.64	\$2.36	\$26.00
Community equipment hire (per use)			
BBQ hire	20.91	2.09	\$23.00
AV projector	20.91	2.09	\$23.00
TV DVD/VCR	20.91	2.09	\$23.00
Maidstone Child and Family Centre BBQ	11.82	1.18	\$13.00
Maidstone child and Family Centre Equipment (Projector,			
Screen, Blu-ray player)	POA	10%	POA
Public liability Insurance	See Risk Management		
Bonds	iviariager	HEHIL	
Bonds (Hall hire)	\$500.00		\$500.00
Bonds (Key hire)	\$60.00		\$60.00
Donas (1.0) imoj	Ψ00.00		700.00

Maidstone Community Centre

Maidstone Community Centre			
SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Courses			
Fees and charges for Centre based programs and activities			
will vary from term to term. For further information please refer	POA	10%	POA
to CCN Program Guide.			
Miscellaneous (per page)			
Photocopying A4	0.18	0.02	\$0.20
Photocopying A3	0.36	0.04	\$0.40
Printing Black & White only	0.18	0.02	\$0.20
Commercial users (per hour)			
Main Hall	\$51.36	\$5.14	\$56.50
Large Kitchen & Full dining room	\$42.27	\$4.23	\$46.50
Large Kitchen & half dining room	\$31.82	\$3.18	\$35.00
Half dining room	\$27.27	\$2.73	\$30.00
Recreation room	\$46.82	\$4.68	\$51.50
Training Room - no computer use	\$31.82	\$3.18	\$35.00
Training Room - with computer use	\$36.36	\$3.64	\$40.00
Multi purpose room	\$36.36	\$3.64	\$40.00
OCC Main room	\$46.82	\$4.68	\$51.50
Commercial equipment hire (per use)	ψ.σ.σ2	ψ1.00	V 0 1100
AV projector	\$41.82	\$4.18	\$46.00
Community users (per hour)	ψ-1.02	ψτ. 10	Ψ-0.00
Main Hall	\$25.45	\$2.55	\$28.00
Large Kitchen & Full dining room	\$20.91	\$2.09	\$23.00 \$23.00
Large Kitchen & half dining room	\$15.91	\$1.59	\$23.00 \$17.50
Half dining room	\$13.91 \$13.18	\$1.39 \$1.32	\$17.50 \$14.50
Recreation room	\$13.16 \$23.64	\$1.32 \$2.36	\$14.30 \$26.00
	•	\$2.30 \$1.59	\$20.00 \$17.50
Training Room - no computer use	\$15.91 \$17.73	\$1.59 \$1.77	\$17.50 \$19.50
Training Room - with computer use	\$17.73 \$17.73	\$1.77 \$1.77	\$19.50 \$19.50
Multi purpose room OCC Main room	\$17.73 \$23.64	· ·	\$19.50 \$26.00
	ֆ∠3.04	\$2.36	\$26.00
Community equipment hire (per use)	# 00.04	#0.00	* 00.00
AV projector	\$20.91	\$2.09	\$23.00
Package prices (per hour)	644545	044.55	6400.00
Main Hall / Large Kitchen / Full Dining	\$145.45	\$14.55	\$160.00
Main Hall / Large Kitchen / Full Dining / Rec Room	\$184.55	\$18.45	\$203.00
Bonds	# 500.55		A=00.00
Bonds (Hall hire)	\$500.00		\$500.00
Bonds (Key hire)	\$60.00		\$60.00
Courses			
Fees and charges for Centre based programs and activities	DO 4	400/	504
will vary from term to term. For further information please	POA	10%	POA
refer to CCN Program Guide. Miscellaneous (per page)			
	¢∩ 10	ድብ በጋ	\$0.20
Photocopying A2	\$0.18	\$0.02 \$0.04	\$0.20 \$0.40
Photocopying A3	\$0.36	\$0.04	\$0.40 \$0.20
Printing Black & White only	\$0.18	\$0.02 \$2.64	\$0.20 \$40.00
Public liability Insurance (per event)	\$36.36	\$3.64	\$40.00

Braybrook Community Hub

Draybrook Community Hub			0047/40
SEDVICE (DED HOUD)	PRICE	GST	2017/18
SERVICE (PER HOUR)	PRICE	GST	TOTAL PRICE \$
Commercial users (per hour)			ΤΝΟΕΨ
Hall - Meeting Room 1	\$47.73	\$4.77	\$52.50
Meeting Room 2	\$31.82	\$3.18	\$35.00
Meeting Room 3	\$31.82	\$3.18	\$35.00
Tea/ Meeting Room 4 - restricted Use	\$31.82	\$3.18	\$35.00
Meeting Room 5 Interview Room	\$15.91	\$1.59	\$17.50
Meeting Room 6 - Computer Training room	\$33.64	\$3.36	\$37.00
Meeting Room 7	\$31.82	\$3.18	\$35.00
Meeting Room 8	\$31.82	\$3.18	\$35.00
Meeting Room 9 - Sports pavilion	\$39.55	\$3.95	\$43.50
Community Kitchen	\$17.73	\$1.77	\$19.50
Commercial package prices (per hour)			
Main Hall & Kitchen	\$65.45	\$6.55	\$72.00
Sports pavilion and main kitchen	\$57.27	\$5.73	\$63.00
Community users (per hour)			
Hall - Meeting Room 1	\$23.64	\$2.36	\$26.00
Meeting Room 2	\$15.91	\$1.59	\$17.50
Meeting Room 3	\$15.91	\$1.59	\$17.50
Tea/ Meeting Room 4 - restricted Use	\$15.91	\$1.59	\$17.50
Meeting Room 5 Interview Room	\$7.73	\$0.77	\$8.50
Meeting Room 6 - Computer Training room	\$16.82	\$1.68	\$18.50
Meeting Room 7	\$15.91	\$1.59	\$17.50
Meeting Room 8	\$15.91	\$1.59	\$17.50
Meeting Room 9 - Sports pavilion	\$20.00	\$2.00	\$22.00
Community Kitchen	\$8.64	\$0.86	\$9.50
Community package prices (per hour)			
Main Hall & Kitchen	\$29.09	\$2.91	\$32.00
Sports pavilion and main kitchen	\$25.91	\$2.59	\$28.50
Bonds			
Bonds (Hall hire)	\$500.00		\$500.00
Bonds (Key hire)	\$60.00		\$60.00
Courses (per event)			
Fees and charges for Centre based programs and activities	504	400/	504
will vary from term to term. For further information please	POA	10%	POA
refer to CCN Program Guide. Miscellaneous (per page)			
Photocopying A4	\$0.18	\$0.02	\$0.20
Photocopying A3	\$0.16 \$0.36	\$0.02 \$0.04	\$0.20 \$0.40
Printing Black & White only	\$0.30 \$0.18	\$0.0 4 \$0.02	\$0.40 \$0.20
Insurance - Risk management (per event)	\$36.36	\$3.64	\$40.00
modranos - Mon management (per event)	ψου.ου	ψυ.υ4	ψ-τυ.υυ

Maribyrnong Aquatic Centre

Maribyrnong Aquatic Centre			
			2017/18
SERVICE	PRICE	GST	TOTAL
			PRICE \$
Casual visits			
Adult Entry	\$6.18	\$0.62	\$6.80
10 visit pass Adult	\$57.27	\$5.73	\$63.00
50 visit pass Adult	\$254.55	\$25.45	\$280.00
Child Entry	\$5.00	\$0.50	\$5.50
10 visit pass Child	\$43.64	\$4.36	\$48.00
50 visit pass Child	\$190.91	\$19.09	\$210.00
Pensioner/Concession	\$5.27	\$0.53	\$5.80
10 visit pass Pensioner/Concession	\$47.27	\$4.73	\$52.00
50 visit pass Pensioner/Concession	\$200.00	\$20.00	\$220.00
Family Entry	\$20.00	\$2.00	\$22.00
10 visit pass Family	\$163.64	\$16.36	\$180.00
Swim/Sauna/Spa/Steam (S/S/S/S)	\$10.91	\$1.09	\$12.00
10 visit pass S/S/S/S	\$104.55	\$10.45	\$115.00
Pensioner/Concession (S/S/S/S)	\$8.64	\$0.86	\$9.50
10 visit pass Pensioner/Concession (S/S/S/S)	\$81.82	\$8.18	\$90.00
Gymnasium Inc. S/S/S/S & Locker (S/S/S/S/L)	\$24.09	\$2.41	\$26.50
Gymnasium Inc. S/S/S/S/L - Concession	\$20.45	\$2.05	\$22.50
Gymnasium Inc. S/S/S/S/L 10 visit	\$209.09	\$20.91	\$230.00
Gymnasium Inc. S/S/S/S/L 10 visit - Concession	\$172.73	\$17.27	\$190.00
Women's Night - Adult	\$7.73	\$0.77	\$8.50
Women's Night - Concession	\$6.91	\$0.69	\$7.60
Women's Night - Child	\$5.00	\$0.50	\$5.50
Women's Night - Swimming Lesson 5 visit pass	\$25.00		\$25.00
Women's Night - Family	\$22.73	\$2.27	\$25.00
Women's Night - Adult 10 Visit	\$72.73	\$7.27	\$80.00
Women's Night - Concession 10 Visit	\$63.64	\$6.36	\$70.00
Women's Night - Child 10 Visit	\$45.45	\$4.55	\$50.00
Women's Night - Family 10 Visit	\$200.00	\$20.00	\$220.00
Pool hire			
Per Lane 25m + entry \$3.50 per person \$5.50 S/S/S	\$40.91	\$4.09	\$45.00
Per Lane 25m + entry \$3.50 per person \$5.50 S/S/S	\$81.82	\$8.18	\$90.00
Centre Per Hour P.O.A	POA	10%	POA
School lessons - up to 31st Dec. within City Of Maribyrnong - (teacher to student ratio)			
Ratio 1:8 (teacher to student)	\$5.20		\$5.20
Ratio 1:10	\$4.55		\$4.55
Ratio 1:12	\$4.25		\$4.25
School lessons - up to 31st Dec. outside City of	Ψ4.20		Ψ-1.20
Maribyrnong - (teacher to student ratio)			
Ratio 1:8	\$5.30		\$5.30
Ratio 1:10	\$4.65		\$4.65
Ratio 1:12	\$4.35		\$4.35
Private swim lessons - (direct debit fortnightly payment)			
Swim Lesson (per fortnight)	\$29.50		\$29.50
Swim Lesson - Concession (per fortnight)	\$25.10		\$25.10
Rehabilitation/Disability program (per fortnight)	\$34.00		\$34.00
Rehabilitation/Disability program - Concession (per fortnight)	\$26.00		\$26.00

Maribyrnong Aquatic Centre

Maribyrnong Aquatic Centre			
			2017/18
SERVICE	PRICE	GST	TOTAL
			PRICE \$
School lessons - from 1st Jan. Within City Of			
Maribyrnong - (Teacher to Student ratio)	ΦE 00		¢E 00
Ratio 1:8	\$5.90		\$5.90 \$5.25
Ratio 1:10	\$5.25		\$5.25 \$4.05
Ratio 1:12	\$4.95		\$4.95
School Lessons - from 1st Jan. outside City Of Maribyrnong - (teacher to student ratio)			
Ratio 1:8	\$6.00		\$6.00
Ratio 1:10	\$5.35		\$5.35
Ratio 1:12	\$5.05		\$5.05
Centre member's child care	φ5.05		ψ3.03
1 child (Swim Lesson time only) 1 hour.	\$5.50		\$5.50
10 visit pass (Swim Lesson time only) 1 hour.	\$3.50 \$48.00		\$5.50 \$48.00
• • •	\$ 4 8.00 \$7.50		\$ 4 6.00 \$7.50
1 child per 1 1/2 hour	•		\$7.50 \$65.00
10 visit pass 1 child per 4.25 hours	\$65.00 \$23.00		\$65.00 \$23.00
10 visit pass	\$23.00 \$180.00		\$23.00 \$180.00
3 or more children 15% off total fee	φ100.00		φ100.00
Registration Fee	\$15.00		\$15.00
Late Fee per 15 minutes	\$15.00 \$15.00		\$15.00 \$15.00
Non member's occasional child care	φ15.00		φ13.00
	\$13.50		\$13.50
1 child per hour. 10 visit pass per hour.	\$13.50 \$110.00		\$13.30 \$110.00
1 child per 4.25 hours	\$40.00		\$110.00
10 visit pass	\$355.00		\$40.00 \$355.00
3 or more children 15% off total fee	φ333.00		φ333.00
Registration Fee	\$15.00		\$15.00
Late Fee per 15 minutes	\$15.00 \$15.00		\$15.00 \$15.00
Programs	Ψ13.00		Ψ10.00
Group Exercise Classes	\$15.45	\$1.55	\$17.00
Group Exercise Classes Concession	\$13.64	\$1.36	\$17.00 \$15.00
10 visit pass	\$136.36	\$13.64	\$150.00
10 visit pass - Concession	\$118.18	\$11.82	\$130.00
Senior classes inc. S/S/S/S	\$8.64	\$0.86	\$9.50
10 visit pass	\$77.27	\$7.73	\$85.00
Members add on class	\$7.27	\$0.73	\$8.00
Members add on class 10 visit pass	\$59.09	\$5.91	\$65.00
Memberships		\	+00.00
Health Club 6 months	\$590.00	\$59.00	\$649.00
Health Club 12 months	\$850.00	\$85.00	\$935.00
Aquatics Plus 6 month	\$471.82	\$47.18	\$519.00
Aquatics Plus 12 month	\$680.91	\$68.09	\$749.00
Locker 6 month	\$122.73	\$12.27	\$135.00
Locker 12 month	\$180.91	\$18.09	\$199.00
Ultimate 3 month	\$518.18	\$51.82	\$570.00
Ultimate 6 month	\$659.09	\$65.91	\$725.00
Ultimate 12 month	\$953.64	\$95.36	\$1,049.00
Off-Peak 6 month	\$499.09	\$49.91	\$549.00
Off-Peak 12 month	\$704.55	\$70.45	\$775.00
Seniors membership	\$499.09	\$49.91	\$549.00
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Maribyrnong Aquatic Centre

Manbymong Aquatic Centre			
SEDVICE	DDICE	ССТ	2017/18
SERVICE	PRICE	GST	TOTAL PRICE \$
Child Swimming 12 Months	\$253.64	\$25.36	\$279.00
Active Teens - 3 months	\$163.64	\$16.36	\$180.00
Active Teens - 6 months	\$227.27	\$22.73	\$250.00
Active Teens -12 months	\$418.18	\$41.82	\$460.00
Gym & Swim Rehab - 3 months	\$372.73	\$37.27	\$410.00
Aquatics Plus Rehab - 3 months	\$372.73	\$37.27	\$410.00
Ultimate Rehabilitation	\$472.73	\$47.27	\$520.00
Administration Fee - Refund	\$54.55	\$5.45	\$60.00
Council memberships per fortnight	\$20.00	\$2.00	\$22.00
*Renewal discount 10% for 3 years + consecutive M'ship	POA	10%	POA
**Concession Discount on Memberships - 15%	POA	10%	POA
Membership direct debit			
Joining Fee	\$77.27	\$7.73	\$85.00
Ultimate direct debit per fortnight	\$36.32	\$3.63	\$39.95
Off Peak direct debit per fortnight	\$27.23	\$2.72	\$29.95
Health Club direct debit per fortnight	\$31.77	\$3.18	\$34.95
Aquatics plus direct debit per fortnight	\$27.23	\$2.72	\$29.95
Results Membership direct debit per fortnight min 6 debits	\$109.05	\$10.90	\$119.95
Seniors direct debit per fortnight	\$19.05	\$1.90	\$20.95
Teen Active direct debit per fortnight	\$17.23	\$1.72	\$18.95
Locker direct debit per fortnight	\$8.14	\$0.81	\$8.95
*Renewal discount 10% for 3 years + consecutive M'ship	POA	10%	POA
**Concession Discount on Memberships - 15%	POA	10%	POA
Personal training			
1/2 Hour Session - Members	\$38.18	\$3.82	\$42.00
12 Session Pack - Members	\$381.82	\$38.18	\$420.00
1 Hour Session - Members	\$61.82	\$6.18	\$68.00
12 Session Pack - Members	\$618.18	\$61.82	\$680.00
Partner PT 30min session- Members	\$52.73	\$5.27	\$58.00
Partner PT 60min session- Members	\$70.91	\$7.09	\$78.00
Team PT 60min session - Members per person	\$27.27	\$2.73	\$30.00
Results Membership Inc PT 3 months	\$750.00	\$75.00	\$825.00
1/2 Hour Session - Casual	\$52.73	\$5.27	\$58.00
1 Hour Session - Casual	\$70.91	\$7.09	\$78.00
Birthday parties		A . = .	
Birthday Party - Per Child No Food	\$17.27	\$1.73	\$19.00
Wages recovery - swim centre etc.	POA	10%	POA
Product sales - retail	POA	10%	POA

Park/Equipment Hire Fees

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Park Booking (per day)			
Wedding Ceremony	\$140.91	\$14.09	\$155.00
Private activity - Individual/Family/Corporate Functions	\$81.82	\$8.18	\$90.00
Community activity (50-150 people)	\$61.82	\$6.18	\$68.00
Commercial use (minimum)	\$1,454.55	\$145.45	\$1,600.00
Commercial use (high community benefit)	\$122.73	\$12.27	\$135.00
Public Liability	\$22.73	\$2.27	\$25.00
Access through Reserve *from \$120	\$145.00		\$145.00
Event permit (per day)			
Community/charity event permit	\$135.00		\$135.00
Private activity event permit - Individual/Family/Corporate Functions	\$180.00		\$180.00
Commercial event permit (minimum)	\$1,380.00		\$1,380.00
Commercial event permit (high community benefit)	\$325.00		\$325.00
Bond fees			
Community use - (per day minimum)	\$205.00		\$205.00
Private Activities - Individual/Family	\$205.00		\$205.00
Private Activities - Business/Corporate Functions (minimum)	\$3,300.00		\$3,300.00
Corporate or commercial use (minimum)	\$3,300.00		\$3,300.00
Personal trainers (per 6 month booking)			
Category 1: 3-5 participates	\$168.00		\$168.00
Category 2: 6-15 participates	\$460.00		\$460.00
Category 3: 16-40 participates	\$1,320.00		\$1,320.00
Crown Land Licence	\$100.00		\$100.00
Crown Land Individual Use fee (Per Participant) Under Review	POA		POA
Sport Grounds and Pavilions			
Type of use			
Corporate or commercial use (per event / weekend)	\$3,545.45	\$354.55	\$3,900.00
Corporate or commercial use (High Community Benefit) (per day)	\$268.18	\$26.82	\$295.00
Seasonal fees in accordance with Council Policy (adopted August 2008)	POA	10%	POA
Casual hire of Grounds (Per day - 2 Sessions)	\$86.36	\$8.64	\$95.00
Casual hire of Pavilions (Per day - 2 Sessions)	\$86.36	\$8.64	\$95.00

ARTS & CULTURE SERVICE Bluestone Church Arts Venue

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Hire Hall Fee (per day - Under 8.5 hours) Non profit	\$54.55	\$5.45	\$60.00
Hire Hall Fee (per day - Under 8.5 hours) Commercial	\$81.82	\$8.18	\$90.00
Hire Hall Fee (per day - Over 8.5 hours) Non profit	\$72.73	\$7.27	\$80.00
Hire Hall Fee (per day - Over 8.5 hours) Commercial	\$113.64	\$11.36	\$125.00
Hire Hall Fee (per week) Non Profit	\$272.73	\$27.27	\$300.00
Hire Hall Fee (per week) Commercial	\$409.09	\$40.91	\$450.00
Insurance Cost Recovery (per use - casual hirers)	\$22.73	\$2.27	\$25.00
Insurance Cost Recovery (per use - artists in residence)	\$104.55	\$10.45	\$115.00
Public Address (PA) System Fee (per day)	\$31.82	\$3.18	\$35.00

PA Fee (per week) \$104.55 \$10.45 **\$115.00** Security Bond \$200.00 **\$200.00**

CORPORATE SERVICES Customer Service & Civic Facilities

SERVICE		PRICE	GST	2017/18 TOTAL PRICE \$
Reception Room hire (per hour)				
Hire of Reception Room	Mon-Fri 8.30am to 5pm per hour	\$54.77	\$5.48	\$60.25
Hire of Reception Room - Subsidised Not for Profit Organisitions (NPO)	Mon- Fri 8.30am- 5pm per hour Mon-Fri 5pm to	\$19.91	\$1.99	\$21.90
Hire of Reception Room	11pm and 8.30am- 11pm weekends per hour	\$84.73	\$8.47	\$93.20
Hire of Reception Room - Subsidised (NPO)	Mon-Fri 5pm to 11pm and 8.30am- 11pm weekends per hour	\$49.82	\$4.98	\$54.80
* Standard bond	Per booking	\$194.91	\$19.49	\$214.40
Insurance - not for profit and community groups	Per booking	\$24.36	\$2.44	\$26.80
Town Hall meeting room hire (per hour)				
Hire of Town Hall meeting rooms	Mon-Fri 8.30am to 5pm per hour	\$29.91	\$2.99	\$32.90
Hire of Town Hall meeting rooms - subsidised (NPO)	Mon- Fri 8.30am- 5pm per hour Mon-Fri 5pm to	\$14.91	\$1.49	\$16.40
Hire of Town Hall meeting rooms	11pm and 8.30am- 11pm weekends per hour	\$59.73	\$5.97	\$65.70
Hire of Town Hall meeting rooms - subsidised (NPO)	Mon-Fri 5pm to 11pm and 8.30am- 11pm weekends per hour	\$44.82	\$4.48	\$49.30
Bond	Per booking	\$97.45	\$9.75	\$107.20
Insurance - not for profit and community groups	Per booking	\$23.64	\$2.36	\$26.00
Equipment hire	Lights and AV per week	POA	10%	POA

Information Requests

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Application fee (per application)	\$27.90		\$27.90
Supervision charges (per quarter hour).	\$5.00		\$5.00
Search charges (per hour)	\$20.40		\$20.40
A4 copy charges per copy FOI	\$0.20		\$0.20
Sale of information			
Photocopying - Information Requests (per copy)	\$0.18	\$0.02	\$0.20

Revenue Services

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Rates Office			
Title Information (per title)	\$75.00		\$75.00
Viewing of sales register (per viewing)	\$70.00		\$70.00
Land Information Certificates (LIC) (per certificate)	\$24.75		\$24.75
LIC "Urgent 24 hour processing" (per request)	\$130.00		\$130.00

PLANNING SERVICES

Activation & Relationship Management Festivals

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Festival - commercial fees (per event)	\$30,000.0 0	\$3,000.0 0	\$33,000.00
Festival - commercial site bond (per event)	\$10,000.0 0		\$10,000.00
Food vans (per event) Creative containers bond (per event)	\$400.00 \$200.00	\$40.00	\$440.00 \$200.00

Parking and Local Laws

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Local Laws			
Inspection fee for Circus, Carnivals & Festivals	\$82.00		\$82.00
Filming Permits first day inclusive of application fee	\$615.00		\$615.00
Each second and subsequent days of filming	\$310.00		\$310.00
Filming parking bay fee (per bay)	\$57.00		\$57.00
Traffic management plans review (per hour)	\$77.00		\$77.00
Inspection fee for Heavy Vehicular Permit	\$82.00		\$82.00
Inspection fee for Camping Permit	\$82.00		\$82.00
Inspection fee for Open Air Burning	\$82.00		\$82.00
Inspection fee for Camping on Roads	\$308.00		\$308.00
Inspection fee for Building Site Fee	\$145.00		\$145.00
Impound Fee for Abandoned Vehicles	\$455.00		\$455.00
Daily storage fee Abandon Vehicle and other items	\$47.00		\$47.00
Release fee for shopping trolleys	\$108.00		\$108.00
Impound Fee for Seized items	\$450.00		\$450.00
Local Laws permits			
Goods on footway (small item)	\$170.00		\$170.00
Goods on footway	\$325.00		\$325.00
A Boards (standard)	\$113.00		\$113.00
A Boards (large)	\$170.00		\$170.00
A Boards (extra large)	\$325.00		\$325.00
Tables & chairs (per set)	\$170.00		\$170.00
Permit for more than 3 Animals (Other than Restricted breed dogs)	\$47.00		\$47.00
Permit for other animals (once off fee)	\$47.00		\$47.00

Parking and Local Laws

Parking and Local Laws			
SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Permit for more than 3 Restricted Breed Dogs	\$600.00		\$600.00
Rubbish skip non commercial shopping centres (up to and including 3 days)	\$52.00		\$52.00
Rubbish skip non commercial shopping centres (per day, four days or more)	\$25.00		\$25.00
Rubbish skips (commercial shopping centres per day)	\$55.00		\$55.00
Rubbish skips (additional days to max of 7 days)	\$22.00		\$22.00
Shipping containers on council land (3 days)	\$125.00		\$125.00
Storage of building materials on Council land (per day)	\$30.00		\$30.00
Itinerant trader (per day)	\$30.00		\$30.00
Mobile Food Vendor Permit (Daily)	\$195.00		\$195.00
Special Mobile Food Vendor Permit (site specific tendered)	\$3,550.00		\$3,550.00
Standard Mobile Food Vendor Permit	\$2,550.00		\$2,550.00
Sale of abandon vehicles	POA	10%	POA
Resident Parking Permit	. 0, 1	1070	
1st resident permit (valid for 1 year)	Free		Free
2nd resident permit (valid for 1 year)	\$55.00		\$55.00
3rd resident permit (valid for 1 year)	\$80.00		\$80.00
1st Visitor permit (valid for 1 year)	\$45.00		\$45.00
2st Visitor permit (valid for 1 year)	\$45.00 \$65.00		\$65.00
Replacement of "lost" visitor permit	\$80.00		\$80.00
·	\$20.00		\$20.00
Special purpose parking permit (per bay/per day)	•		-
Hospital South Carpark (HSCP) staff permit (Daily rate)	\$6.00		\$6.00
Private residential parking permit short term	\$11.00		\$11.00
Private residential parking permit 1 year	\$25.00		\$25.00
Workzone Construction Permit(Restricted non Commercial) per day per bay	\$20.00		\$20.00
Workzone Construction Permit(Commercial Shopping Strip) per day per bay	\$30.00		\$30.00
Workzone Construction Permit(Unrestricted) per day per bay	\$15.00		\$15.00
Residential Tradespersons Permit (restricted) per vehicle max 4 weeks	\$21.00		\$21.00
Residential Tradespersons Permit (non restricted) per vehicle max 4 weeks	\$11.00		\$11.00
Special Function Parking Permit 20 per event (Each)	\$11.00		\$11.00
Infringements (set by State Govt.)			
Animal registration			
Unsterilised dogs	\$165.00		\$165.00
Reduced fee dogs (mandatory 1/3 of full fee or less)	\$55.00		\$55.00
Eligible recipients unsterilised dog*	\$85.00		\$85.00
Eligible recipients (reduced fee) dogs*	\$30.00		\$30.00
Dangerous Dog registration	\$210.00		\$210.00
Unsterilised cats	\$165.00		\$165.00
Reduced fee cats (mandatory 1/3 of full fee or less)	\$55.00		\$55.00
Eligible recipients unsterilised cats*	\$85.00		\$85.00
Eligible recipients reduced fee cats*	\$30.00		\$30.00
Fee to view registration register	\$40.00		\$40.00
Copy fee to obtain certificate of registration (per record)	\$70.00		\$70.00
Registration / Renewal of Domestic Animal Business	\$155.00		\$155.00
* Eligible recipient covers a range of people that may have health care cards, aged animals etc.			

Parking and Local Laws

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Pay & Display ticket machines			
Rates per policy between \$0.50 and \$3.00 per hour.	various	plus 10%	\$0.50 to \$3.00
CBD area (per hour)	\$1.91	\$0.19	\$2.10
Victorian University of Technology (VUT) (per hour)	\$2.00	\$0.20	\$2.20
VUT (per day)	\$5.09	\$0.51	\$5.60
Saltwater precinct (per hour)	\$1.91	\$0.19	\$2.10
Saltwater precinct (per day)	\$6.55	\$0.65	\$7.20
Hospital precincts (per hour)	\$2.36	\$0.24	\$2.60
Hospital precincts (per day)	\$8.64	\$0.86	\$9.50
Hospital South Carpark (HSCP) (per day)	\$8.64	\$0.86	\$9.50
Hospital South Carpark (HSCP) (per hour)	\$2.36	\$0.24	\$2.60

Building Services

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SERVICE	APPLICATION FEE	GST	2017/18 TOTAL PRICE
Residential (Class 1 and 10)			
Demolish detached dwelling	\$1,090.91	\$109.09	\$1,200.00
Demolish attached dwelling	\$1,318.18	\$131.82	\$1,450.00
Demolish outbuilding	\$681.82	\$68.18	\$750.00
Swimming pool including barrier to AS 1926	\$1,818.18	\$181.82	\$2,000.00
Fences	\$663.64	\$66.36	\$730.00
Carport/garage <\$20,000	\$863.64	\$86.36	\$950.00
Carport/garage >\$20,000	\$1,090.91	\$109.09	\$1,200.00
Alterations and additions to dwelling <\$100,000	\$1,318.18	\$131.82	\$1,450.00
Alterations and additions to dwelling \$100,001-\$200,000	\$1,545.45	\$154.55	\$1,700.00
Alterations and additions to dwelling \$200,001- \$300,000	\$1,818.18	\$181.82	\$2,000.00
Alterations and additions to dwelling >\$300,001	\$2,227.27	\$222.73	\$2,450.00
New dwelling <\$250,000	\$2,272.73	\$227.27	\$2,500.00
New dwelling \$250,001-\$500,000	\$2,818.18	\$281.82	\$3,100.00
New dwelling >\$500,000	\$3,181.82	\$318.18	\$3,500.00
Multiple dwellings (2)	\$4,545.45	\$454.55	\$5,000.00
Multiple dwellings (3)	\$5,000.00	\$500.00	\$5,500.00
Multiple dwellings (4+)	\$5,909.09	\$590.91	\$6,500.00
Amendment to building permit	\$500.00	\$50.00	\$550.00
Extension of time to building permit	\$318.18	\$31.82	\$350.00
Lapsed permit renewal (Class 1 or 10)	\$500.00	\$50.00	\$550.00
Residential & outbuildings inspections (Additional)	\$200.91	\$20.09	\$221.00
Issue Occupancy Permit (1 dwelling)	\$909.09	\$90.91	\$1,000.00
Inspection, report and statement of compliance for subdivision (1 dwelling)	\$909.09	\$90.91	\$1,000.00
Commercial and industrial (Class 2-9)			
Internal alterations to apartment (Class 2)	\$1,136.36	\$113.64	\$1,250.00
Shop fitout <\$100,000	\$1,181.82	\$118.18	\$1,300.00
Shop fitout \$100,001-\$200,000	\$1,409.09	\$140.91	\$1,550.00

Building Services

Building Services			
SERVICE	APPLICATION FEE	GST	2017/18 TOTAL PRICE
Shop fitout >\$200,001	\$1,636.36	\$163.64	\$1,800.00
Alterations/additions/new buildings up to \$40,000	\$818.18 \$ value x	\$81.82	\$900.00
Alterations/additions/new buildings up to \$40,001- \$100,000	(1.749%)	10%	variable
Alterations/additions/new buildings \$100,001-\$500,000	\$ value x (1.523%)	10%	variable
Alterations/additions/new buildings \$500,001-\$2million (m)	\$ value x (0.617%)	10%	variable
Alterations/additions/new buildings >\$2,000,001-\$10m	\$ value x (0.3284%)	10%	variable
Alterations/additions/new buildings \$10,000,001-\$20m	\$ value x (0.219%)	10%	variable
Alterations/additions/new buildings \$20,000,001-\$30m	\$ value x (0.215%)	10%	variable
Alterations/additions/new buildings \$30,000,001-\$40m	\$ value x (0.1965%)	10%	variable
Alterations/additions/new buildings \$40,000,001-\$50 m	\$ value x (0.2048%)	10%	variable
Alterations/additions/new buildings >\$50,000,001	\$ value x (0.1872%)	10%	variable
Building permit lodgement fees only for over \$5,000 cost of works. Private Building Survey or to Council: Class 1 & 10 class 2 to 9.	Fix stat.fee		Fix stat.fee
Building Commission Levy applying to all building permits based on value of works over \$10,000 in addition to building application fees.	Compulsory State Govt Levy 0.128%		Levy
Commercial and industrial inspections (Additional)	\$200.91	\$20.09	\$221.00
Amendment to building permit	\$500.00	\$50.00	\$550.00
Extension of time to building permit	\$454.55	\$45.45	\$500.00
Lapsed permit renewal (Class 2-9)	\$818.18	\$81.82	\$900.00
Issue Occupancy Permit - Small building - Price on application (POA)	\$909.09	\$90.91	\$1,000.00
Issue Occupancy Permit - Medium building (POA)	\$2,727.27	\$272.73	\$3,000.00
Issue Occupancy Permit - Large building (POA)	\$4,545.45	\$454.55	\$5,000.00
Inspection, report and statement of compliance for	,	·	·
subdivision-Small building (POA) Inspection, report and statement of compliance for	\$909.09	\$90.91	\$1,000.00
subdivision-Medium building (POA)	\$2,727.27	\$272.73	\$3,000.00
Inspection, report and statement of compliance for subdivision-Large building (POA)	\$4,545.45	\$454.55	\$5,000.00
Hoarding Permit (On street public protection) - private dwellings	\$5.50m2/week min \$400		\$5.50m2/wk min \$400
Hoarding Permit (On street public protection) -	\$7.50m2/week		\$7.50m2/wk
commercial property	min \$550		min \$550
Property information requests (reg 327)	Fix stat.fee		Fix stat.fee
Administration Fee for extension of Hoarding Permit time	\$200.00		\$200.00
Application to Occupy the Street (mobile crane/concrete pump - day pass) one variation to date included - private dwellings	\$400.00		\$400.00
Application to Occupy the Street (mobile crane/concrete pump - day pass) one variation to date included - commercial property	\$500.00		\$500.00

Building Services

Building Services			
SERVICE	APPLICATION FEE	GST	2017/18 TOTAL PRICE
Each additional variation to date for Application to Occupy the Street (mobile crane/concrete pump - day pass)	\$200.00		\$200.00
Council consent			
Land liable to flooding	Fix stat.fee		Fix stat.fee
Building over an easement	Fix stat.fee		Fix stat.fee
Siting dispensations	Fix stat.fee		Fix stat.fee
Siting where 173 agreement applies	POA		POA
Other			
Search of records for: private dwelling (not more than 2 years old)	\$54.55	\$5.45	\$60.00
Search of records for: residential unit (not more than 2 years old)	\$87.27	\$8.73	\$96.00
Search of records for: apartment (not more than 2 years old)	\$181.82	\$18.18	\$200.00
Search of records for: commercial (not more than 2 years old)	\$181.82	\$18.18	\$200.00
Search of records for: private dwelling (more than 2 years old)	\$87.27	\$8.73	\$96.00
Search of records for: residential unit (more than 2 years old)	\$272.73	\$27.27	\$300.00
Search of records for: apartment (more than 2 years old)	\$318.18	\$31.82	\$350.00
Search of records for: commercial (more than 2 years old)	\$318.18	\$31.82	\$350.00
Search of records for: Occupancy Permit/Certificate of Final Inspection	\$87.27	\$8.73	\$96.00
Essential Safety Measures (ESM) Maintenance Determination & Schedule - Small buildings (POA)	\$500.00	\$50.00	\$550.00
ESMs Maintenance Determination & Schedule - Medium buildings (POA)	\$1,590.91	\$159.09	\$1,750.00
ESMs Maintenance Determination & Schedule - Large buildings (POA)	\$2,500.00	\$250.00	\$2,750.00
Swimming pool/spa barriers Inspection & Letter of Compliance	\$163.64	\$16.36	\$180.00
Additional inspection for swimming pool/spa barriers Drawings of residential and industrial buildings	\$81.82	\$8.18	\$90.00
Copies of plans/documentation:			
A4 copy (hard or scanned)	\$1.36	\$0.14	\$1.50
A3 copy (hard or scanned)	\$2.27	\$0.23	\$2.50
A2 copy (hard or scanned)	\$4.55	\$0.45	\$5.00
A1 copy (hard or scanned)	\$7.27	\$0.73	\$8.00
Cancellation of building permit application (Class 1 & 10)	\$181.82	\$18.18	\$200.00
Cancellation of building permit application (Class 2-9)	\$454.55	\$45.45	\$500.00
Application for Siting for Prescribed Temporary Structures - 1 Structure	\$409.09	\$40.91	\$450.00
Application for Siting for Prescribed Temporary Structures - 2-5 Structure	\$636.36	\$63.64	\$700.00
Application for Siting for Prescribed Temporary Structures - 6-9 Structure	\$1,000.00	\$100.00	\$1,100.00
Application for Siting for Prescribed Temporary Structures - 10+ Structure	\$1,363.64	\$136.36	\$1,500.00

Building Services

SERVICE	APPLICATION FEE	GST	2017/18 TOTAL PRICE
Additional inspection /inspection over weekend or Public Holidays for Siting for Prescribed Temporary Structures (per hour)	\$227.27	\$22.73	\$250.00
Application for Occupancy Permit for Prescribed Temporary Structure - Place of Public Entertainment (POPE) (500m2-1,000m2)	\$1,363.64	\$136.36	\$1,500.00
Application for Occupancy Permit for Prescribed Temporary Structure (POPE) (1,001m2-5,000m2)	\$2,272.73	\$227.27	\$2,500.00
Application for Occupancy Permit for Prescribed Temporary Structure (POPE) (5,001m2-10,000m2)	\$3,181.82	\$318.18	\$3,500.00
Application for Occupancy Permit for Prescribed Temporary Structure (POPE) (>10,001m2)	\$5,545.45	\$554.55	\$6,100.00
Additional structures over limit	\$136.36	\$13.64	\$150.00
Additional inspection / inspection over weekend or Public Holidays for POPE (per hour)	\$227.27	\$22.73	\$250.00
Copies of reports/specifications -per 1	\$131.82	\$13.18	\$145.00
Fast track property information request - private dwellings	\$150.00		\$150.00
Fast track property information request - commercial property	\$300.00		\$300.00
Property information requests (reg 327) Note: A 15% surcharge will apply on all building permits and inspection fees in the case of owner builder applications.	Fix stat.fee		Fix stat.fee

Environmental Health

FOOD ACT 35A(1)	PRICE	GST	2017/18 TOTAL PRICE \$
Food premises up to & including 10 employees - Aged Care / Childcare	\$580.00		\$580.00
Food premises, temporary food premises, mobile Food premises with 20 employees (pro rata)	\$875.00		\$875.00
Food premises, temporary food premises, mobile Food premises up to 10 employees	\$580.00		\$580.00
Food premises, temporary food premises, mobile Food premises up to 10 employees - supermarket, milk bars, convenience store, bars, nuts, groceries,	\$447.00		\$447.00
Food premises, temporary food premises, mobile Food premises - extra employees	\$32.00		\$32.00
Food premises - cata employees Food premises - non profit, social/sporting club / schools, temporary food premises, mobile food premises up to & including 10 employees	\$290.00		\$290.00
Food premises, temporary food premises, mobile Food premises - non profit	\$224.00		\$224.00
Food premises pre-packaged food only - warehouses, greengrocers, cold stores	\$348.00		\$348.00
Vending Machines Class 2	\$180.00		\$180.00
Vending Machines Class 3	\$145.00		\$145.00
Transfer Food Act Premises - food premises, temporary food premises, mobile food premises	\$1,250.00		\$1,250.00
Food Premises Late Fee	\$113.64	\$11.36	\$125.00
Food Premises Maximum Fee	\$2,565.00		\$2,565.00

Environmental Health

Environmental Health			
FOOD ACT 35A(1)	PRICE	GST	2017/18 TOTAL PRICE \$
New Food Premises Application for Class 1,2,3 (Including MCC premises including Street radar)	\$1,250.00		\$1,250.00
Food Premises Transfer for all Class 1,2,3 premises	\$1,250.00		\$1,250.00
Schools and Institutions non for profit -one off events, fetes etc.	\$100.00		\$100.00
New Food Premises pre application meeting	FREE		FREE
New Food Premises pre application additional meeting	\$150.00		\$150.00
Fast track front of line fee	\$681.82	\$68.18	\$750.00
Additional or multiple Mobile Food Vehicles, Temporary food premises per unit for Class 2	\$290.00		\$290.00
Additional or multiple Mobile Food Vehicles,	\$225.00		\$225.00
Temporary Food Premises per unit for Class 3			,
Public Health & Wellbeing Act Hairdressers (one off registration fee)	Sect 69 (1)		¢275.00
Tattooists, Cosmetic Tattooists, Body Piercing, Colonic	\$275.00		\$275.00
irrigation Beauty Therapy, Hairdressers (including ear piercing,	\$500.00		\$500.00
waxing)	\$375.00		\$375.00
Prescribed accommodation	Sect 67		
Prescribed Accommodation Up to & including 5 Apartments	\$350.00		\$350.00
Prescribed Accommodation With more than 5 Apartments - extra for each	\$55.00		\$55.00
Up to the Prescribed Accommodation maximum fee	\$950.00		\$950.00
Transfer Public Health Wellbeing (PHW) Act Premises	50% renewal		50% renewal
PHW Act Premises - Late Fee	\$113.64	\$11.36	\$125.00
Caravan parks			
Caravan Parks (Long term/Short term Site) per	\$11.80		\$11.80
caravan site Transfer Caravan Parks	\$175.00		\$175.00
Professional services	ψ170.00		ψ170.00
Solicitors/Premises Enquiry Report / 5 business days	\$454.55	\$45.45	\$500.00
Solicitors/Premises Enquiry Report / 10 business days	\$304.55	\$30.45	\$335.00
Other professional services as requested (per hr)	\$109.09	\$10.91	\$120.00
On-Site premises Suitability Inspection	\$227.27	\$22.73	\$250.00
Plans processing			
Plans processing (per square metre) Up to 50 m2	\$350.00		\$350.00
51-100 m2	\$400.00		\$400.00
101-150m2	\$450.00		\$450.00
Over 151m2	\$500.00		\$500.00
Minor Alterations	\$275.00		\$275.00
Product sales	#00.40	<u></u>	475.00
Thermometer & swabs	\$68.18	\$6.82	\$75.00 \$9.00
Swabs Sharps Container (fee includes container and disposal)	\$8.18 \$24.55	\$0.82 \$2.45	\$9.00 \$27.00
Food Act	Ψ24.55	Ψ2.43	Ψ21.00
Temporary Food on site inspection and assessment	\$193.00		\$193.00
(COMMERCIAL)	·		/
(Commercial) Change of Classification Assessment (per hr)			\$1.000.00
Change of Classification Assessment (per hr)	\$1,000.00 \$65.00		\$1,000.00 \$65.00
· ·	\$1,000.00		·

Environmental Health

FOOD ACT 35A(1)	PRICE	GST	2017/18 TOTAL PRICE \$
Environmental Protection Act 1970 Section 53			
New Installations Private Property	\$300.00		\$300.00
Septic Tanks New Installations Community Groups	\$150.00		\$150.00
Additional services			
Solicitors/Premises enquiry follow up compliance inspection - 5 business days	\$281.82	\$28.18	\$310.00
Solicitors/Premises enquiry follow up compliance inspection - 10 business days	\$186.36	\$18.64	\$205.00
Solicitors/Premises enquiry duplicate report	\$59.09	\$5.91	\$65.00
Administration fee	\$118.18	\$11.82	\$130.00
Food premises closure (new fees)			
Food Premises Closure - Voluntary	\$681.82	\$68.18	\$750.00
Food Premises Closure - Formal Notice / DHHS initiated	\$1,818.18	\$181.82	\$2,000.00
Food Premises Closure - Per additional day	\$454.55	\$45.45	\$500.00
Food Premises Closure - Per additional hour	\$109.09	\$10.91	\$120.00
New fees			
Fast Track progression fee (per stage)	\$409.09	\$40.91	\$450.00
Fast Track total (processing fee)	\$1,363.64	\$136.36	\$1,500.00
Fast Track on - site inspection fee	\$363.64	\$36.36	\$400.00
PHW Act new premises			
Tattooing / Beauty Therapy	\$850.00		\$850.00
Hairdressers	\$600.00		\$600.00
Food Act			
Failed Food Sample Fee - one sample	\$227.27	\$22.73	\$250.00
Failed Food Sample Fee - per additional sample	\$109.09	\$10.91	\$120.00
Outside School Hours Care (OSHC) Commercial	\$263.64	\$26.36	\$290.00
Outside School Hours Care (OSHC) Non Profit	\$131.82	\$13.18	\$145.00

Planning Services

PLANNING SERVICES FEES	PRICE	GST	2017/18 TOTAL PRICE
Application fees			
Class 1 - Use Permits	\$1,240.70		\$1,240.70
To develop land or to use and develop plan for a single dwelling			
Class 2 - <\$10,000	\$188.20		\$188.20
Class 3 - \$10,001-\$100,000	\$592.50		\$592.50
Class 4 - \$100,001-\$500,000	\$1,212.80		\$1,212.80
Class 5 - \$500,001-\$1,000,000	\$1,310.40		\$1,310.40
Class 6 - \$1,000,001-\$2,000,000	\$1,407.90		\$1,407.90
Class 7 - VicSmart Application - <\$10,000	\$188.20		\$188.20
Class 8 - VicSmart Application - >\$10,001	\$404.30		\$404.30
Class 9 - VicSmart application - Subdivide or consolidate land	\$188.20		\$188.20
To develop land (other than for a single dwelling per lot)			
Class 10 - Developments <\$100,000	\$1,080.40		\$1,080.40
Class 11- Developments \$100,001-\$1,000,000	\$1,456.70		\$1,456.70

Planning Services

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PLANNING SERVICES FEES	PRICE	GST	2017/18 TOTAL PRICE
Class 12 - Developments \$1,000,001 - \$5,000,000	\$3,213.20		\$3,213.20
Class 13 - Developments \$5,000,001-\$15,000,000	\$8,189.80		\$8,189.80
Class 14 - Developments \$15,000,001-\$50,000,000	\$24,151.10		\$24,151.10
Class 15 - Developments >\$50,000,001	\$54,282.40		\$54,282.40
Subdivision	*** • • • • • • • • • • • • • • • • • •		, ,
Class 16 - To subdivide an existing building	\$1,240.70		\$1,240.70
Class 17 - To subdivide land into two lots (other than	\$1,240.70		\$1,240.70
VicSmart) Class 18 - Realignment of a common boundary or	\$1,240.70		\$1,240.70
consolidate 2 or more lots	\$1,240.70		\$1,240.70
Class 19 - To subdivide land (three or more lots) Class 20 - To vary or remove a restriction, easement			·
or right of way	\$1,240.70		\$1,240.70
Other matters			
Class 21 - Any other application for a permit not specified	\$1,240.70		\$1,240.70
Amend or end a s173 agreement	\$620.30		\$620.30
Determination on satisfaction of the Responsible Authority.	\$306.70		\$306.70
Certificate of Compliance	\$306.70		\$306.70
Amendments to applications made under Section 57	A(3)(a) Planning & E	nvironme	nt Act 1987
Amendments to a permit or class of permit.	40% of the original application fee		40% of the original application fee
Amendments to permit Section 72 Planning & Environment Act 1987			
Application to amend use	\$1,240.70		\$1,240.70
Application to amend permit or conditions	\$1,240.70		\$1,240.70
Amendment to a Class 2 Permit	\$188.20		\$188.20
Amendment to a Class 3 Permit	\$592.50		\$592.50
Amendment to a Class 4 permit	\$1,218.80		\$1,218.80
Amendment to a Class 5 or 6 Permit			\$1,310.40
	\$1,310.40 \$188.20		\$1,310.40 \$188.20
Amendment to a Class 7 permit	\$188.20 \$404.20		\$100.20 \$404.30
Amendment to a Class 8 Permit	\$404.30		-
Amendment to a Class 9 Permit	\$188.20		\$188.20
Amendment to a Class 10 Permit	\$1,080.40		\$1,080.40 \$4,450.70
Amendment to a Class 11 Permit	\$1,456.70		\$1,456.70
Amendment to a Class 12,13,14 or 15 Permit	\$3,213.20		\$3,213.20
Amendment to a Class 16 Permit	\$1,240.70		\$1,240.70
Amendment to a Class 17 Permit	\$1,240.70		\$1,240.70
Amendment to a Class 18 Permit	\$1,240.70		\$1,240.70
Amendment to a Class 19 Permit	\$1,240.70		\$1,240.70
Amendment to a Class 20 Permit	\$1,240.70		\$1,240.70
Amendment to a Class 21 Permit	\$1,240.70		\$1,240.70
Subdivide land, Subdivision Act 1988.			
Certify a plan of subdivision	\$164.50		\$164.50

Planning Services

PLANNING SERVICES FEES	PRICE	GST	2017/18 TOTAL PRICE
Alteration of a plan under section 10(2) of the Subdivision Act	\$104.60		\$104.60
Amendment of a certified plan	\$132.40		\$132.40
Extension of time and secondary consent requests	Ţ.c=c		¥102110
Extension of time for dwelling extensions, 1-4	\$210.00		\$210.00
dwellings	•		·
Extension of time for developments of 5-9 dwellings	\$360.00		\$360.00
Extension of time for 10 or more dwellings	\$510.00		\$510.00
Extension of time for any use/commercial development less than \$1 million	\$210.00		\$210.00
Extension of time for any commercial development greater than \$1 million	\$360.00		\$360.00
Secondary Consent Application for dwelling extensions	\$154.00		\$154.00
Secondary Consent Application resulting from	\$307.00		\$307.00
enforcement			·
Secondary Consent Applications 1-4 dwellings	\$210.00		\$210.00
Secondary Consent Applications 5-9 dwellings Secondary Consent Applications for 10 or more	\$307.00		\$307.00
dwellings	\$510.00		\$510.00
Secondary Consent Applications for any use or commercial development less than \$1 million	\$205.00		\$205.00
Secondary Consent Applications for any commercial	\$307.00		\$307.00
development greater than \$1 million	ψοσ7.00		Ψ307.00
	D :	007	
Administration charges	Price	GST	¢207.00
Retrospective additional application fee	\$307.00	GST	\$307.00 \$165.00
Retrospective additional application fee Advertising - up to 20 letters	\$307.00 \$165.00	GST	\$165.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter	\$307.00 \$165.00 \$7.20	GST	\$165.00 \$7.20
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice	\$307.00 \$165.00 \$7.20 \$40.00	GST	\$165.00 \$7.20 \$40.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10	GST	\$165.00 \$7.20 \$40.00 \$64.10
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$205.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy)	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$160.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically)	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$160.00 \$50.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance Planning Register per month	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$200.00 \$350.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance Planning Register per month Planning Register per year Variation to Urban Design Guidelines Photocopies (A4) per sheet	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$164.00 \$25.00 \$164.00 \$25.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$164.00 \$25.00 \$200.00 \$350.00 \$1.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance Planning Register per month Planning Register per year Variation to Urban Design Guidelines Photocopies (A4) per sheet Photocopies (A3) per sheet	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$164.00 \$25.00 \$25.00 \$25.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$200.00 \$350.00 \$1.00 \$2.50
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance Planning Register per month Planning Register per year Variation to Urban Design Guidelines Photocopies (A4) per sheet Photocopies (A3) per sheet Photocopies (A1) per sheet.	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance Planning Register per month Planning Register per year Variation to Urban Design Guidelines Photocopies (A4) per sheet Photocopies (A3) per sheet. Photocopies (A0) per sheet	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$10.00 \$1.00 \$2.50 \$10.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$10.00 \$1.00 \$2.50 \$10.00
Retrospective additional application fee Advertising - up to 20 letters Advertising - each additional letter Advertising - each public notice Heritage Demolition Advice Building regulation consent and report Compliance with permit advice Compliance with permit advice for off site file Property Information Property Information for off site file Copy of Endorsed Plan/Photocopies (hard copy) Copy of Endorsed Plan/Photocopies (electronically) Check on building envelope compliance Planning Register per month Planning Register per year Variation to Urban Design Guidelines Photocopies (A4) per sheet Photocopies (A3) per sheet.	\$307.00 \$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00	GST	\$165.00 \$7.20 \$40.00 \$64.10 \$256.90 \$160.00 \$205.00 \$160.00 \$50.00 \$164.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00

INFRASTRUCTURE SERVICES

Additional Waste Services Fees/Charges

DESCRIPTION OF SERVICE Garbage service	PRICE	GST	2017/18 TOTAL PRICE \$
Additional 120 Litre (LT) garbage bin (bin supply &	\$190.00		\$190.00
collection service)	φ190.00		Ψ130.00
Additional 240 LT garbage bin (bin supply & collection service)	\$350.00		\$350.00
Additional 120 LT garbage bin (subsequent annual	¢126.00		¢126.00
collection service)	\$136.00		\$136.00
Additional 240 LT garbage bin (subsequent annual	\$315.00		\$315.00
charge) Additional 660 LT garbage skip bin (bin supply &	* 4.040.00		
collection service)	\$1,312.00		\$1,312.00
Additional 1100 LT garbage skip (bin supply &	\$1,714.00		\$1,714.00
collection service) Additional garbage 660 LT skip bin (subsequent			·
annual collection service)	\$882.00		\$882.00
Additional 1100 LT garbage skip bin (subsequent	\$1,167.00		\$1,167.00
annual collection service)	Ψ1,107.00		\$ 1,101100
Recycling service			
Additional 120 LT recycling bin (bin supply & collection service)	\$60.00		\$60.00
Additional 240 LT recycling bin (bin supply & collection	#05.00		# 05.00
service)	\$65.00		\$65.00
Additional 360 LT recycling bin (bin supply & collection	\$75.00		\$75.00
service) Additional 660 LT recycling skip (bin supply and			
collection service)	\$940.00		\$940.00
Additional 1100 LT recycling skip (bin supply and	\$1,017.00		\$1,017.00
collection service)	φ1,017.00		φ1,017.00
Additional 120/240 LT recycling bin (subsequent annual collection service)	\$56.80		\$56.80
Additional 660 LT recycling skip (subsequent annual	4		
collection service)	\$509.00		\$509.00
Additional 1100 LT recycling skip (subsequent annual	\$509.00		\$509.00
collection service)	Ψοσο.σσ		4000 100
Green waste service	0.450.00		4450.00
Annual 120 LT green waste collection service	\$156.00		\$156.00
Annual 240 LT green waste collection service	\$190.00		\$190.00
Additional 120 LT green bin (subsequent annual collection service)	\$102.00		\$102.00
Additional 240 LT green bin (subsequent annual	6440.00		6440.00
collection)	\$118.00		\$118.00
At call hard & green waste service			
Additional green waste collection service fee (Owner /	\$65.50		\$65.50
Occupier per request)	+33.3 3		,

Engineering Services

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Traffic and transport			
Traffic count information (per search)	\$43.64	\$4.36	\$48.00
Traffic count information (per page)	\$5.91	\$0.59	\$6.50
Development fee			
Plan checking subdivisions	0.75%		0.75%
Subdivision supervision	2.50%		2.50%
Plan checking work in Road Reserve	0.83%	10%	0.92%
Supervision work in Road Reserve	2.65%	10%	2.93%
Civil works plan checking/engineering assessment (per hour - 1 hour minimum)	\$108.00		\$108.00
After hours supervision (per hour - 1 hour minimum) Inspector of Contracts	\$108.00		\$108.00
Incomplete Works Bond - Administration Fee	\$108.00		\$108.00

Tree Services

TICC OCIVIOCS			
SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Tree removal amenity value (per trunk diameter)			
6cm	\$343.10		\$343.10
10cm	\$954.00		\$954.00
15cm	\$2,146.05		\$2,146.05
20cm	\$3,814.60		\$3,814.60
25cm	\$5,738.00		\$5,738.00
30cm	\$8,263.15		\$8,263.15
35cm	\$11,245.70		\$11,245.70
40cm	\$14,688.95		\$14,688.95
45cm	\$18,590.70		\$18,590.70
50cm	\$22,951.00		\$22,951.00
55cm	\$27,771.90		\$27,771.90
60cm	\$33,049.25		\$33,049.25
65cm	\$38,788.35		\$38,788.35
70cm	\$44,984.90		\$44,984.90
75cm	\$51,641.00		\$51,641.00
80cm	\$58,755.70		\$58,755.70
85cm	\$66,329.90		\$66,329.90
90cm	\$74,362.70		\$74,362.70
95cm	\$82,855.05		\$82,855.05
100cm	\$91,806.00		\$91,806.00
105cm	\$101,215.40		\$101,215.40
110cm	\$111,085.50		\$111,085.50
115cm	\$121,413.05		\$121,413.05
120cm	\$132,200.15		\$132,200.15

Removal and re-plant Fee - Price On Application (POA)	
Tree removal (height)	
0-3mt \$172.20	\$172.20
3-8mt \$717.50	\$717.50
8-20mt+ \$2,152.50	\$2,152.50
Stump grind (per trunk diameter)	
0-30cm \$157.85	\$157.85
30cm-1mt \$358.75	\$358.75
1mt + \$502.25	\$502.25
Reinstalment small \$28.70	\$28.70
Reinstatement large \$71.75	\$71.75
New tree planting \$358.75	\$358.75

SURFACE	AREA	PRICE	GST	2017/18 TOTAL PRICE \$
Ordinary Road min 1sqm.	Up to 25 sqm	\$139.32	\$13.93	\$153.25
Ordinary Road Thin Tsqfff.	Over 25 sqm	\$117.86	\$11.79	\$129.65
Hoovy Duty Bood	Up to 25 sqm	\$224.23	\$22.42	\$246.65
Heavy Duty Road	Over 25 sqm	\$214.27	\$21.43	\$235.70
	Up to 5 sqm	\$173.00	\$17.30	\$190.30
Concrete Footpath	5-25 sqm	\$165.32	\$16.53	\$181.85
	Over 25 sqm	\$140.95	\$14.10	\$155.05
	Up to 5 sqm	\$196.05	\$19.60	\$215.65
Concrete Footpath (colour)	5-25 sqm	\$188.36	\$18.84	\$207.20
	Over 25 sqm	POA	10%	POA
	Up to 5 sqm	\$150.00	\$15.00	\$165.00
Asphalt Footpath	5-25 sqm	\$122.64	\$12.26	\$134.90
	Over 25 sqm	\$108.64	\$10.86	\$119.50
Domestic Crossover	Up to 25 sqm	\$235.73	\$23.57	\$259.30
Domestic Crossover (colour)	Up to 25 sqm	\$273.18	\$27.32	\$300.50
Industrial Crossover	Up to 25 sqm	\$259.27	\$25.93	\$285.20
Concrete Kerb/Channel	Up to 5 linm	\$269.09	\$26.91	\$296.00
Concrete Kerb/Charmer	5-20 linm	\$256.27	\$25.63	\$281.90
Concrete Kerb/Channel (colour)	Up to 5 linm	\$301.14	\$30.11	\$331.25
Concrete Kerb/Charmer (colour)	5-20 linm	\$288.32	\$28.83	\$317.15
Stone Kerb/Channel	Up to 5 linm	\$219.41	\$21.94	\$241.35
Stolle Relb/Chaille	5-20 linm	\$237.27	\$23.73	\$261.00
Bluestone Laneway	Up to 25 sqm	\$249.86	\$24.99	\$274.85
Didestolle Lalleway	Over 25 sqm	\$217.82	\$21.78	\$239.60
Natures Strip	Up to 25 sqm	\$89.18	\$8.92	\$98.10
Reinstatement	Over 25 sqm	\$53.00	\$5.30	\$58.30
Supervision fee - main renewals	per spm	POA	10%	POA

Top soil & seeding	per spm	\$76.36	\$7.64	\$84.00
Footpath pavers	per spm	\$129.91	\$12.99	\$142.90
Repair stormwater Kerb adaptor (CL9)	per unit	\$164.00	\$16.40	\$180.40
Pit lid	per unit	\$512.50	\$51.25	\$563.75
Pit and frame	per unit	\$768.77	\$76.88	\$845.65

Asset protection

SERVICE	PRICE	GST	2017/18 TOTAL PRICE \$
Asset protection			
Street protection fee	\$304.10		\$304.10
Street protection bond (minimum)	\$512.50		\$512.50
Drainage			
Legal point of drainage discharge	\$64.10		\$64.10
Legal point of drainage discharge MUD	\$281.00		\$281.00
Drainage Plan Approval	\$211.00		\$211.00
Stormwater inspection	\$321.00		\$321.00
Permits			
Road opening permit	\$151.35		\$151.35
Vehicular crossing permit	\$304.10		\$304.10
Re-inspection fee	\$66.65		\$66.65

Cemetery

Section 43 of the Act requires all trust fees of \$50 or more are increased annually in accordance with CPI for all groups in Melbourne for March quarter.

These Gazetted fees will be notified to council in late May to come into effect on 1st July.

Appendix B

Budget processes

This section lists the budget processes to be undertaken in order to adopt the Budget in accordance with the Local Government Act 1989 (the Act) and Local Government (Planning and Reporting) Regulations 2014 (the Regulations).

Under the Act, Council is required to prepare and adopt an annual budget for each financial year. The budget is required to include certain information about the rates and charges that Council intends to levy as well as a range of other information required by the Regulations which support the Act.

The 2017/2018 budget, which is included in this report, is for the year 1 July 2017 to 30 June 2018 and is prepared in accordance with the Act and Regulations. The budget includes financial statements being a Comprehensive Income Statement, Balance Sheet, and Statement of Changes in Equity, Statement of Cash Flows and Statement of Capital Works. These statements have been prepared for the year ending 30 June 2018 in accordance with the Act and Regulations, and consistent with the annual financial statements which are prepared in accordance with Australian Accounting Standards and the Local Government Model Accounts. The budget also includes information about the rates and charges to be levied, the capital works program to be undertaken, the human resources required, and other financial information Council requires in order to make an informed decision about the adoption of the budget.

A 'Proposed' budget is prepared in accordance with the Act and submitted to Council in April for approval 'in principle'. Council is then required to give 'public notice' that it intends to 'adopt' the budget. It must give 28 days' notice of its intention to adopt the proposed budget and make the budget available for inspection at its offices and on its web site. A person has a right to make a submission on any proposal contained in the budget and any submission must be considered before adoption of the budget by Council.

With the introduction of the State Governments Rate Capping legislation in 2015 Councils are now unable to determine the level of rate increase and instead must use a maximum rate increase determined by the Minister for Local Government which is announced in December for application in the following financial year.

If a Council wishes to seek a rate increase above the maximum allowable it must submit a rate variation submission to the Essential Services Commission (ESC). The ESC will determine whether the rate increase variation submission has been successful by 31 May. In many cases this will require Councils to undertake 'public notice' on two separate proposed budgets simultaneously, i.e. the Ministers maximum rate increase and the Council's required rate increase.

The final step is for Council to adopt the budget after receiving and considering any submissions from interested parties. The budget is required to be adopted by 30 June and a copy submitted to the Minister within 28 days after adoption. The key dates for the budget process are summarised below:

The key dates to the 2017/2018 budget process is as follows:

PROCESS	TIMING
Councillors & EMT Workshop - Councillor Strategic Planning	26 & 27 November 2016
First Cut Budget for Officers for Review	12 January 2017
First Councillor Briefing – Budget & Strategic Resource Plan (SRP)	14 February 2017
Second Councillor Briefing – Budget & SRP	28 February 2017
Third Councillor Briefing – Budget & SRP	15 March 2017
Councillor Briefing – Budget & SRP	18 April 2017
Meeting of Council to resolve on Budget & SRP and call for submissions	26 April 2017
Community Information Session – Council Plan & Budget	3 May 2017
S.223 submissions closed - (28 Clear Days)	25 May 2017
S.223 meeting to consider submissions to Budget	30 May 2017
S.223 meeting to discus submissions to Budget	6 June 2017
Meeting of Council to Adopt Budget and Council Plan	20 June 2017

Footnote

 $Refer\ http://www.abs.gov.au/ausstats/abs@.nsf/mf/5506.0$

ORDINARY COUNCIL MEETING REPORT

26 APRIL 2017

AGENDA ITEM 9.13

DRAFT COUNCIL PLAN 2017-21 FOR PUBLIC EXHIBITION

Director: Celia Haddock

Director Corporate Services

Manager: Lucia Giagnorio

Manager Organisational Development

PURPOSE

To endorse the draft Council Plan 2017-21 for public exhibition 27 April to 25 May 2017.

ISSUES SUMMARY

- Council fulfils its Council Plan legislative requirements through the provision of Strategic Objectives, Strategic Indicators, Strategies and the Strategic Resource Plan.
- Each strategic objective contains strategies, health and wellbeing outcomes other plans and deliverables, services and annual activity.
- The Municipal Public Health and Wellbeing Plan (MPHWP) has been integrated
- MPHWP strategies are marked by a health and wellbeing symbol
- Annual actions will be prepared for the 2017/18 year by June 2017.

ATTACHMENTS

- 1. Draft Council Plan 2017-21
- 2. Capire report on the community workshops' methodology and findings

OFFICER RECOMMENDATION

That Council:

Approve the draft Council Plan 2017-21 for Public Exhibition to meet Local Government Act 1989 requirements to prepare, approve and submit to the Minister for Local Government, a four year Council Plan by 30 June 2017.

BACKGROUND

The draft Council Plan 2017-21 (the Plan) approach was endorsed by EMT on 27 July 2016 as outlined in the figure below.



A Councillor Briefing Paper was submitted to Councillors at the Councillor Induction Weekend outlining challenges and opportunities. Some of the issues included were:

- rate capping
- population growth and changing community expectations
- access and equity
- Sustainable revenue, expenditure and Service Planning
- Partnerships, alternate delivery models and innovation
- Asset management and community infrastructure.

Key themes and focus areas were discussed during a facilitated discussion with the Executive Management Team (EMT) and Councillors to shape the vision, objectives and four year strategies. Community consultation identified the community priorities and staff helped link the key themes and priorities to ongoing activity and new directions.

For the third time, Maribyrnong will meet its requirements under the *Public Health* and *Wellbeing Act 2008* by integrating the Public Health and Wellbeing Plan with the Council Plan. This elevates Council's commitment to improving the health and wellbeing of the community.

To inform our health and wellbeing planning, Council has:

- Developed a Health and Wellbeing Profile, which looked at health status and health determinants.
- Consulted with the community (through the broader Council Plan consultations).
- Engaged external stakeholders in identifying key issues and partnership opportunities.
- Determined priorities for action with regard to the Victorian Public Health and Wellbeing Plan 2015-2019.

Maribyrnong City Council is committed to promoting and protecting the wellbeing of our community. Individual and community wellbeing is achieved when everyone has, and feels they have, the ongoing opportunity to reach their full potential in all aspects of their life.

Council is committed to creating and improving the physical, social, natural, cultural and economic environments that promote health and wellbeing. Council has a vital role to play as leader, partner, advocator and planner in developing and implementing strategies to keep people well, now and into the future.

Integrated health and wellbeing strategies

In the Council Plan the majority of the health and wellbeing strategies sit under the strategic objective: Healthy and Inclusive Communities. Strategies with a clear link to health and wellbeing priorities are also highlighted under the other five strategic objectives.

The health and wellbeing priority areas are outlined below, using an adapted version of the Victorian Health Outcomes Framework.

Our residents are healthy and well

• Collaborative, evidence-based action on key community wellbeing issues, including: harms from alcohol and other drugs, screening rates, promoting healthy lifestyles, early years and positive ageing.

Our residents feel safe and connected and have opportunities to participate

- Prevention of violence against women and gender equity.
- Housing affordability, diversity and homelessness.
- •Community safety.
- •Community engagement and participation: including arts and culture, lifelong learning, volunteering, community leadership, placebased neighbourhood development.

Our city is liveable

- •Inter-cultural city and aged-friendly city.
- •Community infrastructure that considers all life stages.
- Access to open and green space.
- •Sustainable transport options to reduce truck traffic and pullution.
- Active transport bicycle and pedestrian networks.

DISCUSSION/KEY ISSUES

1. Key Issues

- a) The draft Council Plan 2017-21 contains six strategic objectives, 50 strategies and 50 strategic indicators.
- b) Additional information on other plans, strategies, annual deliverables and services has been included to showcase the depth and breadth of Council's activity.
- c) Maribyrnong City Council will apply for an exemption from a stand-alone MPHWP.

2. Legislation/Council Policy

Maribyrnong will be compliant with:

- Local Government Act 1989 prepare, approve and submit to the Minister for Local Government, a four year Council Plan by 30 June 2017.
- Public notice be given, in accordance with sections 125 and 223 of the Local Government Act 1989, of Council's intention to adopt its Council Plan 2013-2017, incorporating the Annual Priority Action Plan 2013/2014.
- Section 223 of the Local Government Act 1989 requires Council to hear any person who has requested to be heard in support of a written submission on the draft Council Plan 2013-2017 and draft Annual Priority Action Plan 2013/2014.
- Public Health and Wellbeing Act 2008 s.27 provides for councils to be exempted from producing a stand-alone MPHWP if they choose to include public health and wellbeing matters in their council plan.
- Climate Change Act 2010 and Victorian Public Health and Wellbeing Plan 2015-2019 in developing the MPHWP

Human Rights Consideration

The report and its content do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006.*

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement - Methodology and findings

In December 2016 a newly elected Council expressed support for a multi-faceted, intensive 76 day community engagement campaign to guide the development of the Council Plan 2017-21. The engagement process sought to reflect the diverse makeup of the City of Maribyrnong engaging with all language groups, ages, abilities and suburbs. The consultation was open to all who live, work, or play in the City of Maribyrnong and employed a range of methods to ensure maximum reach.

Methodology

The community consultation phase consisted of the following engagement methods:

Note: The Council Plan will contain a summarised version of the 29 common themes against each strategic objective.

Engagement methods

- In-depth responses through online surveying
- Place based feedback through the online mapping tool "places"
- Direct email to a 120 member stakeholder list
- Community outreach at 9 different council supported events
- Reply paid postcards capturing immediate thoughts placed at 50 different facilities across the municipality
- Three independently facilitated community workshops structured as world cafes and based on four themes; people, places, future and advocacy
- Workshops with three advisory groups: disability advisory group, youth advisory group and the older persons advisory group

- Post card feedback sought from year nine civics classes (Footscray city secondary college)
- Workshops with two English as additional language classes
- Post card feedback facilitated via translator and translated materials with learning support program for newly arrived families (fills program)
- E-kiosk placed in town hall customer service foyer

Note. The 2017-2021 Council plan will, for the third time, include an integrated Municipal Health and Wellbeing Plan (MHWP) replacing the traditional approach of the stand-alone plan. Council therefore facilitated an additional workshop with 36 external stakeholders to identify key areas of alignment and opportunities for future partnership in planning for health and wellbeing.

Engagement of hard to reach groups

In order to ensure all cohorts were well represented in the engagement phase Council considered the potential barriers of transport, language, work hours, age (older and younger persons), internet access and disability.

- Community workshop times and locations were chosen to overcome time, access and transport barriers
 - Both online and reply paid postcard options were provided
- Post cards were translated into the top five languages identified as least likely to have English proficiency
- Translators were available at three outreach events
- Three advisory group workshops engaged three potentially hard to reach groups

Engagement promotion

Promotion of the engagement opportunities occurred through print media, Council's website, social media, direct mail, Council's foyer screen, and chalk stencilling and posters marking the post card locations.

- 16 social media posts through Facebook and Twitter achieved a total reach of 36.792
- Local print media promotion included four paid advertisements and 1 interest story
- 3,000 households letterboxed

Participation Rates

By method

- 250 online survey responses
- 159 markers and comments placed in online mapping tool
- 36 participants in 3 community workshops
- 927 postcards received
- 40 English as Additional Language student participants
- 22 participants in advisory group workshops

Total contributions – 1,434 (representing more than 4,000 individual comments)

By Suburb												
Suburb	B/brook	F/cray	K/ville		M/stone		M/nong		Seddon		West F/cray	Y/ville
% of participants	13.21%	19.05 %	5.4%		7.05%		6.72%		8.81%		16.08%	23.68%
Relative to actual population	11.3%	19.6%	4.7	4.7% 1		7% 15%			6.20%		13.9%	18.3%
By Demogra	ohic (age ar	nd gender)										
Age group	0-12	13-17	18-24		ļ	25-34		35-	35-49 5)-69	70+
% of participants	10.6%	12.3%	5.12%		6	13.84%		35.	35.67%		3.5%	3.9%
Relative to actual population	13.2%	4.2%	9.3%			18.5%		20.7%		14	1.3%	6.5%
Gender		Female				Mal	Male		Ot	her		
% of partic	ipants	59.5%				39.5	9.5%		.09%			
Relative to population	actual	49.2%			50		50.8%					
By Constitu	uent Type											
Constitue	nt type	Reside	nt	Busi Own	siness ner		Student		Visitor		Wo	rker
% of partic	cipants	72.77%)	3.65	%	(9% 6.48%		.48% 7.13		3%	

Findings:

Mapped against six strategic objectives

The below findings include only the themes identified as being statistically significant from more than 4,000 individual items of data. These are (roughly) in declining priority order.

STRATEGIC OBJECTIVE 1 - STRONG LEADERSHIP Rates

- 1. Lower rates
- 2. Implement CIV rates system
- 3. Reduce rates for older persons

Governance, community engagement and customer service

1. Opportunities for meaningful engagement that includes presentation of ideas, discussion and invitation for feedback

- 2. Resident participation in policy development (citizens' juries and deliberative processes)
- 3. Focus on improved customer service
- 4. Transparent governance expenditure
- 5. Strong fiscal management

STRATEGIC OBJECTIVE 2 - HEALTHY AND INCLUSIVE COMMUNITIES Sports infrastructure/ programs

- 1. deliver new multipurpose/ multi court indoor sports facilities that will cater to a growing youth demographic
- 2. upgrade of aging sports facilities
- 3. upgrade and/or expansion of existing club room facilities to allow best use of multifield sites
- 4. programs and facilities that support women participating in sport
- 5. access to aquatic facilities
- 6. access to affordable children's sports programs

Community facilities

- 1. multi-purpose facilities that might be used for theatre or sports
- 2. modern innovative community facilities that allow all sections of the community to participate in programs and activities
- 3. improved access information technology
- 4. modern libraries and community facilities that will cater to population growth
- 5. community facilities that encourage interaction between different age groups (very young and older people)
- 6. innovative creative spaces for young people
- 7. community facilities that co-locate services
- 8. well maintained facilities

Arts/culture programs/ infrastructure

- 1. invest in building a culture of performing arts
- 2. celebrate local visual and performing artists
- 3. dedicated art exhibition spaces
- 4. facilities that support theatre
- 5. inclusive arts programs connected to community development opportunities
- 6. arts and culture events and facilities that celebrate our multicultural city
- 7. support new and emerging artists

Multicultural/inclusive/community strengthening

- 1. celebrate our diversity and multiculturalism
- 2. support the fostering of relationships between cultures
- 3. promote our city as inclusive, welcoming and friendly
- 4. develop outdoor spaces that offer opportunities for people to connect and interact in their design

Community programs

- 1. support, training and networking opportunities for volunteers on boards and committees of management
- 2. diversity of arts, culture, sport and recreation programs for young people
- 3. programs that deliver lifelong learning opportunities
- 4. programs that are accessible (providing transport) and engaging to older people
- 5. programs encouraging environmental sustainability

Festivals and community events

- 1. improved focus on events and social activities for young people e.g. live music opportunities and youth led arts events
- 2. support for events at neighbourhood level that encourage friendly neighbourhoods
- 3. events that highlight and celebrate our river's edge
- 4. cross aged events
- 5. support for multicultural festivals

Early years and children's services

- 1. quality co-located children's services
- 2. increased availability of childcare places
- 3. co-located before and after school and kindergarten care
- 4. kindergarten and childcare services suitable for working families
- 5. clear and frequent communication on early childhood services such as immunisation and kindergarten enrolment processes

Safety

- 1. Improved security around community facilities
- 2. improved street, car parking and bus stop lighting
- 3. Improved police presence
- 4. Focus on design principles that encourage community safety
- 5. Services to lessen public illicit drug use
- 6. Improved response to dumped used syringes

Education facilities

- 1. improved education facilities
- 2. improved secondary school options
- 3. support the development of an education hub that encourages lifelong learning

STRATEGIC OBJECTIVE 3 - QUALITY PLACES AND SPACES Playgrounds

- 1. Improved shade in children's playgrounds
- 2. Consider needs of older children in playground design
- 3. Access to play grounds in central Footscray
- 4. Increase numbers of toilets at rubbish bins around playgrounds
- 5. Access to playgrounds at Edgewater Estate

Park infrastructure

1. Increase availability of shade, BBQs, toilets, bins and drinking taps

Open space, green space, street trees

- 1. Increase number of street trees
- 2. Increase number of street trees with broad shade canopies
- 3. More activated parkland
- 4. Parks that encourage pleasant walking and cycling opportunities
- 5. Well maintained parks and open spaces
- 6. Protection of natural habitats, indigenous vegetation and bio-diversity
- 7. Green space/ pop up park opportunity for central Footscray
- 8. Support opportunities for community involvement in care for open space

STRATEGIC OBJECTIVE 4 - GROWTH AND PROSPERITY Parking

- 1. provide increased parking in central Footscray
- 2. consideration of free residential parking permits to offset development infill
- 3. ensure disabled parking availability
- 4. no paid parking

Affordable and social housing

- 1. Support community housing projects
- 2. Supports for people experiencing homelessness
- 3. Housing diversity

Appropriate development

- 1. Less multi-story development
- 2. Encourage diversity of housing
- 3. Maintain character and heritage of city amongst new development
- 4. Encourage development of dormant privately owned industrial sites
- 5. Enforce environmental sustainability measures in new developments

Local economy

- 1. encourage diversity of businesses in shopping strips
- 2. more vibrant night time economy
- 3. support for small businesses
- 4. activation of Madden Square pop up opportunities, markets, food trucks
- 5. activating Maribyrnong River precinct
- 6. improved amenity of Footscray shop fronts
- 7. support activation of West Footscray, Barkly Village precinct

STRATEGIC OBJECTIVE 5 - MOBILE AND CONNECTED CITY Public transport

- 1. improved frequency of busses
- 2. improved public transport infrastructure through suburbs of Maidstone and Maribynrong
- 3. improved cross town connections E.g. Braybrook to Highpoint

Truck traffic/ Congestion/ maintenance and improvement

- 1. trucks off residential streets
- 2. Improve traffic flow through Footscray CBD
- 3. Regular maintenance of uneven footpaths
- 4. Pedestrian connection across stony creek next to McNish Reserve
- 5. Improved streetscapes nature strip maintenance
- 6. Traffic calming measures through West Footscray

Walking and cycling infrastructure

- 1. Increase number of safe bike paths separate from roads where possible
- 2. Extend Maribyrnong River trail
- 3. Improve cycling links to City

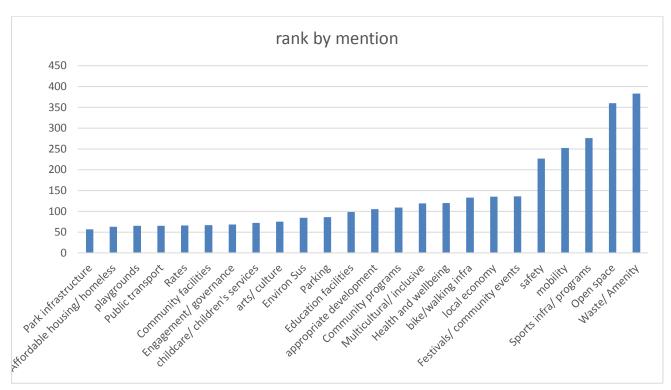
STRATEGIC OBJECTIVE 6 - CLEAN AND GREEN Amenity and public/private waste management

- 1. Improve response rate for illegally dumped rubbish
- 2. Strategies to prevent illegal dumping of rubbish
- 3. improved amenity of Footscray CBD graffiti and litter
- 4. Reintroduction of set day kerbside hard waste collections
- 5. Increase frequency of bin emptying in parks
- 6. Work with traders to manage overfilled bins
- 7. Diverting hard rubbish collections from land fill (recycle)
- 8. Footpath cleaning in Footscray CBD

Environmental sustainability

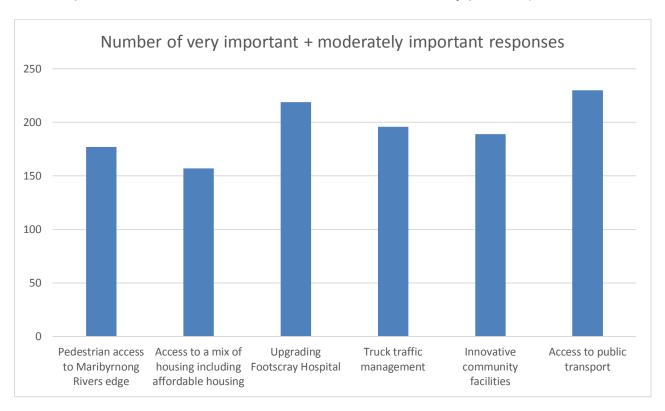
- 1. Sustainability programs to support residents to lower carbon emissions
- 2. Support for recycling initiatives
- 3. Focus on restoring waterways with habitats for native plants and animals

Findings: Issues ranked by number of mentions (top 24 themes)



Findings (advocacy):

Issues relating to Council advocacy (participants in online surveying, advisory group workshops and EAL classes were asked to advise on advocacy priorities)



Note: The draft Capire report on the community workshops' methodology and findings, attachment 2.

4. Resources

Thus far Council has spent around \$30,000 of its allocated \$45,000 towards the Plan's development inclusive of workshops, facilitation, engagement, catering, publicity, design and printing of consultation materials. Additional funds will be used for advertising, design and printing.

The majority of the work has been undertaken in-house using staff time and expertise.

5. Environment

There are no environmental impacts associated with collecting this data.

CONCLUSION

The Council Plan 2017-21 has undergone a robust consultation and planning process and reflects the priorities of Council and the Maribyrnong community.

The next steps are

- Amend any changes from the EMT meeting
- Prepare the plan for public exhibition, 27 April 25 May 17.
- Develop an action plan actions that aligns with the strategies





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Vision

A vibrant, diverse and progressive city striving for a sustainable future.

Values

Respect Inclusiveness, empathy, communication and goodwill.

Courage Innovation, considered risk, creativity, problem solving, initiative, accountability and

responsibility.

Integrity Honesty, loyalty, ethical behaviour and trustworthiness

Strategic objectives

Strong leadership

Council will proactively lead our changing city using strategic foresight, innovation, transparent decision making and well-planned, effective collaboration.

Healthy and inclusive communities

Council will provide and advocate for services and facilities that support people's wellbeing, healthy and safe living, connection to community, cultural engagement and whole of life learning.

Quality places and spaces

Council will lead the development of integrated built and natural environments that are well maintained, accessible and respectful of the community and neighbourhoods.

Growth and prosperity

Council will support diverse, well-planned neighbourhoods and a strong local economy.

Mobile and connected city

Council will plan and advocate for a safe, sustainable and effective transport network and a smart innovative city.

Clean and green

Council will strive for a clean, healthy city for people to access open spaces, cleaner air and water and respond to climate change challenges.

Mayor's welcome

Our newly elected Council is committed to consultation with the community and we are pleased to deliver this *Draft Council Plan 2017-21* which reflects feedback from across our diverse community.

It was wonderful to see the community respond with over 1,400 contributions towards the development of the *Draft Council Plan 2017-21*, by taking part in consultations that took place at festivals and events, through feedback postcards, our website consultation platform and community workshops.

Our vision as a Council and as a community is to have a vibrant, diverse and progressive city that strives for a sustainable future.

Our community enjoys the lifestyle opportunities that living in the City of Maribyrnong presents - its proximity to the city, great foodie culture and natural beauty. As an inner Melbourne municipality we live in an exciting period of rapid growth and change which poses challenges and opportunities for continuous improvement.

As your elected Council, we will continue to maximise opportunities for our community's health and prosperity, incorporating a strong municipal public health and wellbeing focus as we plan for the future.

We will also provide strong leadership to ensure the long term financial sustainability of Council with improved service delivery through partnerships, diversified income and business efficiencies. Our focus on growing our business and commerce sectors to increase investment in our City and opportunities for employment will also be maintained.

We're protecting and enhancing our City's liveability, amenity, heritage and environment. We will continue our aim of being clean and green with increased investment in recycling, the removal of graffiti and rubbish, and planting of trees.

We are building a city that has attractive and well maintained infrastructure that meets the community's growing needs such as facilitating access to quality children's services and planning for future demand.

We will continue to provide opportunities and open spaces, both natural and urban, for our community to come together with family and friends to enjoy, strengthening our long tradition of being a caring, welcoming and inclusive community.

As a Council it is also essential that all levels of government hear your concerns on the issues that are of importance to you and we will speak out on your behalf to ensure that these issues are addressed.

This Council Plan 2017-21 builds on a foundation of good governance and continues to move us in a direction that ensures our Council is adaptable, progressive and committed to a bright future for our City.

Cr Catherine Cumming Mayor

The City of Maribyrnong

Maribyrnong is undergoing significant change. Population growth, redevelopment, gentrification, and a transitioning economy is leading to an influx of new residents, businesses and opportunities.

The city has a relatively young population with a large proportion of infants and young adults. The population is expected to grow considerably, from over 85,000 in 2016 to almost 150,000 by 2041.

Maribyrnong's multicultural diversity is evident with around 40% of residents born overseas and speaking languages other than English. Maribyrnong receives a high number of new arrivals and has welcomed many new residents from India, Vietnam, Burma and China.

Community expectations and population continue to grow and are changing the city's demographics through age, cultural background and wealth. Levels of income, education and employment have risen over the last decade. High population growth provides great opportunities for retail, services, land use and economy on a larger scale and quality. Conversely, it also provides great challenges in identifying service needs and managing congestion, urban growth, liveability and promoting health equity.

The social determinants of health mostly responsible for health inequities in Maribyrnong are income, employment, housing, education and early years' outcomes, social participation, inclusion, and health literacy. The specific health and wellbeing issues in the city are varied and include healthy eating and active living, air pollution, alcohol and other drugs, gambling, community safety, gender equity and prevention of family violence, sexual and reproductive health and health screening. Council's Health and Wellbeing Profile has helped to inform the city's planning and includes more details about the health status of residents and health determinants in the city.

Council's role

Maribyrnong City Council provides leadership and governance for the city. As the closest level of government to the community, Council is best placed to respond to and advocate for community challenges and needs.

Council represents its community through considering its diverse needs in decision making, advocacy and support and ensuring resources are well-managed and governed responsibly and accountably.

In making Maribyrnong a great place to live, work and visit, Council provides local leadership in the following areas:

- planning for and providing services and facilities to the local community
- regularly consulting with the community about service and program delivery
- building and maintaining assets ensuring resources are managed efficiently and responsibly
- advocating for important issues on behalf of the community

Council is responsible for roads, parks, waste collection, land use, local laws, urban planning, personal and home care, family support, early years and youth services, recreation, events, community development, health protection and emergency management.

Resilient Melbourne

Maribyrnong City Council is part of *100 Resilient Cities*, a global program helping cities build resilience to the economic, social and physical challenges increasingly part of the 21st century. Locally, Council's role in *Resilient Melbourne*, is to collaborate with other councils to help make metropolitan Melbourne a viable, sustainable, liveable and prosperous city into the future. Council is

building resilience through programs such as urban forests, emergency management and community leadership to assist the community adapt and grow regardless of chronic stresses and acute shocks.

Councillors

The City of Maribyrnong is divided into the River, Stony Creek and Yarraville Wards. All Councillors were elected in the last Council elections held in October 2016. Councillors are as follows:

River Ward

Cr Sarah Carter Cr Gina Huynh

Stony Creek Ward

Cr Catherine Cumming Cr Cuc Lam

Yarraville Ward

Cr Simon Crawford Cr Mia McGregor Cr Martin Zakharov





From left to right: Mayor Cr Catherine Cumming, Cr Simon Crawford, Deputy Mayor Cr Sarah Carter, Cr Gina Huynh, Cr Mia McGregor, Cr Cuc Lam, Cr Martin Zakharov

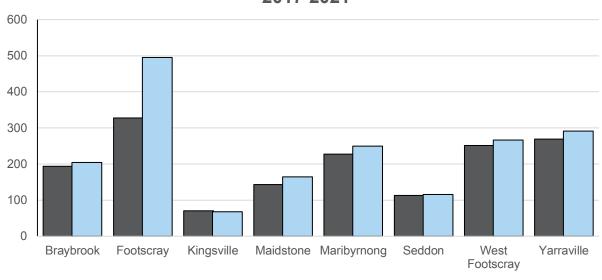
Statistics

The City of Maribyrnong is made up of nine suburbs including Braybrook, Footscray, Kingsville, Maidstone, Maribyrnong, Seddon, Tottenham, West Footscray and Yarraville, with a total land area is 3,121 ha (31 km²). The suburbs vary in demographics and social and economic status.

Population

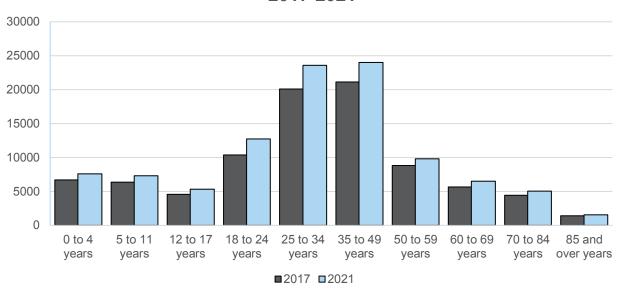
The population is 83,515¹ and is forecast to grow to approximately 156,291 by 2041, an 80 per cent increase on the current population.





■2017 ■2021

Population forecasts 2017-2021



¹ ABS Estimated Residential Population 2015

Draft Council Plan 2017 - 2021

What attracts people to our City

Maribyrnong's proximity to the Melbourne CBD and its thriving hub of arts, culture, retail, education and innovation has people flocking to the city. People are attracted by the period homes, 'foodie' culture, the natural environment of the Maribyrnong River and open spaces, access to public transport, job opportunities and the close proximity to Melbourne's city centre and airports.

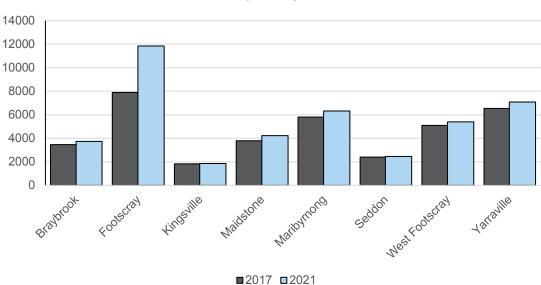
Multiculturalism

The city is culturally and linguistically diverse with 43 per cent of the population born overseas. The main countries of birth of residents, apart from Australia include Vietnam, China, India, the United Kingdom and New Zealand.

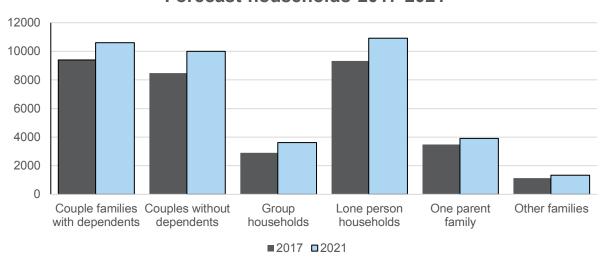
Housing

23 per cent of Maribyrnong residents owned their home, 30 per cent had a mortgage, 31 per cent were renting privately, 6 per cent lived in social housing and 10 per cent were unspecified.

Forecast number of dwellings 2017-2021



Forecast households 2017-2021



Education

60 per cent of residents have completed Year 12, 28 per cent of residents have a Bachelors' degree university qualification and almost one-third of the city's residents attend a tertiary education institution.

Business community

Maribyrnong is a net importer of jobs with 45,056 local jobs and 42,890 employed residents (2014). 6,092 businesses were registered in the city in 2014. The three most popular occupation groups of residents are² professional, clerical or administrative workers and managers.

Increasing housing prices and the restructuring of manufacturing industries has contributed to a number of large redevelopment projects with more than \$1.2 billion of investment and development in Footscray. Business consolidation has occurred along with significant investment to protect industrial and employment land and to establish new organisations.

Open space and recreation

The city has just over 150 open spaces, covering 307.9 hectares of land or 9.9 per cent of the total land area of the municipality which is much lower than the surrounding municipalities.

Draft Council Plan 2017 – 2021

² 2011 Census

Council Plan 2017-21

The Council Plan 2017–2021 guides the planning, development, resourcing and provision of services to the community over a four year period. Reviewed annually, to consider emerging community needs, this Council Plan aims to ensure the organisation is progressive, dynamic and committed to the City of Maribyrnong.

Integrated planning and the community

Integrated planning places the Council Plan 2017-21 at the centre of all Council's planning. Integration aligns community and stakeholder priorities to Council's vision to inform direction and activity through all plans be they long, medium or short-term.

The benefits of this approach are clarity of direction and streamlining of effort, planning, cost and administration. It also assists Council in 'matching' staff, resources and expenditure to the provision of services, programs, facilities and infrastructure whilst remaining financially viable. Reporting on the results of integrated planning is Council's transparency and accountability to the community.



How this plan was developed

The Council Plan 2017-21 is the result of months of planning and deliberation inclusive of:

- research and consideration of the city's long term challenges and opportunities
- Councillor and staff planning workshops to identify directions and outcomes
- community engagement and feedback

Community engagement guided the development of the Council Plan 2017-21 and was open to all who live, work, or play in Maribyrnong. Engagement consisted of online surveying and mapping, direct email, community outreach, reply paid postcards, facilitated workshops and advisory group

Draft Council Plan 2017 – 2021

meetings. A summary of the community's priorities is included under each strategic objective. Health and wellbeing partnerships were identified through a facilitated workshop with 36 external stakeholders.

Municipal Public Health and Wellbeing Plan

Wellbeing commitment

Maribyrnong City Council is committed to promoting and protecting the wellbeing of our community across all life stages. We will achieve this through working to create and improve the physical, social, natural, cultural and economic environments that promote health and wellbeing.

Council has a vital role to play as leader, partner, advocate and planner in developing and implementing strategies to protect and promote health, now and into the future.

Council's approach to health and wellbeing

For the third time, Council will meet its requirements under the *Public Health and Wellbeing Act 2008* by considering health and wellbeing matters in the Council Plan.

Including health and wellbeing in the Council Plan, rather than in a separate Municipal Public Health and Wellbeing Plan, has many benefits including reducing duplication of planning processes, elevating health and wellbeing across Council and strengthening public accountability.

To inform health and wellbeing planning, Council has:

- developed a Health and Wellbeing Profile, including key data on health status and determinants
- consulted with the community (through the broader Council Plan consultations)
- engaged internal and external stakeholders in identifying key issues and partnership opportunities
- participated in regional planning, including the Better Health Plan for the West and the PreventionTaskforce
- considered where local government is best placed to take action, informed by the Victorian Public Health and Wellbeing Plan 2015-2019 and the Climate Change Act 2010

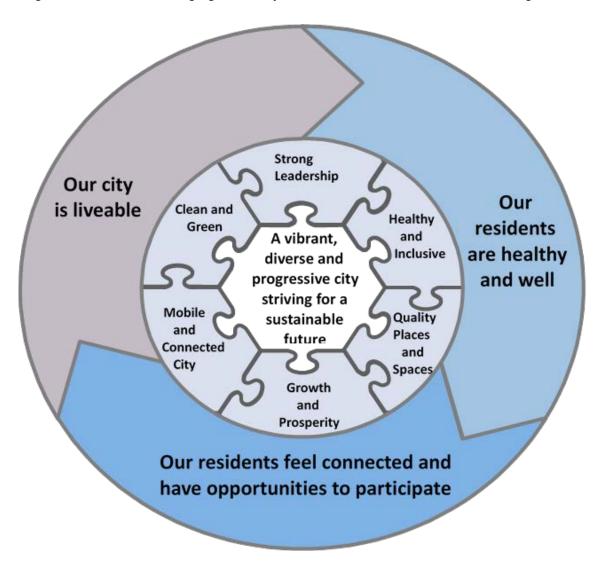
At the end of the planning process Council's priorities over the four year period were determined. The priorities are linked to the strategic objectives as indicated below.

	LIEAL THE AND WELL BEING BRIGHTIES
STRATEGIC OBJECTIVES	HEALTH AND WELLBEING PRIORITIES
STRATEGIC OBJECTIVES	TILALITI AND WELLDLING FINDINITIES

Strong leadership	Advocacy and engagement on key health and wellbeing issues
Healthy and inclusive communities	Participation and inclusion - volunteering, community leadership, civic participation, arts and culture, life-long learning and positive ageing Prevention of violence against women Healthy and active lifestyles (including physical activity and healthy eating) Early years, children and youth services and engagement Alcohol and other drugs
Quality places and spaces	Community safety Open space in natural and urban environments Community infrastructure
Growth and prosperity	Housing
Mobile and connected city	Sustainable transport options Truck and traffic pollution
Clean and green	Climate change, air pollution, tree planting

Integrating health and wellbeing

In addition to the links with the Council Plan strategic objectives, Council's health and wellbeing action is guided by three broad wellbeing outcome areas³. This approach is summarised in the diagram below, acknowledging the many influences on the health and wellbeing of the community.



In the Council Plan the core health and wellbeing strategies are highlighted with a blue HW.

Actions against these strategies will be detailed as part of annual action planning and a separate Health and Wellbeing Evaluation Plan will be developed to demonstrate health impacts.

A wide range of partners will be involved in delivering the health and wellbeing strategies and actions.

These include: Victorian Department of Health and other government departments, Health West Primary Care Partnership, cohealth, Women's Health West, North West Melbourne Primary Health Network, Victoria Police, health and community service providers, local community organisations and groups, businesses, education and early childhood settings, state-wide/peak bodies and other Councils.

³ Adapted from the Victorian Health Outcomes Framework

Council's objectives

To achieve the vision, Council has focused on six strategic objectives over the span of the Council Plan 2017-21. These objectives are achieved through strategies which determine how Council will address community priorities, health and wellbeing responsibilities and effective and accountable service now and into the future. The strategic indictors measure Council's aspirational outcomes at the end of the Council Plan's four year term.

Community priorities are summarised under each objective followed by Council's response.

As the breadth and depth of Council's work is extensive, each strategic objective also contains Council's health and wellbeing aspirations, other plans, strategies and yearly activities.

Council operationalises the plan annually through an annual priority action plan, detailing key actions for Council to deliver on its strategies, objectives and ultimately, our vision. Performance is monitored and reported quarterly to the community.

Objective 1 - Strong leadership

Council will proactively lead our changing City using strategic foresight, innovation, transparent decision making and well-planned, effective collaboration.

Summary of the community's key priorities

- Council as a responsive, customer focused organisation
- regular opportunities for participation in Council planning and decision making through informed, deliberative processes
- clear, timely communication accessible to all
- advocating to other sectors and levels of government on matters affecting quality of life
- a transparent, accountable Council in its governance and financial management

COUNCIL'S RESPONSE AND ACTIVITY OVER THE NEXT FOUR YEARS

STR	RATEGIES ACHIEVING THE OBJECTIVE	STRATEGIC INDICATORS MEASURING SUCCESS
1.1	Build a customer-focused culture providing targeted services to meet our community needs	Improved annual community survey outcomes in customer service satisfaction, customer service measures and timely, informed communications
1.2	Ensure decision-making is based on good governance practices, community input, rigorous reporting, accountability and sound financial management practices	High performing, accountable organisation delivering transparent, quality services and outcomes
1.3	Strengthen engagement and communications with the community	Increased community use of Council's engagement portals and social media
1.4	Develop and deliver a strategic advocacy plan ^{HW}	Planned advocacy with other levels of government reflecting the priorities of Council
1.5	Secure the long term financial sustainability of Council	Improved service delivery through developing partnerships, diversified income and business efficiencies
1.6	Undergo service planning to ensure services and programs are relevant and targeted to meet community needs	Improved and proactive organisational planning, service delivery and efficiency
1.7	Implement Council Plan actions that address the community's priorities over the next four years	Priorities identified with resultant actions tailored and delivered to meet community need
1.8	Drive business led innovation to deliver efficiencies, responsive customer experiences and an agile, flexible workforce	A responsive and progressive organisation with modernised, fit for purpose systems, technologies and services
1.9	Collaborative procurement and shared service initiatives with other Councils	Enhanced efficiency and reduced expenditure in service delivery and quality through co-sharing costs and resources with other Councils

HW indicates a health and wellbeing strategy

Draft Council Plan 2017 – 2021

Other strategies, plans, services and ongoing activities supporting the objective

Strategies & Plans

- Customer Service Charter
- Codes of Conduct
- Complaints Resolution Procedure
- Information Technology Strategy
- Lease and Licence Policy

- Long Term Financial Resource Plan
- Planning and Accountability Framework
- Property Management Strategy
- Spatial Information Strategy

Service Areas

- Communications and Engagement
- Contracts, Procurement and Risk
- Corporate Planning and Performance
- Finance
- Governance and Customer Service
- Human Resources

- Information Technology Services
- Learning and Development
- Property Management

Yearly Activity

- responds to over 35,000 requests,
 1,000 My Council Services (mobile application), 67,000 emails and 143,000 phone enquiries through customer service
- conducts around 35 consultations per year through the online engagement portal, Your City Your Voice
- manages budget revenue of approximately \$134 million and expenditure of \$119 million

- manages a total asset value of more than \$1.1 billion
- employs over 500 full-time equivalent staff
- develops staff capability and leadership
- conducts monthly citizenship ceremonies
- presents approximately 10 Civic
 Leadership Awards on Australia Day
- provides personalised service via phone and email, online rates notices and account access as well as payment arrangements and methods

Objective 2 - Healthy and inclusive communities

Council will provide and advocate for services and facilities that support people's wellbeing, healthy and safe living, connection to community, cultural engagement and whole of life learning.

Summary of the community's key priorities

- assistance to community sport and recreation clubs to increase usage and amenity
- modern, innovative facilities supporting community engagement in activities and services
- access to quality, co-located early years infrastructure, flexible childcare options, kindergarten and maternal child health
- spaces for participation in arts and culture
- support for emerging and established arts and culture practitioners
- capacity building and collaboration on community led initiatives
- affordable programs in lifelong learning and participation for all ages and backgrounds
- volunteering opportunities and networking/ training for volunteer-based organisations
- cross-cultural understanding and celebration of Maribyrnong as a multicultural city
- promotion of the city's image as inclusive, welcoming and friendly
- support for our most vulnerable residents
- reduction in drug use and its impacts

COUNCIL'S RESPONSE AND ACTIVITY OVER THE NEXT FOUR YEARS

STR	ATEGIES ACHIEVING THE OBJECTIVE	STRATEGIC INDICATORS MEASURING SUCCESS
2.1	Deliver sport and recreation programs and capital works that increase capacity, accessibility and wellbeing HW	Increased formal/informal sport and recreation participation and facility quality and capacity
2.2	Embed social and community needs within all major infrastructure projects impacting Maribyrnong HW	Community needs identified, considered and integrated into infrastructure development and service planning
2.3	Enhance community access to integrated life-long learning opportunities across the community learning network HW	Increased opportunities for formal and informal learning and engagement
2.4	Facilitate early years, children, youth and family-focused services for a rapidly growing community HW	Needs of children, family and young people are met through service and infrastructure planning and delivery
2.5	Deliver and support arts and culture opportunities that enhance social connection, inclusion and the experience of living in Maribyrnong HW	Increased social connection, participation and inclusion though arts based activity and facilities

2.6	Support and deliver community health and wellbeing initiatives ^{HW}	Improvements in the health status of our community in physical activity, healthy eating, alcohol and other drugs and health screening
2.7	Facilitate the development of Maribyrnong as an 'intercultural city' that promotes inclusivity and diversity HW	A harmonious and cohesive community that is strengthened through its diversity
2.8	Enable formal and informal volunteering, community leadership, civic participation and place-based neighbourhood development ^{HW}	Increased participation in community leadership programs, increased engagement in volunteerism and increased civic and community engagement
2.9	Plan and promote services and opportunities that promote positive ageing ^{HW}	A community that embraces and celebrates older people
2.10	Develop and strengthen programs to prevent violence against women and promote gender equity HW	Annual reporting on the measures taken to reduce family violence and respond to the needs of victims. Action taken to meet the Victorian Gender Equality Strategy
2.11	Enhance the community's resilience to withstand and recover from emergencies HW	Compliance with the Emergency Management Act 1966 through maintenance, testing and updating of the Municipal Emergency Management Plan

HW indicates a health and wellbeing strategy

Other strategies, plans, services and ongoing activities supporting the objective

Strategies & Plans

- Access and Inclusion Plan
- Active Maribyrnong Plan
- Alcohol and Other Drugs Policy and Action Framework
- Arts and Culture Strategy
- Community Gardens Policy
- Community Infrastructure Plan
- Community Learning and Libraries
 Information Technology Plan
- Community Learning and Libraries Lifelong Learning and Literacy Strategy
- Early Years Strategy
- Family Strengthening Strategy
- Flood Management Plan
- Youth Strategy

- Human Rights and Social Justice Framework
- Municipal Emergency Management Plan
- Positive Ageing Strategy
- Public Art Strategy
- Recreation Strategy
- RecWest Footscray Feasibility Study
- Reducing Harm From Gambling Policy
- Revitalising Braybrook Action Plan
- Sports Development Strategy
- Sports Ground Renewal Strategy
- Sports Pavilion Capital Improvement Program

⁴ An 'intercultural city' has multiple nationalities, languages and beliefs with tools to manage diversity, cultural conflict, recognise/reconcile the first people and greater mixing and interaction between groups in public spaces.

Service Areas

- Aquatic and Leisure Centres
- Arts and Culture
- Community Centres
- Community Transport
- Diversity, Inclusion and Equity
- Early Years, Maternal Child Health, Immunisation and Family Support
- Health and Wellbeing Policy and Planning
- Home Support Program

- Libraries
- Neighbourhood Development
- Positive Ageing
- Recreation Services
- Safety and Emergency Management
- Social and Community Infrastructure
- Social Policy and Research
- Youth Services

Yearly Activity

- supports approximately 1,000 children in kindergarten
- operates 1 aquatic and recreation centre, 37 sports grounds and 29 sporting pavilions / clubhouses (e.g. lawn bowls, football, tennis)
- provides family services including maternal and child health for around 6,000 children
- provides over 76,000 hours of care to frail, older and/or disabled people and over 33,700 meals
- receives over 900,000 visits to the Maribyrnong Aquatic Centre
- develops community leadership
- runs Active Maribyrnong for approximately 4,000 participants
- provides more than 300 days of access to the Bluestone Church Arts Space for artists and arts organisations
- supports around 1,600 users in home and community support services

- supports around 360,000 visitors to Community Centres and 20,000 enrolments
- supports over 22,000 participants in programs and 700,000 visitors at the 5 libraries
- increases perceptions of safety and improves the visual presentation of the city through public art and the street-art program
- delivers the Western Bulldogs' Sons of the West Men's Health Program
- supports 3 key community gardens in Yarraville, Braybrook and Maribyrnong
- provides over \$260,000 of funding to arts organisations in Maribyrnong
- teaches swimming to 3,500 people
- runs over 50 weekly health and fitness classes (e.g. yoga, aerobics, group exercise classes)

Objective 3 - Quality places and spaces

Council will lead the development of integrated built and natural environments that are well maintained, accessible and respectful of the community and neighbourhoods.

Summary of the community's key priorities

- develop public spaces that facilitate community interaction, safety and pride of place
- new open spaces to support population growth
- parks and open spaces with shade, bins, toilets, water taps and bbq/picnic facilities
- multi-purpose sporting and recreation facilities for a growing population
- community safety and perceptions of safety through crime prevention and urban design

COUNCIL'S RESPONSE AND ACTIVITY OVER THE NEXT FOUR YEARS

STR	ATEGIES ACHIEVING THE OBJECTIVE	STRATEGIC INDICATORS MEASURING SUCCESS
3.1	Plan and deliver a diverse range of open space in natural and urban environments ^{HW}	Increased area of high quality open space that provides a range of leisure pursuits and experiences for active and passive participation
3.2	Facilitate the renewal and development of contemporary community infrastructure that are multi-purpose and multi-generational ^{HW}	Community satisfaction with usage and participation
3.3	Develop a City Infrastructure Plan aligning to community need and Council's finances	Sustainable infrastructure that is fit for purpose, functionally suitable and compliant throughout the asset life cycle
3.4	Promote community safety through space activation, crime prevention partnerships, and amenity improvements <i>HW</i>	Increased perceptions of safety and satisfaction with use of local spaces
3.5	Enhance public space and connection to place through visual and public arts ^{HW}	Improved visual amenity, design of public buildings and open space and reflects community diversity and character
3.6	Plan and deliver Council's capital works program	Program and works delivered within the required timeframes and to budget, scope and quality
3.7	appropriate regulatory frameworks HW	Improved standards in food safety, animal management and amenity through management of local laws
HW :	diactor a booth and wallbring atratage	

HW indicates a health and wellbeing strategy

Other strategies, plans, services and ongoing activities supporting the objective

Strategies & Plans

- Asset Management and Improvement Strategy
- Asset Management Plans for bridges, building and open spaces
- Capital Works Plan
- Closed-Circuit Television Policy
- Community Infrastructure Plan
- Community Learning and Libraries
 Strategic Plan and Building Strategy

- Domestic Animal Management Plan
- Footscray Park Masterplan
- Maribyrnong Open Space Strategy
- Play Maribyrnong Improvement Plan
- Park Masterplan
- Public Lighting Improvement Policy
- Sustainable Surfaces Strategy

Service Areas

- Animal Management
- Asset Management
- Building Maintenance and Inspections
- Capital Projects Delivery

- Environmental Health
- Regulatory Services and Compliance
- Social Infrastructure Planning
- Urban Design and Open Space Planning

Yearly Activity

- maintains more than 150 parks and 27 sport fields
- maintains over 170 Council buildings and facilities
- plans, designs and constructs new buildings and parks
- maintains and ensures building safety through compliance with the Building Act, repairs and completion of over 3,200 Essential Safety Measures
- registers around 9,500 pets and promotes responsible pet ownership
- maintains and develops over 55 playgrounds

- inspects over 1,200 food premises to ensure high standards of food safety
- registers more than 350 new food premises
- ensures compliance of approximately 60 rooming houses
- inspects over 180 hairdressers, beauty and tattoo parlours to ensure high quality standards
- addresses approximately 400 customer requests for noise and pollution
- delivers a capital works program of approximately \$30 million

Objective 4 - Growth and prosperity

Council will support diverse, well-planned neighbourhoods and a strong local economy.

Summary of the community's key priorities

- diversity of housing mixed dwelling sizes, affordability and varied density
- support for small businesses and incubation of new enterprises
- attract new businesses providing local employment opportunities
- initiatives generating opportunities and pathways to employment
- activate existing open spaces for a range of recreational experiences
- green spaces considered within activity centres (Footscray CBD and village precincts)
- maintain and enhance the quality and design of built environments
- vibrant shopping strips and villages
- encourage timely, appropriate development of dormant, privately owned sites

COUNCIL'S RESPONSE AND ACTIVITY OVER THE NEXT FOUR YEARS

STR	ATEGIES ACHIEVING THE OBJECTIVE	STRATEGIC INDICATORS MEASURING SUCCESS
4.1	Plan for diverse, high quality and affordable housing in appropriate locations that responds to community growth and needs HW	Dwelling numbers, type and affordability options meet the Maribyrnong Housing Strategy requirements
4.2	Support the business community and actively promote the city for business	Promotional strategies implemented, business training and support programs utilised and new businesses and jobs established
4.3	Land set aside for employment is protected and enhanced	Economic growth and employment opportunities provided
4.4	Provide high-quality public spaces that respond to local character, encourage economic vitality and are safe at all times HW	Streets and urban spaces are vibrant, engaging, well used and safe
4.5	Manage planning applications in a timely manner to accommodate stakeholder and community expectations	Improved community satisfaction with quality and appearance of new developments
4.6	Develop the Festival City program across the city and calendar year ^{HW}	Maribyrnong is recognised as the Festival City with increased community participation and diverse celebrations
4.7	Develop a community plan to capture the community's vision and aspirations to 2040	Community plan developed and integrated into Council services and programs

HW indicates a health and wellbeing strategy

Other strategies, plans, services and ongoing activities supporting the objective

Strategies & Plans

- Central West (Braybrook) Major Activity Centre Structure Plan
- Festival City Policy
- Footscray City Edge Masterplan
- Footscray Structure Plan
- Footscray University Town Business
 Plan
- Gordon and Mephan Street Framework Plans
- Highpoint Urban Design Framework
- Housing Strategy
- Maribyrnong Economic and Industrial Development Strategy
- Maribyrnong Heritage Plan

- Maribyrnong Planning Scheme
- Maribyrnong River Valley Urban Design Guidelines
- Property Management Strategy
- River Edge Masterplan
- Seddon Urban Design Framework
- Tourism Visitation Action Plan
- West Footscray Urban Design Framework
- Yarraville Village Urban Design and Traffic Study
- Footscray University Town
 Memorandum of Understanding

Service Areas

- Business and Events
- Economic Development
- Property Management
- Strategic Planning

- Town Planning
- Transport Planning
- Urban Design and Open Space Planning

Yearly Activity

- develops and manages macro, precinct and local level plans for development, land use and socioeconomic purposes
- delivers 10 business bulletins and more than 25 development and networking events for the business community
- undertakes up to 10 Planning Scheme amendments
- represents Council at Planning Panels Victoria and Ministerial Advisory Committees
- delivers and supports over 50 festivals, events and activations across the city

- coordinates Heritage Advisory Committee meetings
- decides on over 860 planning permits
- decides on over 170 subdivision applications
- approves over 2000 dwellings
- meets regularly with key small business and traders associations
- works closely with Victoria University to develop Footscray as a university town
- registers over 3,000 new businesses in the city

Objective 5 – Mobile and connected city

Council will plan and advocate for a safe, sustainable and effective transport network and smart, innovative city.

Summary of the community's key priorities

- more pedestrian and cycling connections along the waterways
- safe, connected cycling links to Melbourne CBD
- more of safe, well delineated bike paths
- improved public transport frequency and cross town connections
- less truck traffic on residential streets
- traffic calming measures to combat traffic congestion
- well maintained roads and footpath

COUNCIL'S RESPONSE AND ACTIVITY OVER THE NEXT FOUR YEARS

RATEGIES ACHIEVING THE OBJECTIVE	STRATEGIC INDICATORS MEASURING SUCCESS
Create a connected, pedestrian and bicycle friendly city HW	Safer and integrated pedestrian and bicycle networks
Support the development of sustainable transport options to reduce truck traffic and pollution HW	Cleaner, safer and less congested residential streets and neighbourhoods
Improve amenity and reduce traffic congestion through local area traffic management	Reduced traffic speeds and volumes and improved road safety
Work with the State Government on improved North South freight traffic linkages (Ashley Street/Paramount Road)	Additional road capacity and alternate routes that ease congestion, improve transit and increase economic opportunities
Provide locally responsive and safe parking throughout the city	Parking management precinct plans prepared and implemented
Develop an Asset Management System	System developed and aligned to ISO 55000
Develop the city as a 'smart city' using technology initiatives to manage the city's resources and services in more effective ways	Projects and partnerships identified to deliver sustainable social, economic and urban developments
	Create a connected, pedestrian and bicycle friendly city HW Support the development of sustainable transport options to reduce truck traffic and pollution HW Improve amenity and reduce traffic congestion through local area traffic management Work with the State Government on improved North South freight traffic linkages (Ashley Street/Paramount Road) Provide locally responsive and safe parking throughout the city Develop an Asset Management System Develop the city as a 'smart city' susing technology initiatives to manage the city's resources and services in more effective

HW indicates a health and wellbeing strategy

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⁵ A 'smart city' creates sustainable economic development and quality of life through strong human and social capital and/or information communication technology infrastructure.

Other strategies, plans, services and ongoing activities supporting the objective

Strategies & Plans

- Bicycle Strategy
- Roads Management Plan
- Safe Travel Plan
- Northern Maribyrnong Integrated Transport Strategy
- Walking Strategy
- Maribyrnong Integrated Transport Strategy
- Asset Management Plans for Roads and Footpaths

Service Areas

- City Business
- Civil Design and Drainage
- Parking and Local Laws
- Roads Maintenance

- Transport Planning
- Urban Design and Open Space Planning

Yearly Activity

- liaises for safe, efficient and sustainable transport at Westgate RoadSafe Community Road Safety Council meetings
- attends regional meetings with VicRoads and 'Trucks in the Inner West Project' to minimise the impact of trucks on local roads
- convenes Public Transport
 Operators Meetings to improve the public transport network
- completes Local Area Traffic Management Studies
- works for safe, efficient, sustainable transport at transport forums

- manages over 16,600 drains and pits and around 320km of storm water pipes
- processes permit applications to support freight movement across the city
- works with the State Government via the Metropolitan Transport Forum on ways to manage heavy freight vehicles in the city
- spends around \$400,000 on transport capital projects such as traffic management improvement
- participates in the Technical Reference Group and Community Liaison Group for the Western Distributor project

Objective 6 - Clean and green

Council will strive for a clean, healthy city for people to access open spaces, cleaner air and water and respond to climate change challenges

Summary of the community's key priorities

- increase tree planting, particularly shade trees
- reduce climate change impacts through leadership, community support and education
- improve Footscray CBD amenity particularly regarding rubbish and graffiti
- more waste diverted from landfill
- respond to and prevent illegal dumping of rubbish
- improve recycling, hard rubbish and green waste collection services
- regenerate and protect water ways, native habitats and biodiversity

COUNCIL'S RESPONSE AND ACTIVITY OVER THE NEXT FOUR YEARS

STR	ATEGIES ACHIEVING THE OBJECTIVE	STRATEGIC INDICATORS TO MEASURE SUCCESS
6.1	Deliver an urban forest strategy and a sustainable urban tree population ^{HW}	An increase in the urban tree network of minimum 1,500 per annum
6.2	Improve the city's resilience to environmental challenges and in particular air quality HW	Improved air quality through a range of measures including increased tree canopy and greening of urban centres
6.3	Progress Zero Carbon Maribyrnong HW	Annual compliance with zero carbon corporate emissions
6.4	Improve the visual presentation, cleanliness and amenity of the city ^{HW}	Improved cleanliness in Footscray CBD with less graffiti, dumped rubbish and complaints
6.5	Substantially increase Council's waste diversion rate	Kerbside waste diversion improved from 34% to 46% by 2019-20
6.6	Reduce consumption of potable water in Council operations and promote water conservation to the community	Water consumption decreased in Council facilities and increased community awareness of water conservation
6.7	Incorporate Ecologically Sustainable Design and measures in Council buildings	Improved building energy efficiency and thermal comfort levels
6.8	Maintain healthy and protected waterways	Water quality measures improved
6.9	Educate the community on environmental issues and best practice in waste management	Increased number of community members participating in environmental education programs

HW indicates a health and wellbeing strategy

Other strategies, plans, services and ongoing activities supporting the objective

Strategies & Plans

- Ecologically Sustainable Design Policy for Council Buildings
- Electrical Line Clearance Plan
- Street Tree Planting Strategy
- Sustainable Water Plan
- Waste Contract Project Management Plan
- Service Areas
- City Cleansing
- Environmental Services
- Parks and Open Space
- Customer Operations and Rapid Response

- Waste Management Planning Guidelines
- Waste Minimisation Strategy
- Waste Policy
- Water Conservation Action Plan
- Zero Carbon Maribyrnong Action Plan
- Green Travel Plan
- Waste and Recycling
- Civil Works and Services
- Building Maintenance

Yearly Activity

- collects over 3.15 million bins from more than 40,000 properties
- collects over 28,000 tonnes of kerbside garbage, recyclables and garden organics
- recycles 25% of bundled prunings, mattresses and e-waste
- monitors and reports on Council's carbon emissions and water consumption
- mows and maintains over 270
 hectares of parks, sports fields,
 walkways, nature strips, median
 strips and open space
- plants and establishes 1,500 trees
- inspects and maintains 46,000 trees in streets, parks and open spaces
- engages more than 1,300 residents in environmental education programs

- removes up to 100,000 square metres of graffiti
- provides and manages over 30 syringe bins and picks up around 6,000 syringes
- coordinates almost 10,000 hard waste collections
- responds to unsightly, unsafe and urgent matters within 24-48 hours (animals, dumped rubbish, hazards, syringes and drainage)
- runs programs to help residents and businesses save energy and water
- cleans and services over 200 street litter and recycling bins
- maintains and sweeps approximately 350 laneways and 540 kilometres of road

How Council will deliver this plan

Strategic Resource Plan

The Strategic Resource Plan (SRP) identifies the resources required to achieve the objectives detailed in the Council Plan over the next four years. The Strategic Resource Plan is integral to the Council Plan and identifies and assesses the resources required both financial and non-financial to achieve the objectives of the Council. The SRP is Council's longer term report to the community and links to other key Council strategies and documents.

Council's capacity to deliver the objectives of the Council Plan is based on service culture, values, people, good governance, business systems and technology, asset management, risk and environmental management, competent financial planning and the application of Best Value principles.

The SRP is divided into four sections:

- Plan development
- Financial resources
- Financial performance indicators
- Non-financial resources

Plan Development

The Act requires a Strategic Resource Plan to be prepared describing both financial and non-financial resources (including human resources) for at least the next four financial years to achieve the strategic objectives in the Council Plan.

Council has prepared a Strategic Resource Plan (SRP) for the four years 2017/2018 to 2020/2021 as part of its ongoing financial planning to assist in adopting a budget within a longer term framework. The SRP takes the strategic objectives and strategies as specified in the Council Plan and expresses them in financial terms for the next four years.

The key objective, which underlines the development of the SRP, is financial sustainability in the medium to long term, while still achieving Council's strategic objectives as specified in the Council Plan. The key financial objectives, which underpin the SRP, are:

- maintain existing services and service levels
- maintain a capital works and asset improvement program that continues to address the needs of the community and reduces the infrastructure gap
- achieve a balanced budget on a cash basis

In preparing the SRP, Council has also been mindful of the need to comply with the following principles of Sound Financial Management as contained in the Act:

- prudently manage financial risks relating to debt, assets and liabilities
- provide reasonable stability in the level of rate burden
- consider the financial effects of Council decisions on future generations
- provide full, accurate and timely disclosure of financial information

The following targets have been put in place in Councils' Long Term Financial Strategy to ensure the above principles are achieved.

Balanced budget

- Positive Underlying Result Ratio (VAGO)
- Self-financing Ratio greater than 20% (VAGO)
- Indebtedness Ratio less than 40% (VAGO)
- no deficit budgets unless liquidity targets are achieved (Maribyrnong City Council)
- liquidity
- Working Capital Ratio greater than 140% (VAGO)
- Adjusted Working Capital Ratio greater than 175% (VAGO)

Sustainability

- Investment Gap Ratio greater than 150% (VAGO)
- Infrastructure Renewal Ratio greater than 100% (VAGO)
- Sustainability Assessment by the Victorian Auditor-General as low risk (VAGO)
- a minimum 30% of rates revenue applied to Capital (Maribyrnong City Council)
- a minimum 70% of capital applied to asset renewal (Maribyrnong City Council)

The SRP is updated annually through a rigorous process of consultation with Council service providers followed by a detailed sensitivity analysis to achieve the key financial objectives.

Financial Resources

To assist Maribyrnong Council in adopting annual budgets within a longer term framework, Council developed a Long Term Financial Plan (LTFP) in 1999 as a part of its ongoing financial planning. The key objectives which underlined the development of the original LTFP were management of Council's debt and financial sustainability. The revised model allows for a higher level review of the financial implications of decisions taken currently. The new model will be under constant review to ensure it takes into consideration the vision and commitments as set out in the Council Plan.

The key financial objectives which underpin the LTFP are:

- maintain existing service levels
- Capital Works and Improvement Program of approximately 30% from rates
- achieve a balanced budget on a cash basis
- ensure Council is able to meet its debt commitments in the long term
- address the infrastructure gap and provide for community infrastructure requirements in to the future

The LTFP is updated and reviewed (annually) to reflect the most up to date conditions. The review addresses the following:

- Council's financial performance and position
- revenue and rating strategy
- long term borrowing and debt strategy
- infrastructure strategy

service delivery strategy

Financial Performance Indicators

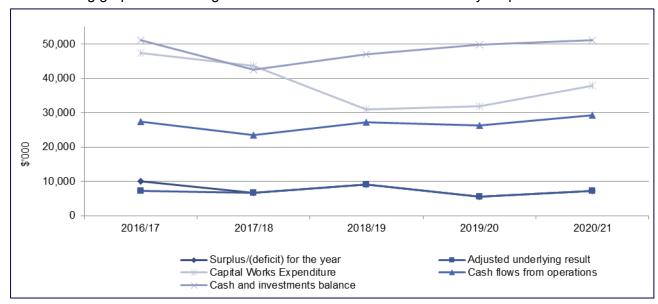
The following table summarises the key financial indicators for the next four years as set out in the SRP for years 2017/2018 to 2020/2021. Section 3 of the model budget includes a more detailed analysis of the financial resources to be used over the four year period.

	FORECAST	BUDGET	STRATEGIC RESOURCE PLAN			TREND
	Actual			Projections		
Indicator	2016/17	2017/18	2018/19	2019/20	2020/21	+/0/-
	\$'000	\$'000	\$'000	\$'000	\$'000	
Surplus/(deficit) for the year	9,997	6,700	9,065	5,496	7,197	0
Adjusted underlying result	7,189	6,700	9,065	5,496	7,197	+
Cash and investments balance	51,078	42,555	47,058	49,827	51,173	+
Cash flows from operations	27,355	23,427	27,300	26,358	29,322	+
Capital works expenditure	47,323	43,689	30,878	31,936	37,788	0

Key to Forecast Trend:

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady

The following graph shows the general financial indicators over the four year period.



Non-Financial Resources

People are vital to the delivery of excellent service to the community and in meeting Council's long term vision. Staff are supported in their service to the community through the

hiring and development of a highly capable workforce committed to making a positive difference.

Council's organisational development strategy sets the strategic direction to achieve the following:

- builds capacity to implement continuous improvement to ensure service sustainability and delivery meet the community's growing and changing needs
- attracts and retains the best talent to serve the community
- ensures good governance and leadership to drive a culture of improvement

The key outcomes of the SRP are as follows:

- financial sustainability cash and investments are forecast to increase over the four year period from \$42.5 million to \$51.2 million
- service delivery strategy service levels have been maintained throughout the four year period. Despite this, operating surpluses are forecast in years 2017/2018 to 2020/2021
- borrowing strategy borrowings forecast \$0
- asset and infrastructure (see section 16 in the model budget)

Comprehensive Income Statement for the four-years ended 30 June 2021

	FORECAST	BUDGET	STRATEGIC RESOURCE PLAN			
	ACTUAL		PROJECTIONS			
	2016/17	2017/18	2018/19	2019/20	2020/21	
	\$′000	\$′000	\$'000	\$'000	\$'000	
Income						
Rates and charges	92,457	95,944	99,870	102,658	105,494	
Statutory fees and fines	13,315	14,090	14,090	14,090	14,240	
User fees	11,904	12,305	12,608	12,370	12,674	
Grants - Operating	7,711	7,818	7,778	4,389	4,425	
Grants - Capital	1,177	1,046	1,046	1,046	1,046	
Contributions - monetary	2,676	-	-	-	-	
Contributions - non-monetary	-	-	-	-	-	
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	481	951	361	363	364	
Fair value adjustments for investment property	-	-	-	-	-	
Share of net profits/(losses) of associates and joint ventures	-	-	-	-	-	
Other income	2,247	1,792	1,804	1,816	1,827	
Total income	131,968	133,946	137,557	136,732	140,070	
Expenses						
Employee costs	53,911	56,284	57,762	58,318	55,834	
Materials and services	47,235	49,651	47,918	49,027	51,715	
Bad and doubtful debts	2,319	2,417	2,458	2,500	2,542	
Depreciation and amortisation	16,700	17,241	18,674	19,684	20,727	
Borrowing costs	149	-	-	_	-	
Other expenses	1,657	1,653	1,680	1,707	2,055	
Total expenses	121,971	127,246	128,492	131,236	132,873	
Surplus/(deficit) for the year	9,997	6,700	9,065	5,496	7,197	
Other comprehensive income items that will not be reclassified to surplus or deficit in future periods						
Net asset revaluation increment /(decrement)	-	-	-	-	-	

Share of other comprehensive income of associates and joint ventures	-	-	-	-	-
Items that may be reclassified to surplus or deficit in future periods (detail as appropriate)	-	-	-	-	-
Total comprehensive result	9,997	6,700	9,065	5,496	7,197

Balance Sheet for the four-years ended 30 June 2021

	FORECAST	BUDGET	STRATEGIC RESOURCE PLAI		CE PLAN
	ACTUAL		PROJECTIONS		S
	2016/17	2017/18	2018/19	2019/20	2020/21
	\$'000	\$'000	\$'000	\$'000	\$'000
Assets					
Current assets					
Cash and cash equivalents	19,078	10,550	15,047	17,811	19,151
Trade and other receivables	12,762	13,319	13,599	13,640	13,922
Other financial assets	32,000	32,005	32,011	32,016	32,022
Inventories	11	11	11	11	11
Non-current assets classified as held for sale					
Other assets	1,316	1,602	1,602	1,602	1,602
Total current assets	65,167	57,487	62,270	65,080	66,708
Non-current assets					
Trade and other receivables	133	146	161	177	195
Investments in associates and joint ventures	-	-	-	-	-
Property, infrastructure, plant and equipment	1,052,452	1,068,112	1,072,596	1,076,865	1,084,478
Investment property	-	-	-	-	-
Intangible assets	-	-	_	-	
Total non-current assets	1,052,585	1,068,258	1,072,757	1,077,042	1,084,673
Total assets	1,117,752	1,125,745	1,135,027	1,142,122	1,151,381
Liabilities					
Current liabilities					
Trade and other payables	8,439	8,146	7,014	7,202	7,900

Trust funds and deposits	3,106	3,115	3,125	3,134	3,143
Provisions	14,838	16,271	17,476	18,737	19,957
Interest-bearing loans and borrowings	-	-	-	-	
Total current liabilities	26,383	27,532	27,615	29,073	31,000
Non-current liabilities					
Provisions	1,132	1,276	1,410	1,551	1,686
Interest-bearing loans and borrowings	-	-	-	-	_
Total non-current liabilities	1,132	1,276	1,410	1,551	1,686
Total liabilities	27,515	28,808	29,025	30,624	32,686
Net assets	1,090,237	1,096,937	1,106,002	1,111,498	1,118,695
Equity					
Accumulated surplus	348,816	364,684	369,168	373,437	381,050
Reserves	741,421	732,253	736,834	738,061	737,645
Total equity	1,090,237	1,096,937	1,106,002	1,111,498	1,118,695

Statement of Changes in Equity for the four years ended 30 June 2021

	TOTAL	ACCUMULATED REVALUATION SURPLUS RESERVE		OTHER RESERVES
	\$'000	\$'000	\$'000	\$'000
2016/2017 Forecast				
Balance at beginning of the financial year	1,080,240	324,664	712,209	43,367
Surplus/(deficit) for the year	9,997	9,997	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfer to other reserves	-	(18,005)	-	18,005
Transfer from other reserves	-	32,160	-	(32,160)
Balance at end of the financial year	1,090,237	348,816	712,209	29,212
2017/2018 Budget				
Balance at beginning of the financial year	1,090,237	348,816	712,209	29,212
Surplus/(deficit) for the year	6,700	6,700	-	-
Net asset revaluation increment/(decrement)	-	-	-	-

Transfer to other reserves	-	(5,051)	-	5,051
Transfer from other reserves	-	14,219	-	(14,219)
Balance at end of the financial year	1,096,937	364,684	712,209	20,044
2018/2019 Strategic Resource Plan				
Balance at beginning of the financial year	1,096,937	364,684	712,209	20,044
Surplus/(deficit) for the year	9,065	9,065	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfer to other reserves	-	(4,581)	-	4,581
Transfer from other reserves	-	-	-	-
Balance at end of the financial year	1,106,002	369,168	712,209	24,625
2019/2020 Strategic Resource Plan				
Balance at beginning of the financial year	1,106,002	369,168	712,209	24,625
Surplus/(deficit) for the year	5,496	5,496	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfer to other reserves	-	(4,583)	-	4,583
Transfer from other reserves	-	3,356	-	(3,356)
Balance at end of the financial year	1,111,498	373,437	712,209	25,852
2020/2021 Strategic Resource Plan				
Balance at beginning of the financial year	1,111,498	373,437	712,209	25,852
Surplus/(deficit) for the year	7,197	7,197	-	-
Net asset revaluation increment/(decrement)	-	-	-	-
Transfer to other reserves	-	(4,584)	-	4,584
Transfer from other reserves	-	5,000	-	(5,000)
Balance at end of the financial year	1,118,69 5	381,050	712,209	25,436

Statement of Cash Flows for the four-years ended 30 June 2021

	FORECAST	BUDGET	STRATEG	SIC RESOUR	CE PLAN
	ACTUAL	BODGET	STRATEGIC RESOURCE PLAN PROJECTIONS		
	2016-17	2017/18	2018/19	2019/20	2020/21
	\$'000	\$'000	\$'000	\$'000	\$'000
	Inflows	Inflows	Inflows	Inflows	Inflows
	(Outflows)	(Outflows)	(Outflows)	(Outflows)	(Outflows)
Cash flows from operating activities	(Gamono)	(Gamono)	(Cumono)	(000000)	(000000)
Rates and charges	92,301	95,775	99,681	102,518	105,350
Statutory fees and fines	13,185	13,830	14,090	14,090	14,190
User fees	10,704	13,066	13,752	13,696	13,824
Grants - operating	7,711	7,818	7,778	4,389	4,425
Grants - capital	1,177	1,046	1,046	1,046	1,046
Contributions - monetary	2,676	-	-	-	-
Interest received	1,906	1,550	1,558	1,566	1,573
Trust funds and deposits taken	2,373	2,398	2,424	2,450	2,476
Other receipts	341	242	246	250	254
Net GST refund / payment	3,787	4,050	3,899	3,889	4,099
Employee costs	(52,242)	(54,707)	(56,423)	(56,915)	(54,479)
Materials and services	(52,363)	(57,599)	(56,656)	(56,473)	(58,914)
Trust funds and deposits repaid	(2,544)	(2,389)	(2,415)	(2,441)	(2,467)
Other payments	(1,657)	(1,653)	(1,680)	(1,707)	(2,055)
Net cash provided by/(used in) operating activities	27,355	23,427	27,300	26,358	29,322
Cash flows from investing activities					
Payments for property, infrastructure, plant and equipment	(38,285)	(32,901)	(23,159)	(23,952)	(28,341)
Proceeds from sale of property, infrastructure, plant and equipment	481	951	361	363	364
Payments for investments	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)
Proceeds from sale of investments	2,000	1,995	1,995	1,995	1,995
Loan and advances made	-	-	-	-	-
Payments of loans and advances	-	-	-	-	-
Net cash provided by/(used in) investing activities	(37,804)	(31,955)	(22,803)	(23,594)	(27,982)
Cash flows from financing activities					

Proceeds from borrowings	-	-	-	-	-
Repayment of borrowings	(2,673)	-	-	-	-
Net cash provided by/(used in) financing activities	(2,822)	-	-	-	-
Net increase/(decrease) in cash & cash equivalents	(13,271)	(8,528)	4,497	2,764	1,340
Cash and cash equivalents at beginning of the financial year	32,349	19,078	10,550	15,047	17,811
Cash and cash equivalents at end of the financial year	19,078	10,550	15,047	17,811	19,151

Statement of Capital Works for the four-years ended 30 June 2021

	FORECAST	BUDGET	STRATEGIC RESOURCE PLAN		
	ACTUAL		PROJECTIONS		IS
	2016/17	2017/18	2018/19	2019/20	2020/21
	\$'000	\$'000	\$'000	\$'000	\$'000
Property					
Land	823	1,250	1,250	1,265	1,298
Land improvements	-	-	-	-	-
Total land	823	1,250	1,250	1,265	1,298
Buildings	15,330	15,965	7,900	8,221	13,440
Heritage buildings		-	-	-	-
Building improvements		-	-	-	-
Leasehold improvements		-	-	-	-
Total buildings	15,330	15,965	7,900	8,221	13,440
Total property	16,153	17,215	9,150	9,486	14,738
Plant and equipment					
Heritage plant and equipment		-			
Plant, machinery and equipment	1,341	1,705	1,000	948	973
Fixtures, fittings and furniture		-			
Computers and telecommunications	1,174	1,360	1,360	1,265	1,299
Library books	600	850	850	949	974
Total plant and equipment	3,115	3,915	3,210	3,162	3,246
Infrastructure					
Roads	11,788	11,880	8,400	8,538	8,765

Bridges	169	180	180	316	325
Footpaths and cycleways	5,715	2,920	1,900	1,897	1,948
Drainage	1,395	480	2,700	2,846	2,922
Waste management	220	350	250	316	325
Parks, open space and streetscapes	7,410	5,671	4,300	4,427	4,545
Off street car parks	958	400	500	632	649
Other infrastructure	400	678	288	316	325
Total infrastructure	28,055	22,559	18,518	19,288	19,804
Total capital works expenditure	47,323	43,689	30,878	31,936	37,788
Represented by:					
New asset expenditure	14,432	14,951	7,719	7,984	9,447
Asset renewal expenditure	23,853	21,961	15,439	15,968	18,894
Asset expansion expenditure	6,000	120	2,510	2,529	3,002
Asset upgrade expenditure	3,038	6,657	5,210	5,455	6,445
Total capital works expenditure	47,323	43,689	30,878	31,936	37,788
Capital works funding sources					
Asset sales	400	200	200	200	200
Grants	1,177	1,046	1,046	1,046	1,046
Contributions	69	-	-	-	-
Council cash	45,677	42,443	29,632	30,690	36,542
Total capital funding	47,323	43,689	30,878	31,936	37,788

Statement of Human Resources for the four-years ended 30 June 2021

	FORECAST	BUDGET	STRATEGIC RESOURCE PLAN PROJECTIONS		
	ACTUAL				
	2016/17	2017/18	2018/19	2019/20	2020/21
	\$'000	\$'000	\$'000	\$'000	\$'000
Staff expenditure					
Employee costs - operating	53,911	56,284	57,762	58,318	55,834
Employee costs - capital	1,455	1,499	1,544	1,590	1,638
Total staff expenditure	55,366	57,783	59,306	59,908	57,472
Staff numbers	EFT	EFT	EFT	EFT	EFT
Employees	547.50	554.82	554.82	554.82	502.34
Total staff numbers	547.50	554.82	554.82	554.82	502.34

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

		COMPRISES			
	BUDGET PERMANENT F		PERMANENT		
DEPARTMENT	2017/18	FULL TIME	PART TIME		
	\$'000	\$'000	\$'000		
Community Services	18,499	8,314	10,185		
Corporate Services	9,560	8,669	891		
Infrastructure Services	11,059	10,692	367		
Planning Services	10,928	9,234	1,694		
Total permanent staff expenditure	50,046	36,908	13,137		
Casuals and other expenditure	6,238				
Capitalised labour costs	1,499				
Total expenditure	57,783				

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

		COMPRISES		
	BUDGET	PERMANENT	PERMANENT	
DEPARTMENT	FTE	FULL TIME	PART TIME	
Community Services	198.46	80.00	118.46	
Corporate Services	83.96	74.00	9.96	
Infrastructure Services	117.07	113.10	3.97	
Planning Services	102.86	84.00	18.86	
Total	502.35	351.10	151.25	
Casuals and other	37.57			
Capitalised labour costs	14.90			
Total staff	554.82			

Page 941 Attachment 2

FINAL REPORT

Findings from Community Workshops

Council Plan Community Engagement

Maribyrnong City Council

6 March 2017

capire

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Consultation

Unless otherwise stated, all feedback documented by Capire Consulting Group and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

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Executive Summary

Background

Maribyrnong City Council (Council) engaged Capire Consulting Group (Capire) to design and deliver three community workshops as part of its engagement program for the development of the Council Plan 2017-2021. The purpose of the workshops was to identify the issues and opportunities of importance to the community around the proposed themes (people, places, future, advocating to other levels of government) over the next four years.

Participation

Three workshops were held in Braybrook, Footscray and Maribyrnong in February 2017. A total of 33 community members participated in the discussions and highlighted the key issues around the municipality and priorities for the new Council Plan. People who lived in Footscray, aged 45-49 years and female were the most common demographic characteristics of participants.

<u>Findings</u>

The identified priorities that received the highest number of votes for short-term actions are highlighted below under each of the four themes: People, Places, Future and Advocating to other levels of government.

People

- Breaking down barriers and including everyone. Creating a safe environment. Less division by culture, age group, language (Braybrook workshop).
- Proactive engagement of diverse communities in decision making (Footscray workshop).
- Sustainable communities: community gardens, green festivals, nature strips, bike paths (Maribyrnong workshop).

Places

- Large multi-use indoor facility for theatre/arts, sports (Braybrook workshop).
- Sustainability: better building standards, green spaces, trees, local action with community gardens, composting (Footscray workshop).
- Well connected, sustainable transport options (Maribyrnong workshop).

Future

- Clean/green/actively protect and enhance the environment (Braybrook workshop).
- A sustainable/efficient transport network, including pedestrian and cycle links (Footscray workshop).

 Green and sustainable city: more trees, better green spaces, recycling and proper waste disposal (Maribyrnong workshop).

Advocating to other levels of government

- Support for employment and education opportunities across all ages, and support for the unemployed and people on Centrelink, and Footscray Hospital and health services (Braybrook workshop).
- Access to quality education for all ages and learning types, and also better bus and train links (Footscray workshop).
- Environmentally-sustainable development (Maribyrnong workshop).

Refer to Section 3 on page 10 for a full analysis of the findings from the three workshops.

1 Introduction

1.1 Project background

The City of Maribyrnong is a diverse and vibrant city dedicated to community wellbeing through democracy, sustainable growth and opportunity for all. With a new incoming Council, it is timely to engage with the community in the development of the upcoming Council Plan 2017–2021. Maribyrnong City Council (Council) is undertaking engagement activities aiming to gain input from the community through a variety of feedback mechanisms.

1.1.1 Engagement

Council is currently conducting a whole of organisation strategic planning process that will inform Council priorities in the new four-year plan 2017-2021. The community workshops facilitated by Capire Consulting, were one component of a broader campaign of community engagement being conducted by Council. This campaign assisted in the identification of the four themes that were explored further in the workshops: People, Places, Future and Advocating to other levels of government.

Community engagement conducted by Council, in addition to the three community workshops included:

- a post card campaign with a reply-paid option asking participants to provide their top three suggestions on Council priorities (the suggestion boxes and postcards were placed in 50 different community facilities across the municipality)
- · outreach conducted at nine different community events across the municipality
- a detailed online survey and online mapping tool that was directly emailed to a 120member community stakeholder list
- workshops conducted with disability, elderly and youth advisory groups
- workshops conducted with English as additional language classes and learning support programs for newly arrived families
- materials translated into the top five language groups identified as least likely to have English language proficiency

Promotion of the engagement opportunities occurred through regular social media posts via Facebook and Twitter, letterboxing of residents promoting the community workshops and four advertisements placed in local print media. At the time of producing this report, Council had received more than 1200 contributions from the community beyond the three community face to face workshops.

The Council Plan 2017-2021 will, for the third time, include an integrated Municipal Health and Wellbeing Plan (MHWP) replacing the traditional approach of the standalone plan. To provide input into the MHWP, Council facilitated a workshop with 36 external stakeholders to identify key areas of alignment and opportunities for future partnership in planning for health and wellbeing. The feedback and results from this workshop and other Council led engagement are not included in the scope of this report.

1.2 Engagement purpose

The purpose of the community workshops was to:

- facilitate face to face workshops with the community to review feedback already collected through online and various community engagement processes conducted by Maribyrnong City Council
- identify the issues and opportunities of importance to the community around the proposed themes as input into the development of the Council Plan 2017 – 2021
- understand the hopes and expectations of the community over the short, medium and long term

1.3 Workshop format

Three community workshops were held across the municipality on:

- Saturday 11 February 2017 at RecWest, Braybrook
- Wednesday 15 February 2017 at Victoria University at MetroWest, Footscray
- Sunday 19 February 2017 at Maribyrnong Community Centre, Maribyrnong

Council recruited workshop participants through regular posts via social media, the Council website, local print media advertising, community facility newsletters and direct email to stakeholder groups (with an attempt at targeting hard to reach groups).

Capire designed and facilitated three 2-hour community workshops across the three locations. The format was designed to enable engagement with a broad range of people with different perspectives, allow for debate and encourage people to share ideas and experiences and to identify priorities and actions. The workshop format is shown in the table below.

FINDINGS FROM COMMUNITY WORKSHOPS, 6 MARCH 2017

Table 1. Community workshop format

Time	Activity	Lead
5 min	Introduction and welcome	Senior executive, Maribyrnong City Council
10 min	Workshop format Table activity: Getting to know each other	Capire
10 min	Short Presentation – Developing the Council Plan 2017 -21 What the community has told us so far? Emerging themes: 1. People – services, infrastructure, diversity, managing population growth and changing demographics 2. Place – the physical environment, roads and traffic management, river edge development, amenity 3. Our future 4. Advocacy What are the implications for Council as we move forward?	Maribyrnong City Council
5 min	Question and answer	
15 min	Table Discussion #1 – Discussing the themes What are your initial reactions? Anything missing? Feedback main points to the large group	Capire, Table hosts
15 min	Table discussion #2 – World café – Generating ideas What would you like to see achieved? What opportunities does this present? Feedback main points to the large group	Capire, Table hosts
5 min	Working break - grab a cuppa	All
30 min	Table discussion #2 continued – World café – Generating ideas What would you like to see achieved? What opportunities does this present? Determine top three actions in each theme area. Feedback main points to the large group	
15 min	Group polling activity - Determining priorities What are the short, medium and long term priorities?	Capire
5 min	Plenary Summary of the main workshop points	Capire
5 min	Next steps and thank you Evaluation forms handed out by Capire	Maribyrnong City Council

The world café format for workshop one in Braybrook and workshop three in Maribyrnong had to be adapted due to low attendance. For these two workshops there were two tables rather than four, which meant that each table focused their discussions on two of the four themes.

2 Participants

Across three community workshops, 33 participants attended, with 9 participants at the Braybrook workshop, 14 participants at the Footscray workshop and 10 participants at the Maribyrnong workshop. The following section presents a breakdown of participant demographics by age, gender and suburb of residence.

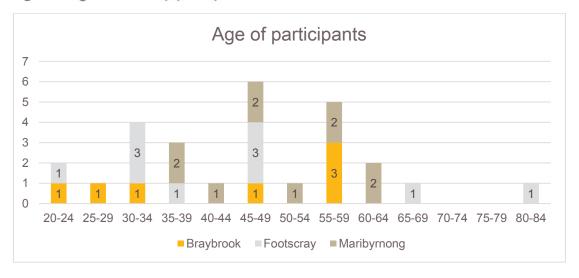
Figure 1. Number of participants at community workshops



2.1 Age

The most common age group of participants across the three workshops was 45 to 49 years, with six participants, followed by 55 to 69 years, with five participants. All age data is shown in the figure below.

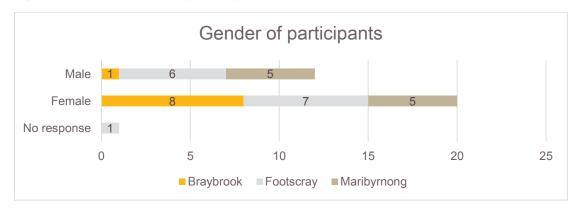
Figure 2. Age of workshop participants



2.2 Gender

More women than men attended the workshops, making up over 60 per cent of participants (20 of 33 participants). All gender data is shown in the figure below.

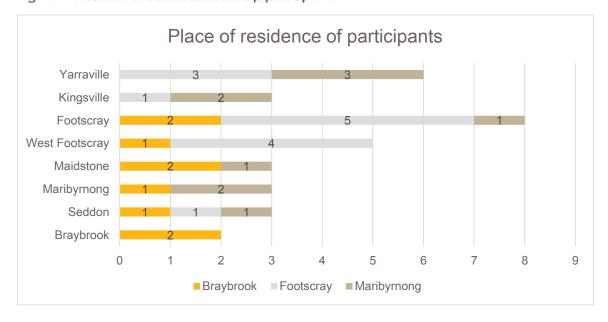
Figure 3. Gender of workshop participants



2.3 Suburb of residence

The most common place of residence of participants across the three workshops was Footscray, with eight participants, followed by Yarraville, with six participants. All place of residence data is shown in the figure below.

Figure 4. Place of residence of workshop participants



2.4 Interest groups

Participants were also asked if they were attending the workshop as a representative of a community group or an interest area. The groups and interests represented included:

- Ratepayers Association
- Friends of groups (environment)
- Sporting clubs
- Local tourism venture
- Cycling group
- Community Bank
- Environmental sustainability groups
- Primary school
- Theatre Company
- Local business representatives

3 Findings

This section presents a summary of the findings across the three community workshops. The findings are divided into:

- 'initial reactions' of participants' preliminary reflections on Council's presentation at the start of the workshop
- the four main theme areas for the Council Plan engagement: People, Places, Future and Advocacy to other levels of government

3.1 Initial reactions

A representative of Maribyrnong City Council's Senior Executive delivered a short presentation by way of introduction to the participants on developing the Council Plan 2017 - 21. The presentation provided an overview of what the community had told Council so far and outlined the emerging themes:

- People services, infrastructure, diversity, managing population growth and changing demographics
- Place the physical environment, roads and traffic management, river edge development, amenity
- Our future
- 4. Advocating to other levels of government

The presentation also covered what the implications are for Council as they move forward.

Following the presentation, the opening questions posed to workshop participants were 'what are your initial reactions?' and 'is anything missing?'. The questions were to allow participants to share their initial reactions to the opening presentation by Council. It should be noted that Council's presentation at the start of the three workshops varied slightly each time due to different presenters however, given the openness of the question and its intention as an 'ice-breaker' exercise, a broad range of responses were expected and desired.

The most common theme that emerged from the discussions was 'appropriate development', with 22 discussions across the three workshops, followed by 'transport' with 13 discussions, and then 'services and facilities' with 6 discussions. The desire for good public spaces was also raised along with arts and culture opportunities and affordability and catering for population growth into the future. Comments were made from personal experiences, with an overall desire to maintain and enhance the liveability of the area. The diagram below summarises the main areas of discussion.

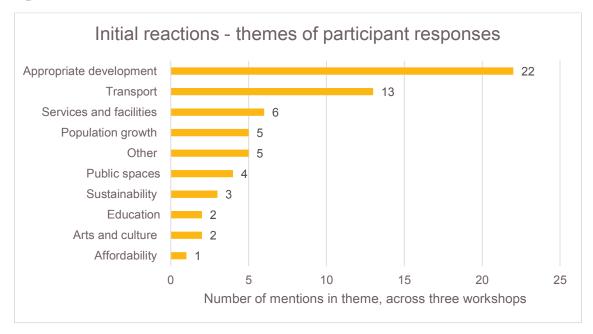


Figure 5. Themes from 'initial reactions'

Comments presented during this activity were diverse and included:

- 'Ease of access for pedestrians and being bicycle friendly is important. Bridges can't be too high or steep. 70km speed limits are far too fast!'
- We need affordable housing. One million dollar houses! How can people afford to live?'
- 'The thing that differentiates us is the industrial heritage.'
- 'Population growth and trying to maintain liveability of the area is key: parks, transport. It's
 the same in all Councils.'
- 'We need to build environmentally-sound communities with high amenity and good community spaces.'

3.2 Theme priorities

Participants discussed the four themes in depth in order to identify priorities for the Council Plan. The four themes were: People, Places, Future and Advocating to other levels of government. These themes were chosen by Council after initial engagement activities with the community.

For each theme, participants were asked 'what would you like to see achieved?' and 'what opportunities does this present?', and to identify their top three priorities. All participants then voted on the top three priorities using a 'traffic light' sticker system, where green was a short-term priority, orange was a medium-term priority and red was a long-term priority. The following sections present the findings against each theme.

3.2.1 People

Most of the discussions revolved around the sub theme of stronger communities, with 10 different discussions around this theme. The next most common sub themes that emerged from the discussions were: community engagement (4 discussions), the environment and sustainability (4 discussions), and affordability (3 discussions). Figure 6 below, shows all the 'People' related discussions by sub theme.

Discussions around stronger communities focused on:

- engaging the young in community life, using innovation and youth-driven activities
- equal opportunity for different genders in community activities, such as sports
- neighbourhood pride and working together to make a strong community
- the importance of local leaders
- creating strong families through programming and free events
- healthy, active and diverse communities
- services and support for middle-aged and elderly people in the community.

People - discussion themes over three workshops

Safety, 1

Services and facilities, 1

Arts and culture, 2

Public spaces, 2

Transport, 2

Affordability, 3

Environment and sustainability, 4

Figure 6. People - number of discussions in each sub theme over three workshops

Under the sub theme of community engagement, participants discussed the importance of a diverse community to be involved in decision-making, including ensuring people with different language and cultural backgrounds are not excluded. Under environment and sustainability, discussions focused on the importance of recycling, the planting of trees in public spaces and maintaining public spaces to a high quality, and ensuring that any festivals in the municipality are 'green' events with lower waste.

For the discussions about affordability, people were concerned about: disparity of income, growing number of homeless people, rising prices pushing low-income residents out of the

area, and ensuring that affordable housing is a part of new developments (and remains affordable when on sold). Participants also highlighted the importance of public transport, pedestrian and bicycle connectivity, a continued culture of the arts as well as regular festivals, feeling safe in the community, and diversity of employment options.

Some comments from the 'People' related discussions included:

- 'More opportunities for people to get involved in the community. People would like to have a voice, but language can be a barrier. It is difficult to access the Braybrook hub.'
- (We need) healthy and active activities for all ages.
- 'People are being pushed out [of the City of Maribyrnong] to areas where they know no one. More affordable housing and support services for people who are homeless or at risk.'

3.2.1.1 TOP PRIORITIES

After initial discussions, participants were asked to identify their top three priorities under the 'People' theme and then vote using a short, medium and long-term priority lens. The results are shown in Table 2.

Table 2. Number of participant votes for each priority in the 'People' theme

Priorities – People	Short-term priority	Medium- term priority	Long-term priority	
Braybrook work	kshop	1		
Breaking down barriers, including everyone. Creating a safe environment. Less division by culture, age group, language.	3	3	1	
Supporting people who are being left behind because of low-income, due to rising prices in area.	0	4	2	
Addressing drinking of alcohol in public places	1	3	1	
Footscray work	shop	'		
Proactive engagement of diverse communities in decision making	4	5	1	
Service provision for teens and middle years especially youth led projects	2	3	5	
Healthy, active communities through programming for all ages	5	3	3	
Maribyrnong workshop				
Supporting people: services for homeless people, affordable housing	3	5	1	

FINDINGS FROM COMMUNITY WORKSHOPS, 6 MARCH 2017

Sustainable communities: community gardens, green festivals, nature strips, bike paths	5	2	4	
Continued culture of the arts: participation throughout the year as well as festivals and events	1	2	5	

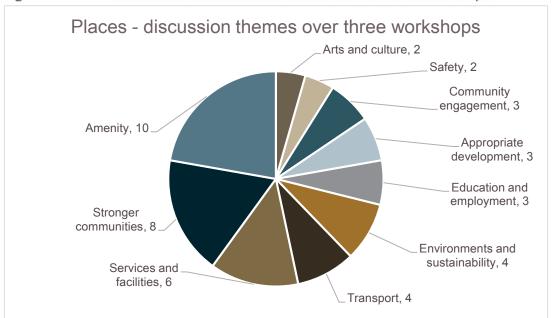
3.2.2 Places

Many of the 'Places' related discussions focused around the theme of amenity, with 10 different discussions around this theme across the three workshops. The next most common discussion themes were: stronger communities (8 discussions), services and facilities (6 discussions), transport (4 discussions), and environment and sustainability (4 discussions). Figure 7 shows all of the 'Places' discussions by theme.

Amenity-focused discussions highlighted:

- better quality and culturally-diverse shopping strips, with restaurants open at night and alfresco dining
- well-designed and maintained public spaces and open spaces
- · the need for multi-use community facilities
- · the importance of liveability for the community

Figure 7. Places - number of discussions in each sub theme over three workshops



Under the sub theme of stronger communities, discussions touched on the importance of the municipality's diversity and not losing it to gentrification, supporting different population groups' involvement in community activities (such as women in sport) and ensuring these associated infrastructure needs are met. Participants' comments on services and facilities highlighted the importance of meeting the service and facility needs of a growing population

and maintaining a high standard for libraries, kindergartens, cultural spaces and sports facilities.

Participants also discussed the importance of sustainable building design, renewable energy options, grass-roots action such as community gardens and composting, and the importance of trees for public spaces and nature strips. Other discussions included supporting diverse local employment and education opportunities and attracting employers to the area. Participants also wanted to ensure that new development was appropriate for the area and sustainable, and ensuring that the community was engaged in decision-making.

Comments related to the 'Places' theme included:

- (We need) facilities that support cultural opportunities and are multi-purpose.
- 'A liveable city is key better parks, shopping strips, public transport.'
- 'Need a mix of things in the area. We need a diverse people mix, which encourages more safety. For example, a mix of residential, retail, business.'

3.2.2.1 TOP PRIORITIES

After initial discussions, participants were asked to identify their top three priorities under the 'Places' theme and then vote using a short, medium and long-term priority lens. The results are shown in the table 3.

Table 3. Number of participant votes for each priority in the 'Places' theme

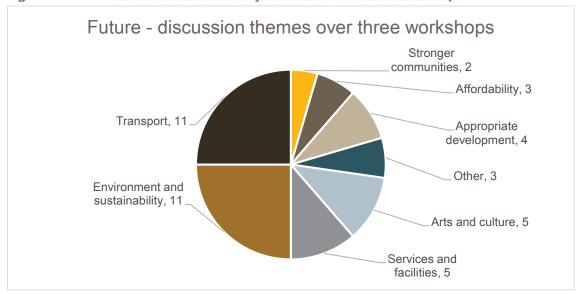
Priorities – Places	Short-term priority	Medium- term priority	Long-term priority
Braybrook wor	kshop		
Defence site - open space, public transport connections, lower density, community	0	3	3
Large multi-use facilities (indoor) - theatre/arts, sports	5	0	0
Activation of open space - programming, permanent interactive art spaces	1	1	1
Village shopping strips - planned, vibrant, village feel not shopping centres	2	0	4
Footscray work	shop	'	
Sustainability: better building standards, green spaces, trees, local action with community gardens, composting	8	5	1
Safety: feeling safe in public spaces	2	4	3
Connectivity: better connections including for cyclists, public transport	3	4	3

Ensure continued diversity and that people aren't pushed out by gentrification	1	2	4
Maribyrnong wo	rkshop		
Well activated, coordinated, co-located and multi- purpose facilities	3	2	5
Well connected, sustainable transport options	8	0	0
Protect and activate new and existing open space	3	8	2

3.2.3 Future

For the 'Future' theme, the most discussions over the three workshops focused on the sub themes of: environment and sustainability (11 discussions) and transport (11 discussions). Services and facilities (5 discussions) and arts and culture (5 discussions) were also foci of discussions. Figure 8 shows all the 'Future' focused discussions by sub theme.

Figure 8 Future - number of discussions by sub theme over three workshops



Discussions around the sub theme of transport focused on:

- the importance of public transport links between suburbs and hubs
- better quality and more-connected cycling and pedestrian routes
- encouraging active transport and highlighting the value of this mode to business
- easy access to the CBD via public transport.

Environment and sustainability discussions highlighted:

- the importance of green spaces and trees
- · the importance of environmentally-sustainable communities and development

 enhancing participation in recycling, waste separation, carbon neutral programs and environmental protection

Other discussions under the 'Future' theme focused on: the value of the arts and culture to the local community and to bring people to the municipality, ensuring new development is appropriate and that developers contribute to services and infrastructure, and maintaining and enhancing the diversity of multiculturalism of the area to ensure that low-income residents are not pushed out the area.

Comments under the theme of 'Future' included:

- 'There should be an environment lens on all processes development, recycling, open space.'
- 'Council needs to ensure at least five per cent social/affordable housing in development.'
- 'We should celebrate our multiculturalism.'
- Walking around under a canopy of trees is lovely. Shade is important. We have very few trees due to our industrial heritage.'

3.2.3.1 TOP PRIORITIES

After initial discussions, participants were asked to identify their top three priorities under the 'Future' theme and then vote using a short, medium and long-term priority lens. The results are shown in the table below.

Table 4. Number of participant votes for each priority in the 'Future' theme

Priorities – Future	Short-term priority	Medium- term priority	Long-term priority	
Braybrook workshop				
Vibrant artistic interactive spaces	1	3	2	
Proactive and innovative in sustainable planning	3	1	2	
Equitable and inclusive	2	1	0	
Clean/green/actively protect and enhance the environment	4	3	1	
Footscray workshop				
Ensuring services and facilities keep up with anticipated growth	7	6	2	
A sustainable/efficient transport network (including pedestrian and cycle links)	9	3	1	
Future planning - Planning for the long term (not 1, 2, 3 years). Ensuring Footscray (and Maribyrnong City) is a leader in the field, a "showcase City".	3	3	9	

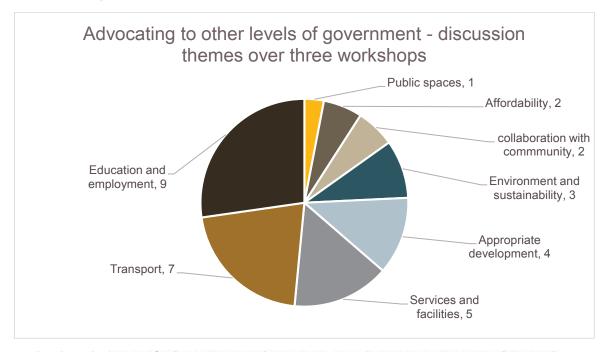
Maribyrnong workshop

Green and sustainable city: more trees, better green spaces, recycling and proper waste disposal	5	4	2
Maintaining and supporting diverse population: keeping and including our multicultural communities	0	4	4
Well maintained and supported community facilities and groups: for the arts, sporting groups to bring people together	4	2	1

3.2.4 Advocating to other levels of government

Many discussions within the theme, 'Advocating to Other Levels of Government' focused on the sub themes of employment and education (9 discussions) and transport (7 discussions), as key areas that Council should be advocating on. Participants also valued service and facility advocacy (5 discussions) and appropriate development (4 discussions). Figure 9 shows all the 'Advocating to Other Levels of Government' related discussions by sub theme.

Figure 9. Advocating to other levels of government sub themes - number of discussions over three workshops



Under the sub theme of advocating on education and employment, participants discussed:

- the need for more local primary and secondary schools to meet a growing population
- appropriate class sizes within schools
- supporting adults with education needs, such as people from other language backgrounds or those who need to re-train later in life

supporting unemployed people.

Discussions on transport advocacy focused on:

- bicycle routes
- traffic management
- better public transport around the municipality and linking to Melbourne.

Discussions on services and facilities highlighted the need for community facilities and also focused on the importance of improvements to Footscray Hospital and other health facilities. Participants wanted Council to advocate to ensure social and affordable housing was included in developments and that developers contributed to local community facilities. Advocacy about stronger planning regulations to ensure environmentally sustainable development and sustainable energy sources was also discussed.

Some comments made by participants related to this themed discussion included:

- 'Multipurpose facilities theatre, music, sport in community shared with schools.'
- 'Working with community facilities (e.g. libraries) to make sure they reflect the community (e.g. newspapers in different languages, LGBT magazines).'
- 'Opportunities for young people employment, education. More advocating on how the area is seen outside, removing the stigma of disadvantage.'
- 'Better public transport capacity more frequent buses, rail freight options.'

3.2.4.1 TOP PRIORITIES

After initial discussions, participants were asked to identify their top three priorities under the 'Advocating to Other Levels of Government' theme and then vote using a short, medium and long-term priority lens. The results are shown in the table 5.

Table 5. Number of participant votes for each priority in the Advocating to Other Levels of Government theme

Priorities – Advocating to Other Levels of Government	Short-term priority	Medium- term priority	Long-term priority	
Braybrook workshop				
Footscray hospital and health services	3	3	1	
Support for employment and education opportunities across all ages, and support for the unemployed and people on Centrelink	3	1	2	
Advocacy around transport planning and connectivity - traffic management, bike paths for cyclists, pedestrian safety, public transport	1	3	2	
Footscray workshop				

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Support for acquiring and greening open spaces	1	4	4
Access to quality education for all ages and learning types	5	2	1
Affordable housing	1	4	4
Better bus and tram links	5	3	3
Maribyrnong workshop			
Environmentally-sustainable development	5	3	3
Developments supported by social impact studies	0	5	4
Improved public transport capacity - more frequent buses, rail freight options	3	3	5

4 Evaluation

This section presents the evaluation findings and consultant reflections on the project.

4.1 Measures of success

Four measures of success were agreed upon at project mobilisation: the quality of information provided, the level of participation, the breadth of participation and the value placed on participant input.

4.1.1 Quality of Information provided

What was the quality and appropriateness of the information provided before and during the engagement process helpful for participants in making informed decisions?

The presentation of population forecast data was of particular interest to some participants, and provided a deeper understanding on some of the demands that would be placed on Council and community services and infrastructure in the coming decades. Almost three quarters of participants said that delivery of information was to a good or excellent level in their feedback form.

Some participants commented that they were unclear on the foci of the themes even though they had received information on them prior to the workshop. The themes were broad in scope which may have contributed to some confusion.

4.1.2 Level of participation

Was there a good participation rate during the engagement activities? How could it have been improved?

Attendance at workshops did not meet initial expectations, particularly at the Braybrook and Maribyrnong workshops, where the planned four table configuration had to be reduced to two tables, and meant that the full world café format needed to be modified. The Footscray workshop had the highest attendance, at 14 people, although this was below expectations. Generally, a minimum 20 people would provide for robust discussions across four themed tables.

However, of the 33 participants who did attend, the majority were very much engaged and interested in the discussions taking place. Table hosts observed that everyone who attended was generally happy to share their ideas and perspectives as a resident and interested in contributing to forming the priorities for the new Council Plan. Over two thirds of participants

reported in the feedback forms that they felt the workshop format and delivery made sure that everyone was included to either a good or excellent level.

4.1.3 Breadth of participation

Was the participation data obtained from a diversity of community members? How could this be improved?

Almost half of participants were concentrated in the 45-59-year age bracket. Participants did not represent all the diverse cultures found in Maribyrnong and women were more highly represented among participants. Some participants at the Footscray workshop noted that they were disappointed that the diverse community members that they passed on the street on the way to the workshop were not represented in the room, which was comprised of mostly white participants.

It should be noted that the community workshops will form one part of the engagement program around the development of the Council Plan. It is not critical that workshops did not represent a demographic mix of the local community provided that other engagement activities have captured the diversity of the community in the municipality.

4.1.4 Value placed on participant input

Did the participants have a clear idea of how their input will be used and confidence that their views are being valued? Were any commitments made recorded and followed through in a timely manner?

Council told participants that the findings from the workshops would be considered alongside all the other data collected from engagement activities and that the draft Council Plan would be released for further comment. Participants generally seemed satisfied with this.

The majority of participants enjoyed being able to vote on the top three priorities, though there were a small minority who disliked the exercise and having to choose between what they regarded as options of equal priority. There was also some debate about the appropriateness of using the short, medium and long-term as voting guidelines, as long-term priorities would still need work in the short-term if they are to be achieved. Some felt that a simple first, second and third priority voting system would have indicated priorities appropriately.

4.2 Participant feedback

Participants were asked to complete an evaluation form at the end of the workshop. Across the three workshops, 32 of 33 participants completed the evaluation form. The results from the three workshops combined are shown in the table below.

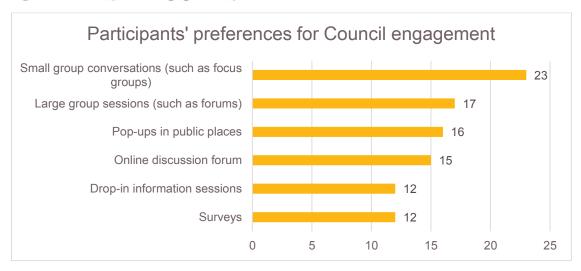
Table 6. Results from participant evaluation forms

	Poor	Fair	Satisfactory	Good	Excellent
Quality of information: how well did we describe what we needed to? How well were we in providing relevant information and answering your questions?	6.25%	3.13%	12.50%	53.13%	25.00%
Total number of respondents: 32					
Use of time: how well did we use our time?	6.25%	6.25%	18.75%	50.00%	18.75%
Total number of respondents: 32					
Participation: how well did we do on making sure everyone was involved?	0.00%	9.38%	21.88%	25.00%	43.75%
Total number of respondents: 32					
Facilitation: how well was the workshop managed?	0.00%	10.00%	16.67%	40.00%	33.33%
Total number of respondents: 30					
Organisation: how well was the workshop run?	0.00%	3.23%	29.03%	48.39%	19.35%
Total number of respondents: 31					
Engagement with Council: how relevant is it for you to be involved in the conversation about priorities and actions for the next four-year council plan?	0.00%	0.00%	9.38%	15.63%	75.00%
Total number of respondents: 32					

Participants were also asked about the best ways they could be engaged in Council decisionmaking in the future. Small group conversations were the most highly preferred format. The results from this question are shown in Figure 10. Note that respondents were able to select multiple answers.

FINDINGS FROM COMMUNITY WORKSHOPS, 6 MARCH 2017

Figure 10. Participants' engagement preferences



ARTIST FOCUSED FESTIVAL UPDATE

Director: Nigel Higgins

Director Planning Service

Author: Katy McMahon

Manager City Business

PURPOSE

To present to Council for consideration a framework for a proposed artist focused festival.

ISSUES SUMMARY

- Following the ending of the Big West Festival Council in 2016 resolved to seek community feedback on the development of an artist focused festival.
- Comprehensive consultation in late 2016 has informed an 'arts festival' framework which would engage with, attract, involve and benefit the whole community.
- An annual three week Multi Arts Festival in August is proposed.
- The inaugural 2017 Arts Festival will build on existing artistic activity, with scope for creation and presentation of new work across the City, whilst building a festival platform for ongoing development.
- Big West Festival had an operating budget in excess of \$700K and for many reasons this level of funding is not immediately possible or available.
- It is anticipated the new Arts Festival will grow and attract significant support to the West from government, philanthropic and corporate partners.

ATTACHMENTS

- 1. Festival City 2016/17 Number of Patrons by Month
- 2. Festival City 2016/17 Festival Locations

OFFICER RECOMMENDATION:

That Council:

- 1. Note the key findings from stakeholder and community feedback that an arts festival in Melbourne's West is required to address the gap left by the Big West Festival.
- 2. Endorse the proposed arts festival framework with delivery of the inaugural 'Arts Festival' in August 2017.

BACKGROUND

Maribyrnong's signature arts festival *Big West* ceased operations and withdrew from the Festival City grant program in 2016. In response Council resolved to "Seek feedback from the Maribyrnong artist community and the Festival Advisory Panel on the development of

an artist focused festival model for further consideration by Council, and consider a budget allocation of up to \$85,000."

Council had supported Big West with approximately \$85,000 annual funding in recent Festival City Grants Programs. Big West Festival had an operating budget in excess of \$700K.

The closure of Big West has left a gap in the festival calendar and in particular leaves the Festival City program without a dedicated arts festival produced in Maribyrnong.

DISCUSSION/KEY ISSUES

Development of new arts festival framework: methodology

Council engaged consultant Andrew Bleby and Associates in October 2016 to seek feedback from stakeholders and the community on Council's expiring Festival City Policy 2014-17 and the development of a new arts focused festival for the City.

The proposed arts focused festival framework has been developed to align with the Festival City Policy 2017.

Feedback was sought from Festival City grant recipients, Councillors, Festival Advisory Panel and the local and broader arts and festivals community. An online survey through Council's *Your City Your Voice* community engagement website was conducted attracting over 50 responses.

Consultation findings

The majority of *Your City Your Voice* respondents considered that there is a gap in Maribyrnong's cultural and festival activity. Almost three quarters of those nominated an arts and/or music festival as the missing element. These responses were consistent between those who work in the arts, entertainment or events industries and those who do not.

Whilst some stakeholders suggested that any Council funds available could be directed towards encouraging greater artistic content in existing festivals, generally it was considered that there was a need for a separate and significant arts focused festival. The highest priority was a new arts festival that would engage with, attract, involve and benefit the whole community.

Proposed 'Arts Festival' Framework

Purpose

To deliver a high quality three week long multi art-form festival that bolsters the City's identity as the heart of Melbourne's arts community and presenter of world class festivals.

Focus and Key Outcomes

The arts festival will:

• focus on the arts and connect artists with audiences.

- focus on artists and creative industries based in the western suburbs and on works generated in and from the western suburbs, placing the festival firmly in the context of its place.
- encourage and assist artists to create new works.
- encourage and assist with opportunities for community members to work with artists at a more engaged level than simply viewing the results of artists' work.
- concentrate on artists of a high professional standard, including artists who may work with amateur, community or student artists on specific projects.

Content

The festival will be a curated month long multi-art-form festival.

The inaugural arts festival will:

- build upon existing artistic activity already in development across the City
- include scope for the creation and presentation of new work
- include at least one event with a significant public outcome as the opening or closing event of the festival
- include a range of price point artistic offerings including free events
- build to create a platform for development of an ongoing annual arts festival.

Initial programming plans for the 2017 festival include:

- enhancement of the music venue based program West Set
- enhancement of the outdoor installations of West Projections
- inclusion of relevant events programmed in Council venues the Bluestone Church Arts Space and Artsbox
- invitation to local artists and arts organisations for inclusion of content
- at least one large scale, free to public event. (possible examples include; a night community procession culminating in a ceremonial bonfire; a 'parade' of buoyant artworks along the Maribyrnong River; or a laser light show to a composed musical score which audiences tune in to through an FM radio frequency).

Festival content from artists or organisations from outside the City will be by invitation only, and will be programmed to complement local artistic offerings, to provide world-class experiences and/or to offer development opportunities for artists and participants.

Delivery and Governance

Council will engage an external, suitably qualified person or company to produce and curate the arts festival program and manage all elements of delivery.

The Festival Advisory Panel along with representatives from Arts West and Victoria University would assist in the creative producer appointment.

The management structure for 2018/19 onwards will be reviewed following the delivery of the inaugural 2017 festival.

Time and frequency

An annual three week long festival is proposed. To complement the existing Festival City calendar and to avoid competing with audiences of established festivals across the City, August has been identified as an ideal time to present the arts festival (Attachment 2). This timing also provides opportunity to build on the success of the West Set music festival presented by Council in 2016.

Scale

The scale of the festival will be determined on an annual basis, dependent on resources secured, programming opportunities and/or potential strategic alignments.

Given the timeframe and resources, the 2017 festival will be of a smaller scale than anticipated for future years. The 2017 festival will serve as a platform from which to develop and grow the program.

Resources

For the proposed 2017 festival Council's recommended investment is \$85,000, which includes the remaining \$30,000 from the 2016/17 Festival City Grants Program Budget and an allocation of \$55,000 from the 2017/18 Festival City Grants Program budget.

Council resources for 2018/19 onwards will be reviewed following the delivery of the 2017 festival.

The arts festival has the potential to attract significant support from other government, philanthropic and corporate partners who seek to support arts in the West. Council is currently working with Creative Victoria to establish support for the festival.

Location

The festival would be in multiple locations across the City taking into account the current spread of festivals (Attachment 3).

The inaugural 2017 festival will focus on venues and locations with existing infrastructure to minimise production and logistic costs and to showcase the diversity of 'place' that Maribyrnong has to offer.

1. Legislation/Council Policy

The proposed arts festival framework aligns with:

- Festival City Policy 2017
- Council Plan 2013-2017

Human Rights Consideration

The report and its content do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

2. Engagement

The proposed arts festival was developed based on consultation with the local arts and festivals community, Festival City grant recipients, Councillors, and Council's Festival Advisory Panel members.

An online survey through Council's Your City Your Voice community engagement website received over 50 responses which contributed to the preparation of the proposed arts festival framework.

3. Resources

It is proposed to invest \$85,000 in the inaugural 2017 festival. This includes the remaining \$30,000 from the 2016/17 Festival City Grants Program Budget and an allocation of \$55,000 from the 2017/18 Festival City Grants Program budget.

4. Environment

The arts festival would be delivered in line with Council's Festival City Policy 2017 which seeks to deliver festivals that support Council's sustainable environment objectives and targets.

CONCLUSION

Following comprehensive consultation undertaken in 2016 an arts festival is proposed in response to Maribyrnong's signature arts festival Big West ceasing operations.

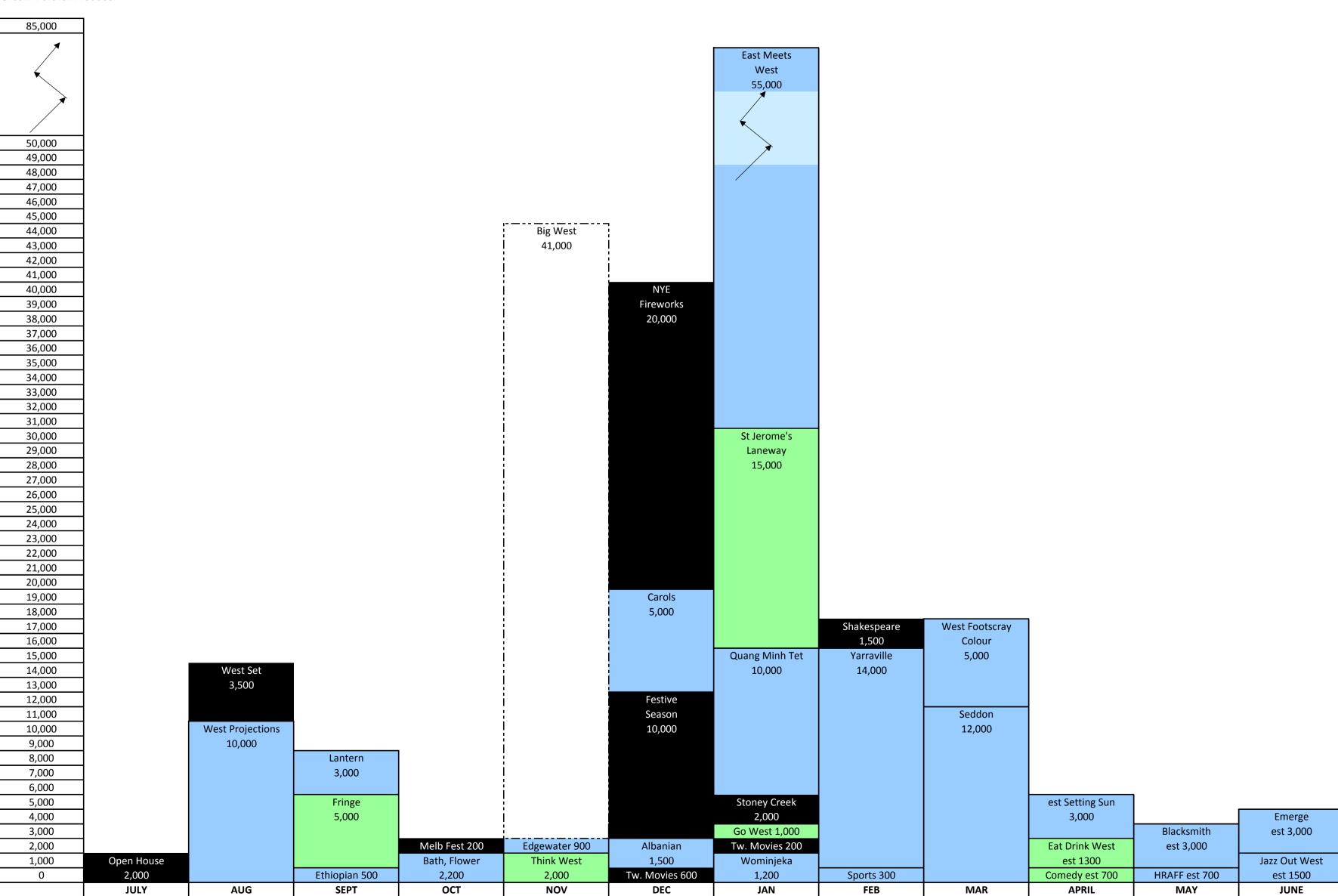
The inaugural 2017 arts festival will build upon existing artistic activity in development across the City with scope for creation and presentation of new work.

The 2017 arts festival will create a platform for development of an ongoing arts festival. Over time it is expected the arts festival will grow to have the potential to attract significant support from other government, philanthropic and corporate partners investing in arts in the West.

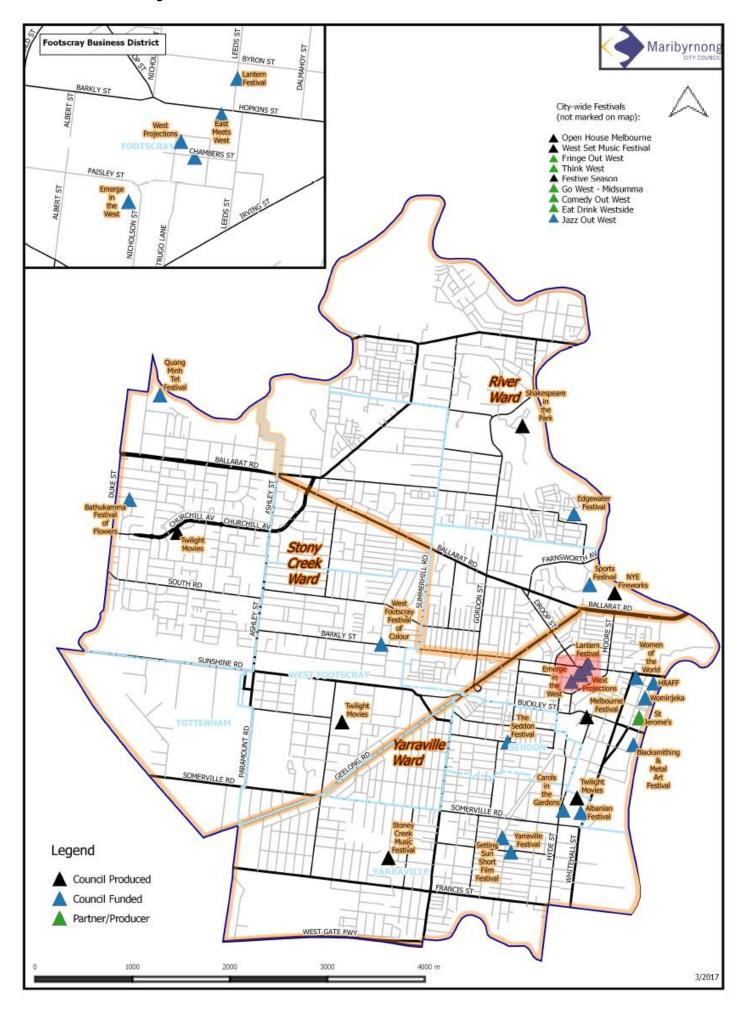
ATTACHMENT 1: FESTIVAL CITY 2016/2017 - NUMBER OF PATRONS BY MONTH

Blue: Council Funded - Festival City Grant Round

Black: Council Produced
Green: Partner/Producer



Festival City 2016/17 - Festival Locations



ECONOMIC DEVELOPMENT STRATEGY UPDATE

Director: Nigel Higgins

Director Sustainable Development

Manager: Katy McMahon

Manager City Business

PURPOSE

To provide Council with the updated Economic Development Strategy for approval.

ISSUES SUMMARY

- Maribyrnong's Economic Development Strategy (EDS) provides an Economic Vision for the City: The City of Maribyrnong is a leader in urban economic transition and renewal, embracing its traditional industrial strength whilst delivering vibrant and successful urban places and meaningful employment.
- The EDS, part of the Maribyrnong Economic and Industrial Development Strategy (MEIDS), was adopted by Council in 2011. An update to the EDS has been prepared.
- Many of the trends identified in the 2011 study have continued including the transition of the industrial sector which continues as a strength in the City alongside the on-going shift from production and manufacturing to a sector more heavily based on transport and logistics.
- Other changes include employment growth in the Education, Healthcare
 Transport and Logistics, and food manufacturing sectors; strengthening of the
 Creative Industries sector; and Footscray emerging as a key location for start
 ups and technology/ innovation firms.
- Issues facing the current and future economic development of the City include: continuing transition of the industrial sector; balance between residential and employment growth; managing population growth; technological change; changing work practices; aging population; political change; concentrations of high disadvantage; supporting creative industries and entrepreneurship; and rise of the creative class.
- The EDS provides informed responses combined with targeted initiatives that will contribute to creating a resilient local economy.
- At its meeting held 14 March 2017, the Enterprise Maribyrnong Special Committee endorsed the updated EDS for Council's consideration.

MENTS

1. Draft Maribyrnong Economic Development Strategy Update – December 2016

OFFICER RECOMMENDATION:

That Council endorses the December 2016 update to the Maribyrnong Economic Development Strategy.

BACKGROUND

In 2011 as part of the Maribyrnong Economic and Industry Development Strategy (MEIDS) project, an Economic Development Strategy (EDS) was completed. The EDS was adopted by Council in 2011 and has directed economic development in the City of Maribyrnong. An Industrial Land Use Strategy was also completed as part of MEIDS and has since been implemented into the Maribyrnong Planning Scheme. Given the five years that have elapsed since the EDS was adopted and introduction of the ILS into the planning scheme a progress check / update of the EDS has been undertaken.

DISCUSION/KEY ISSUES

Many of the trends identified in the 2011 study have continued including the transition of the industrial sector which continues as a strength in the City alongside the on-going shift from production and manufacturing to a sector more heavily based on transport and logistics. Other continuing trends include:

- there has been a small increase in the number of jobs in the food and beverage manufacturing sector
- the logistics sector has continued to increase local jobs
- population growth has continued as expected
- patterns of employment growth have continued in education, health care and construction
- Gross Regional Product (GRP) has grown by 4% each year.

Changes include the strengthening of the Creative Industries sector and the emergence of Footscray as a key location for start ups and technology/ innovation firms.

Issues facing the current and future economic development of the City include: continuing transition of the industrial sector; balance between residential and employment growth; managing population growth; technological change; changing work practices; aging population; political change; concentrations of high disadvantage; supporting creative industries and entrepreneurship; and rise of the creative class. Future economic development activities will need to recognise these issues and seek where possible to proactively address them.

Competitive advantages and opportunities.

The EDS update identifies that the City of Maribyrnong maintains a number of competitive advantages, including strategic assets, such as the Footscray Hospital, Highpoint Shopping Centre and Victoria University. Proximity to the Melbourne CBD and Port of Melbourne as well as access to Melbourne International Airport make Maribyrnong an attractive location for business.

Maribyrnong's existing strengths in the industrial sector including a variety of existing supply chains and a strong labour pool will continue to build the locational advantages of the area. Creative industries are an emerging and growing opportunity that are increasingly finding Maribyrnong a location of first choice. These advantages and opportunities provide a range of future economic development opportunities.

The EDS update provides an Economic Vision "The City of Maribyrnong is a leader in urban economic transition and renewal, embracing its traditional industrial strength

whilst delivering vibrant and successful urban places and meaningful employment" based on the original EDS vision.

The 2011 EDS included 61 recommended actions the majority of which have been completed. The update includes a similar annual work program aligned to four key themes:

- 1. Marketing and attracting investment
- 2. Advocacy
- 3. Assisting and retaining existing business
- 4. Workforce development.



Regional Economic Development Strategic Documents

Maribyrnong's EDS provides guidance for Economic Development at a City level. In addition a number of recent regional strategic documents guide economic development and job creation for Melbourne's west including:

- Melbourne's West: Future Employment
- West of Melbourne Economic Development Alliance (WoMEDA) currently a working draft.

Melbourne's West: Future Employment, prepared by the National Institute of Economic and Industry Research, for Regional Development Western Melbourne with Leadwest. The report analyses the employment issues facing the west of Melbourne. The report highlights the growing significance of the digital economy on the existing business base of the west and what needs to be done to build on this strength. The report also recommends that further work needs to be done on how to support and grow industry sectors where local employment is relatively low.

WoMEDA has been established to promote and guide the economic development of the west. Chaired by former premier Steve Bracks it has representatives from business, local government, health and education insitutions and is supported by a number of state government departments. The WoMEDA strategy will be an overarching document covering the key issues for the western area. The strategy

identifies opportunities for members to work together to maximise economic outcomes for the region.

CONCLUSION

The Economic Development Strategy update identified many of the 2011 trends are continuing; growth in the Education, Healthcare Transport and Logistics, and Food Manufacturing sectors; strengthening of the Creative Industries sector; and Footscray emerging as a key location for start and technology/ innovation firms. The EDS provides informed responses combined with targeted initiatives that will contribute to creating a resilient local economy.

MARIBYRNONG ECONOMIC DEVELOPMENT STRATEGY UPDATE

MARIBYRNONG CITY COUNCIL DECEMBER 2016





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EXECUTIVE SUMMARY

INTRODUCTION

In 2011, as part of the Maribyrnong Economic and Industry Development Strategy (MEIDS) project, an economic development strategy (the Strategy) was completed. This document has effectively guided economic development activities and initiatives for the City of Maribyrnong over the last five years.

Considerable progress was made on the actions included in the initial strategy. The majority of the 61 discrete recommended actions were completed. Some of the key highlights of the accomplishments of the Strategy over the last five years include:

- Support and adoption of the Industrial Land Strategy (included in the original MEIDS project) and subsequent updating of the Planning Scheme with all recommendations regarding employment lands accepted.
- · Past and on-going contribution to Framework Planning and other urban planning initiatives.
- · Appointment of Business District Officer, who undertakes visits to businesses throughout the City.
- Development of proposal for creative industries incubator and variety of support to creative industries in the City.
- Effective engagement with a wide range of stakeholders including various local business groups, various industry associations and key stakeholders.
- Considerable support for local businesses through Council sponsored industry breakfasts, industry forums, workshops and training sessions as well as various specific events for various activity centres.
- Various marketing initiatives including development of marketing prospectus and production of regular newsletters.

Given the time that has passed and the various achievements of the Strategy (as well as the pending changes to the local land use policy, based on MEIDS), it is timely that the Strategy is updated.

In order to update the Strategy, a workshop with the Economic Development Steering Committee was held to discuss relevant changes since the Strategy was originally done as well as current issues and opportunities. Additionally, an updated economic profile was produced (refer **Appendix A**).

WHAT'S CHANGED

While much has changed in Maribyrnong over the last five years, many of the trends observed and identified in the 2011 study have continued, including the transition of the industrial sector, which has included the on-going shift from production and manufacturing to a sector that is more heavily based on transport and logistics. While most manufacturing sectors in Maribyrnong have experienced a net decline in employment, food and beverage manufacturing has seen a small increase and the logistics sector (as evidenced through transport and storage) has added jobs locally. The creative industries have also shown growth, which is particularly important given the high knowledge base and value that this segment can make to the economy.

Other changes have included:

- Population has continued to grow strongly in the City, increasing between 2% and 3% per year (which is a similar growth pattern observed in 2011
- The current population (86,977) is expected to swell to 156,290 by 2041, equating to an increase of almost 80%
- Changing patterns of employment have continued since 2011. Overall, decreases in manufacturing
 employment have continued, while significant employment growth in education, healthcare and construction
 have occurred. Employment growth across a number of population driven industries has also been observed
 since the 2011 Study. Many of these trends were observed in the previous study and they have continued to
 occur
- The creative industries has emerged as a key growth sector for the future in Maribyrnong



- Additionally, many start-ups and technology/innovation based firms have been drawn to Maribyrnong, particularly with the development of the Dream Factory in the facility previously occupied by Lonely Planet
- Since 2011, the economy (as measured by Gross Regional Product, or GRP) has performed well, increasing
 an average of 4% per year. Key economic growth sectors have included healthcare, education, logistics and
 retail.

THE ISSUES

There are a number of issues facing the City of Maribyrnong which are important for its current and future economic development, including:

- Transitioning of industrial sector: The industrial sector continues to transition from traditional manufacturing to more advanced manufacturing and logistics. The industrial sector continues to play an important role in the local economy, contributing a quarter of local GRP. At the same time, there has been growth in the creative industries, including the 'maker movement', which is based on short run, high quality manufacturing
- Industrial property shifting: Maribyrnong has long been a centre of industrial activity, however some of the older industrial properties are shifting in terms of their land use. At the same time, there is a recent trend of smaller individual industrial units, which are often appealing for small business, owner/operator tenants. These two trends are starting to change the shape of industrial property in the City. While these trends are changing the traditional industrial landscape, the emergence of newer/redeveloped properties into various small industrial units is creating new opportunities, particularly for local small business owners
- Balance between residential and employment growth: With the population growing rapidly, there is a requirement for future residential property development. At the same time (and to support on-going population growth), there is a need to have employment lands to support future investment and job growth.
- Managing population growth: The local population continues to demonstrate strong growth and changing
 demographics, which puts pressure on local infrastructure and creates challenges to manage population
 growth in a manner that respects and protects existing quality of life and local character. In light of this
 population growth, the changing trends of the industrial sector put pressure on employments lands and the
 changes in work practices influence how spaces are used. The appropriate balance between population and
 employment growth is required for the future
- **Technological change**: Technology is changing and evolving at an ever increasing rate, which is changing many industries and simultaneously creating disruption and opportunities (i.e. Fab9 in the Dream Factory). This technological change has also spurred on growth in business services as well as translated to increasing office space within manufacturing floorplates, as increasing levels of technology are employed
- Changing work practices: People are changing the way they work. The increasing proportions of younger workers, combined with technological change, is creating new work practices such as co-working, 'hot desking' and greater opportunities to work outside of a traditional office setting. These changes are happening simultaneously with a broader demographic change
- Aging population: The population continues to age, which creates challenges for infrastructure and services
 to cope with the increase in demand. The workforce is also changing and new opportunities are emerging for
 retirement living and aged care (based on the increase in demand)
- Political change: Political change at the State and Federal level is having an impact in terms of policy changes
 and the provision of transport infrastructure. The previously planned East West Link was cancelled when the
 Daniels Government was elected. The current Western Distributor project and Metro Rail project will have
 implications for Maribyrnong



- Concentrations of low socio-demographic and high disadvantage: The City of Maribyrnong is witnessing on-going gentrification in selected areas, with property values climbing rapidly. However, pockets of significant socio-economic disadvantage remain in the City, which are typified by high levels of long-term unemployment, low income and low education levels. While evidence suggests that some areas are shifting from a low socio-economic and highly disadvantaged state to a more affluent one, this shift is very slow and pockets of high socio-economic disadvantage remain in Maribyrnong.
- Supporting creative industries and entrepreneurship: The creative industries has emerged as a key growth area for the City. Ensuring that these businesses have the opportunity to grow as well as make sure that new business start-ups are supported and nurtured will be important to the future economic growth and diversification of the City.
- Rise of the Creative Class: The workforce is rapidly changing, with younger people seeking more from work than the generations before them. At the same time, technology allows many new workers to operate in non-traditional ways, allowing them complete mobility and choice in terms of where they wish to live and work. These new trends are most evident in the creative industries

These issues will continue to impact the local economy and in some instances shape the future economy. Future economic development activities will need to recognise these issues and seek, where possible to proactively address them. Future actions to work with local businesses, investors and other stakeholders to manage and indeed leverage these trends will be a focus for economic development in Maribyrnong.

COMPETITIVE ADVANTAGES & OPPORTUNITIES

The City of Maribyrnong enjoys numerous competitive advantages, including:

- · Considerable strategic assets across a variety of industries, including:
 - o Footscray Hospital
 - o Highpoint Shopping Centre
 - Victoria University
- Proximity to the Melbourne CBD and Port of Melbourne as well as strong access to the Melbourne International Airport, providing an attractive location for business
- Existing strength in the industrial sector including a variety of existing supply chains and a strong labour pool with a variety of skills
- Emerging strength in the creative industries
- Variety of centres and places that can be attractive to a range of industries and businesses

Based on the current trends, issues and existing competitive advantages, there are a range of future economic development opportunities, as highlighted in the table below (Table E.1.).

Leveraging competitive advantages and identified opportunities attached to them will help to generate tangible results and positive economic development outcomes. Ensuring that future initiatives and opportunities are based on real competitive advantages.



Table E.1. Economic Development Opportunities, City of Maribyrnong

Growth Sector	High Value-Adding Activity	Why Maribyrnong?
Logistics & Warehousing	 Transport & services to transport (freight forwarding, freight depots, customs clearing and other related activities Distribution centres (niche operations requiring proximity to Port and/or Melbourne CBD) Logistics (warehousing and distribution, import/export) 	 Large existing workforce Existing transport infrastructure Proximity and access to Port of Melbourne Existing land and facilities Anticipated future growth
Professional Services	 Professional services (accounting, banking, legal, property, etc.) Back office/Processing Centres (centralised accounting, HR, payroll, etc.) 	 Accessible skilled workforce Availability of commercial space Proximity to Melbourne CBD Public transport infrastructure Linkages with local education and training
Healthcare	 Hospital services (public, private, associated patient care facilities) Laboratories & diagnostic facilities (diagnostic testing centre, radiology, oncology, etc.) Allied health & GP clinics (GP/Medical clinic, physiotherapy, chiropractic, pharmacy, etc.) 	 Established major hospitals Growing and aging population Access to strong existing workforce Linkages to education and training providers
Food & Beverage Manufacturing	Baked goodsProcessed foodsHealth food & drink	 Population growth Established business supply chains Proximity to export infrastructure Linkages with education and training providers
Property and Places	 Residential development Commercial developments Small commercial units Mixed-use developments 	 Population growth Availability of underutilised land Proximity to Melbourne CBD Unique character of Maribyrnong's centres
Education	Vocational and tertiary educationForeign students	Victoria UniversityPopulation growthFootscray University Town
Creative Industries	 Music Arts Festivals and events Information technology and media 	 Population growth Unique character of Maribyrnong's centres Accessibility for local and regional population

Source: AEC



Creative Industries

Maribyrnong has become a location for many emerging knowledge based and creative industries. The term 'creative industries' encompasses a broad range of activities where 'creativity' is the primary source of commercial value. It includes traditional cultural sectors such as the visual and performing arts, but also goes further to include those sectors often dubbed as 'new media' or multi-media, including film and television, web design and computer animation as well as information technology (more broadly). Other sectors such as architecture and urban design are also included.

The original Maribyrnong Economic Development Strategy recognised the importance of the arts and creative industries to the local economy. The sector contributed \$33.9 million to the local economy and employed 547 people locally. More recent data shows that the impact of this sector is now \$47.9 million, which represents an average annual growth of 3.3% since 2011.

Creative industry organisations and arts-based enterprises contribute economically, socially and culturally towards building a diverse, sustainable and vibrant community. Developing a stock of arts-based businesses in a community is often more difficult than other business sectors. Additionally, many creative businesses rely on supplementary income to support their endeavours, leaving little time and resources to focus on developing the essential skills of small business management. These businesses, like many start-ups and entrepreneurs, require support across a range of hard and soft infrastructure. Creating a creative environment and community often helps support these businesses more than traditional business support.

Creative industries encompasses a broad range of activities, including the changing manufacturing sector. Maribyrnong's traditional strength in manufacturing is evolving and the 'maker movement' is a part of the growing base of creative industries in Maribyrnong. Local organisations supporting creative enterprises include Footscray Community Arts Centre, Footscray Makers Lab, Dream Factory, Women's Circus, CoHealth Arts generator, Kindred Studios.

In 2011 there were over 3,000 creative enterprises identified in the Maribyrnong area, with the population of creative enterprises growing at just under 0.4% per annum. This represents 10.8% of the total number of ventures which have their ABN registered in the municipality. In Australia, there are a range of emergent industries that are projected to grow strongly over the next five years with annual growth rates projected to be between 3% and 12%. These include software publishing, data storage services, internet publishing and broadcasting, smart phone app developments, online computer software services and web design services. Mature industries in video post-production services, data processing and web hosting and music and theatre production are also projected to growth, albeit at reduced rates.

Maribyrnong has an opportunity to continue to support creative industries and entrepreneurship. Growth in this area can help to achieve the goal of the economic development strategy.

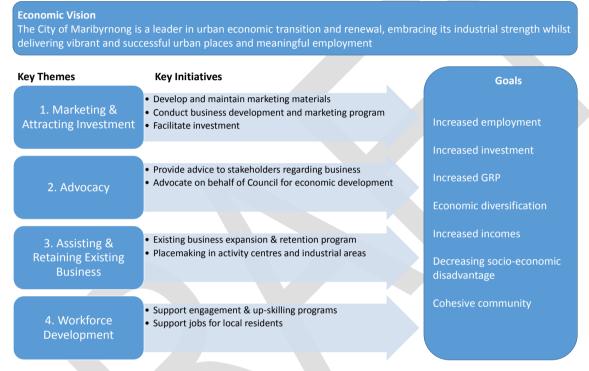


THE STRATEGY

The Economic Development Strategy (Figure E.1) seeks to respond to current (and future) market conditions, while acknowledging current challenges and issues. The Strategy seeks to leverage competitive advantages and engage in a structured series of targeted initiatives to generate and realise future goals and objectives.

The Strategy is organised against four key themes, each with a specific set of initiatives that combined will be effective in delivering the desired goals. The Strategy is guided by the Economic Vision, which articulates the type of future economy that the community desires. The main update to the Strategy is the removal of regulation and planning with the completion of the Industrial Land Strategy and the updating of the local Planning Scheme.

Figure E.1. Maribyrnong Economic Development Strategy



Note: Regulating Development was a keytheme in the MEIDS adopted by Council in 2011, with adoption of MEIDS and the ILS into the Planning Scheme in Amendment C108 the key initiatives relating to this theme have been achieved.

Source: AEC

MONITORING AND MEASURING RESULTS

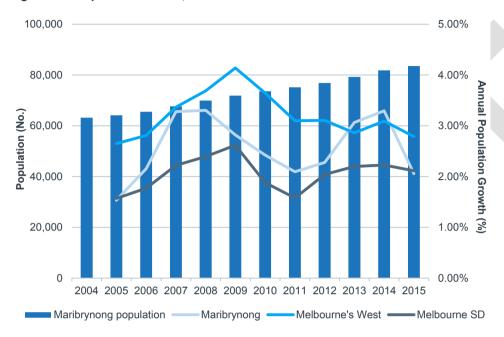
As with any program, it will be important to monitor and measure the success of the economic development strategy over time. A schedule of completed actions from the previous Strategy is included as **Appendix B**.

Moving forward a similar annual program of work has been generated and aligned to the Strategy and is included as **Appendix C**. The program should have annual key performance indicators (KPIs) and be measured against these KPIs. At the same time, it will be important to monitor the overall health of the economy through various economic indicators (i.e. GRP, unemployment, etc.). While connected, the health of the economy should not become the measure of success for the Council. The Council should only be measured against KPIs, which they can control.



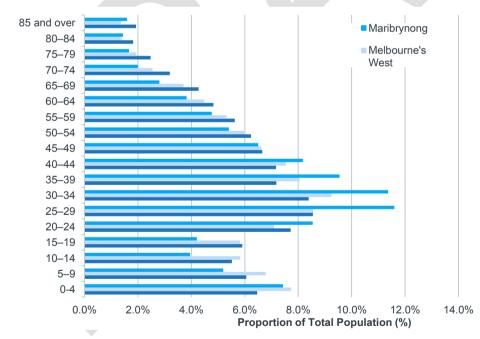
APPENDIX A: ECONOMIC PROFILE

Figure A2. Population Growth, 2006 to 2015



Source: ABS (2015a)

Figure A3. Population by Age, 2015



Source: ABS (2016)

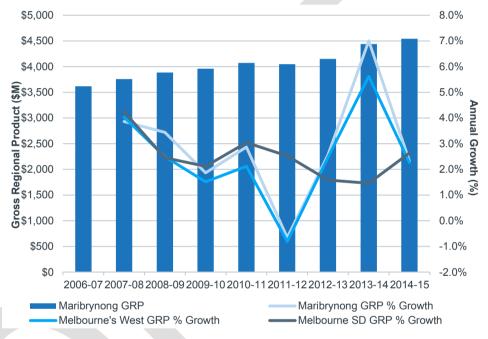


Table A1. Place of Birth, 2011

Place of Birth	Maribrynong	Melbourne's West	Melbourne SD
Australia	56.9%	62.5%	65.8%
Mainland South-East Asia	11.2%	5.4%	2.6%
Southern Asia	6.4%	5.3%	4.6%
South Eastern Europe	4.2%	4.6%	3.3%
Chinese Asia (includes Mongolia)	3.7%	1.8%	3.2%
Maritime South-East Asia	2.9%	3.5%	2.9%
United Kingdom, Channel Islands and Isle of			
Man	2.8%	3.0%	4.3%
Southern Europe	2.0%	3.9%	2.5%
New Zealand	1.9%	2.0%	1.8%
Southern and East Africa	1.8%	1.3%	1.4%
Elsewhere	6.2%	6.6%	7.6%
Total	100.0%	100.0%	100.0%

Source: ABS (2012)

Figure A.4. Gross Regional Product, 2006-07 to 2014-15



Source: ABS (2016)



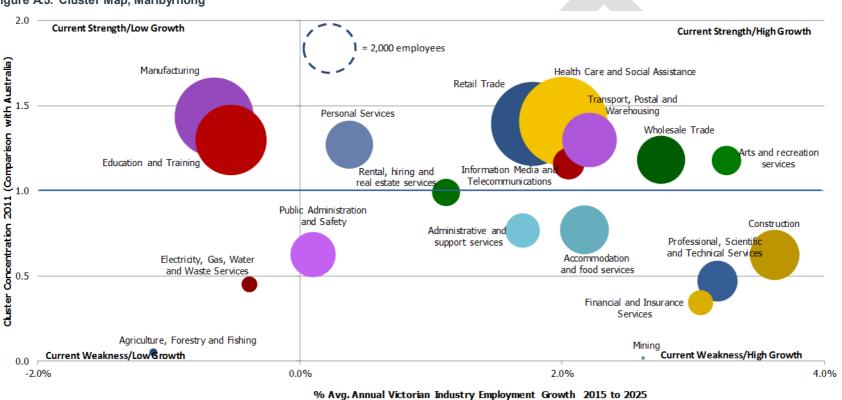
Table A2. Gross Regional Product, by Industry, Maribyrnong

Industry	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
Agriculture, fishing & forestry	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Mining	\$1.2	\$1.2	\$1.6	\$1.7	\$1.4	\$1.7	\$1.5	\$1.7	\$1.9
Manufacturing	\$415.1	\$427.6	\$412.4	\$419.8	\$409.2	\$391.0	\$378.0	\$401.1	\$410.8
Electricity, gas, water & waste services	\$24.6	\$25.8	\$26.6	\$28.2	\$30.1	\$30.0	\$34.1	\$36.8	\$38.0
Construction	\$143.7	\$153.4	\$163.1	\$167.4	\$173.2	\$162.6	\$157.4	\$167.8	\$186.0
Wholesale trade	\$188.8	\$200.2	\$210.2	\$214.8	\$202.3	\$205.1	\$214.8	\$235.3	\$238.5
Retail trade	\$245.2	\$255.6	\$257.7	\$268.5	\$276.2	\$276.8	\$280.6	\$302.7	\$317.3
Accommodation & food services	\$79.2	\$77.6	\$82.0	\$83.9	\$87.1	\$85.3	\$84.3	\$85.6	\$91.6
Transport, postal & warehousing	\$242.2	\$252.3	\$249.8	\$250.2	\$257.2	\$256.9	\$263.7	\$277.5	\$264.5
Information media & telecommunications	\$88.4	\$97.4	\$106.4	\$101.9	\$108.0	\$108.1	\$114.1	\$123.1	\$130.6
Financial & insurance services	\$128.3	\$140.9	\$137.0	\$138.0	\$146.6	\$146.1	\$151.5	\$163.0	\$170.2
Rental, hiring & real estate services	\$97.6	\$101.7	\$109.3	\$107.7	\$114.1	\$119.7	\$129.3	\$140.3	\$152.4
Professional, scientific & technical services	\$113.6	\$114.7	\$119.9	\$131.1	\$149.5	\$153.6	\$166.2	\$173.6	\$168.8
Administrative & support services	\$75.4	\$85.2	\$84.9	\$83.3	\$86.8	\$82.9	\$83.8	\$84.9	\$83.1
Public administration & safety	\$123.0	\$120.9	\$136.3	\$131.9	\$135.2	\$134.5	\$137.0	\$156.7	\$154.1
Education & training	\$325.5	\$343.6	\$366.6	\$375.6	\$388.3	\$390.8	\$405.5	\$442.1	\$444.1
Healthcare & social assistance	\$328.1	\$341.2	\$369.2	\$393.2	\$416.5	\$408.2	\$441.2	\$479.8	\$496.6
Arts & recreation services	\$34.2	\$34.6	\$39.1	\$39.2	\$42.1	\$42.6	\$43.7	\$46.6	\$47.9
Other services	\$109.8	\$111.4	\$119.5	\$118.7	\$125.0	\$129.3	\$123.5	\$127.3	\$130.8
Ownership of dwellings	\$548.4	\$561.0	\$587.6	\$595.7	\$606.7	\$598.2	\$614.3	\$669.1	\$688.8
Gross Value Add	\$3,312.4	\$3,446.2	\$3,579.1	\$3,651.0	\$3,755.7	\$3,723.5	\$3,824.6	\$4,114.9	\$4,216.3
Taxes Less Subsidies	\$305.6	\$311.8	\$308.1	\$308.6	\$317.4	\$323.0	\$325.3	\$325.8	\$327.9
Gross Regional Product	\$3,618.0	\$3,757.9	\$3,887.2	\$3,959.6	\$4,073.1	\$4,046.5	\$4,149.9	\$4,440.7	\$4,544.1
Source: AEC (2016)									

Source: AEC (2016)



Figure A.5. Cluster Map, Maribyrnong



Note: Cluster map has changed since 2011 strategy. ANZSIC codes have been updated to the latest release and future projections regarding employment growth have been used as opposed to historical growth. Labelling of X-axis has also changed to average annual growth (as opposed to 5 yearly historical growth).

Source: AEC

Key changes since 2011:

- Healthcare has become a larger cluster and its growth outlook remains strong.
- Arts and recreation services as well as information media and telecoms have increased and future growth prospects increased markedly.
- Transport, postal and warehousing as well as wholesale trade (combined representing logistics) have grown and future growth prospects increased considerably.



Table A3. Business Count by Industry, 2014

Industry	Maribrynong	Melbourne's West	Melbourne SD
Agriculture, Forestry and Fishing	1.2%	1.3%	1.6%
Mining	0.0%	0.0%	0.1%
Manufacturing	4.3%	4.4%	4.4%
Electricity, Gas, Water and Waste Services	0.3%	0.3%	0.3%
Construction	12.4%	19.0%	16.4%
Wholesale Trade	4.9%	4.3%	4.7%
Retail Trade	9.5%	7.0%	6.6%
Accommodation and Food Services	5.8%	4.4%	4.3%
Transport, Postal and Warehousing	9.2%	12.7%	6.4%
Information Media and Telecommunications	1.5%	0.8%	1.2%
Financial and Insurance Services	6.4%	6.8%	10.1%
Rental, Hiring and Real Estate Services Professional, Scientific and Technical	10.5%	9.8%	11.8%
Services	13.6%	11.4%	14.7%
Administrative and Support Services	4.4%	4.4%	4.1%
Public Administration and Safety	0.7%	0.5%	0.4%
Education and Training	1.9%	1.4%	1.4%
Health Care and Social Assistance	6.3%	5.5%	6.1%
Arts and Recreation Services	2.3%	1.3%	1.4%
Other Services	4.9%	4.7%	4.0%
Total	6,187	53,761	396,401

Source: ABS (2015b)

Table A4. Business Count by Size, 2014

Indicator	2009	Maribrynong	Melbourne's West	Melbourne SD
Non Employing	60%	60.0%	61.5%	61.4%
1-4	25%	28.7%	28.3%	27.4%
5-19	12%	8.9%	8.0%	8.6%
20-199	2.9%	2.1%	2.1%	2.4%
200+	0.1%	0.3%	0.2%	0.2%

Source: ABS (2015b)

Table A5. Business Count by Turnover, 2014

		Melbourne's	Melbourne
Indicator	Maribrynong	West	SD
\$0-\$50k	26.2%	26.1%	26.3%
\$50k-\$100k	17.3%	18.1%	16.9%
\$100k - \$200k	18.2%	18.9%	18.0%
\$200k - \$500k	17.7%	18.1%	18.5%
\$500k - \$2m	14.1%	12.7%	13.4%
\$2m - \$2m+	6.5%	6.1%	7.0%

Source: ABS (2015b)



Table A6. Residential Building Approval, Values (\$M) and Volumes

Financial Year	Maribrynong	Melbourne's West	Melbourne SD
Value			
2005-06	\$118.3	\$1,281.0	\$6,318.9
2006-07	\$124.2	\$1,420.7	\$7,255.2
2007-08	\$170.6	\$1,777.5	\$8,800.0
2008-09	\$159.3	\$2,028.1	\$8,717.7
2009-10	\$263.3	\$2,703.8	\$11,220.3
2010-11	\$195.3	\$2,554.3	\$13,235.1
2011-12	\$176.2	\$1,792.7	\$11,769.9
2012-13	\$464.5	\$2,016.6	\$11,432.5
2013-14	\$173.2	\$1,979.3	\$13,375.8
2014-15	\$282.7	\$2,304.2	\$16,684.4
2015-16 (YTD)	\$0.0	\$0.0	\$0.0
Latest Year Growth	63.2%	16.4%	24.7%
5 Year Average Annual Growth	1.4%	-3.1%	8.3%
Volume			
2005-06	1	6	25
2006-07	1	7	27
2007-08	1	8	32
2008-09	1	9	31
2009-10	1	12	41
2010-11	1	10	47
2011-12	1	7	38
2012-13	2	8	37
2013-14	1	8	43
2014-15	1	9	55
2015-16 (YTD)	0	0	0
Latest Year Growth	72.1%	15.7%	27.6%
5 Year Average Annual Growth	0.7%	-6.0%	5.9%

Source: ABS (2016)

Table A7.Non-Residential Building Approvals, Values (\$M)

2005-06 \$72.2 \$795.6 \$5,748.1 2006-07 \$97.5 \$943.1 \$6,218.6 2007-08 \$143.8 \$866.0 \$7,966.5 2008-09 \$122.6 \$820.7 \$5,438.3 2009-10 \$81.9 \$1,093.2 \$6,414.5 2010-11 \$253.3 \$1,001.4 \$5,789.0 2011-12 \$48.7 \$788.6 \$7,525.0 2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0			Melbourne's	Melbourne
2006-07 \$97.5 \$943.1 \$6,218.6 2007-08 \$143.8 \$866.0 \$7,966.5 2008-09 \$122.6 \$820.7 \$5,438.3 2009-10 \$81.9 \$1,093.2 \$6,414.5 2010-11 \$253.3 \$1,001.4 \$5,789.0 2011-12 \$48.7 \$788.6 \$7,525.0 2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0	Financial Year	Maribrynong	West	SD
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2008-09 \$122.6 \$820.7 \$5,438.3 2009-10 \$81.9 \$1,093.2 \$6,414.5 2010-11 \$253.3 \$1,001.4 \$5,789.0 2011-12 \$48.7 \$788.6 \$7,525.0 2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0	2006-07	\$97.5	\$943.1	\$6,218.6
2009-10 \$81.9 \$1,093.2 \$6,414.5 2010-11 \$253.3 \$1,001.4 \$5,789.0 2011-12 \$48.7 \$788.6 \$7,525.0 2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0	2007-08	\$143.8	\$866.0	\$7,966.5
2010-11 \$253.3 \$1,001.4 \$5,789.0 2011-12 \$48.7 \$788.6 \$7,525.0 2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0	2008-09	\$122.6	\$820.7	\$5,438.3
2011-12 \$48.7 \$788.6 \$7,525.0 2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0	2009-10	\$81.9	\$1,093.2	\$6,414.5
2012-13 \$350.4 \$1,447.8 \$6,321.8 2013-14 \$123.0 \$1,297.7 \$7,172.0 2014-15 \$114.6 \$1,457.0 \$7,297.0 2015-16 (YTD) \$0.0 \$0.0 \$0.0	2010-11	\$253.3	\$1,001.4	\$5,789.0
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2015-16 (YTD) \$0.0 \$0.0 \$0.0	2013-14	\$123.0	\$1,297.7	\$7,172.0
	2014-15	\$114.6	\$1,457.0	\$7,297.0
Latest Year Growth -6.8% 12.3% 1.7%	2015-16 (YTD)	\$0.0	\$0.0	\$0.0
12.070 12.070 11.170	Latest Year Growth	-6.8%	12.3%	1.7%
5 Year Average Annual Growth 6.9% 5.9% 2.6%		6.9%	5.9%	2.6%

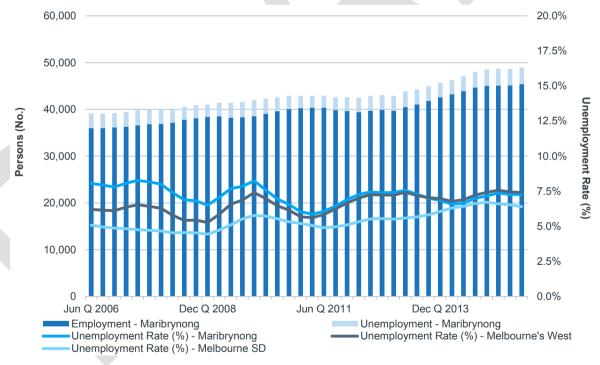
Source: ABS (2016)



Table A8.Employment by Industry Comparison (PoW) vs PoUR), 2011

	Place of	Maribrynong Place of	
Industry	Work	Residence	Difference
Agriculture, Forestry and Fishing	46	67	21
Mining	11	73	62
Manufacturing	4,602	3,388	-1,214
Electricity, Gas, Water and Waste Services	181	356	175
Construction	1,857	1,817	-39
Wholesale Trade	1,690	1,566	-124
Retail Trade	5,202	3,311	-1,891
Accommodation and Food Services	1,771	2,641	870
Transport, Postal and Warehousing	2,213	2,081	-132
Information Media and Telecommunications	723	1,143	420
Financial and Insurance Services	454	2,016	1,563
Rental, Hiring and Real Estate Services Professional, Scientific and Technical	551	484	-67
Services	1,203	3,221	2,019
Administrative and Support Services	880	1,558	677
Public Administration and Safety	1,515	2,338	823
Education and Training	3,666	2,923	-743
Health Care and Social Assistance	5,803	3,587	-2,217
Arts and Recreation Services	630	1,018	388
Other Services	1,696	1,124	-571
Total Source: ABS (2012)	34,693	34,712	18

Figure A.6. Unemployment and Labour Force



Source: Department of Employment (2016)



Figure A7. SEIFA Index, 2006

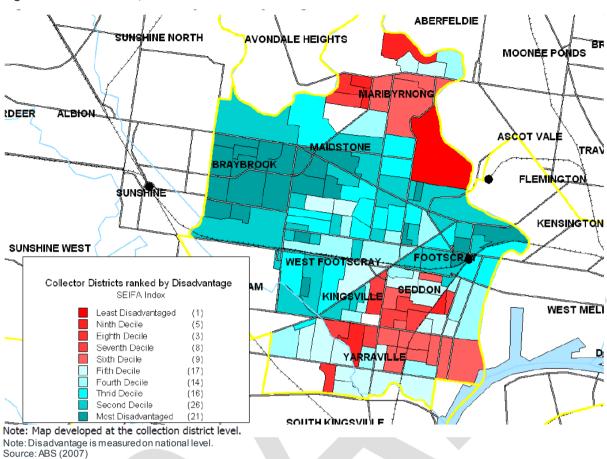
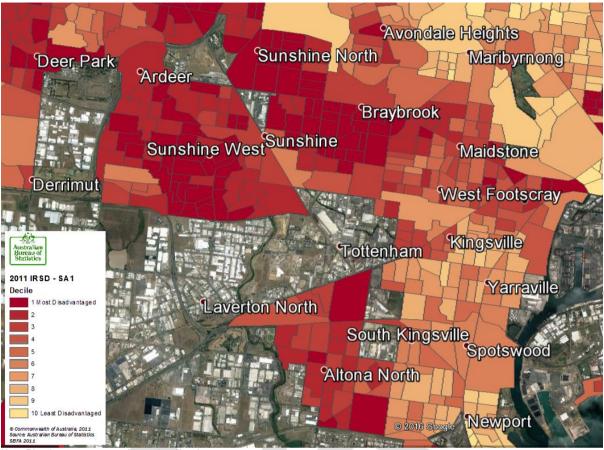




Figure A.8. SEIFA Index, 2011



Note: Disadvantage measured on national level. Source: ABS (2012)



APPENDIX B: ECONOMIC DEVELOPMENT ACTIONS, 2011

Table B1: Economic Development Actions, Maribyrnong Economic Development Strategy, 2011

	Activity	Target/Goal	Progress
	Strategic Directive 1: Assisting & Retaining Existing Businesses		
	1.1 Existing Business Expansion and Retention Program		
1.1.1.	Conduct a local business visitation program	48	Ongoing- Business District Officer appointed Aug 2015 who undertakes business visits as key part of role. 346 Visits 2015, YTD 540
1.1.2.	Support local business associations/traders associations	8	Ongoing – ED team work with trader associations, and BDO attends trader association meetings & in close communication with trader association reps.
1.1.3.	Host seminars and workshops for businesses in conjunction with partners	8	Ongoing – Council hosts, workshops, Small Business Festival events and networking events, with the State Government, Federal Government, Community Groups and local and private providers.
1.1.4.	Host business events (breakfast and lunches)	2	Two business breakfasts hosted annually
1.1.5.	Assist local businesses connect with State and Commonwealth assistance programs	20	Info on State and Federal assistance program included in Business Newsletter Council in conjunction with Business Victoria hosts Grow Your Business programs with 20 local businesses attending GYB programs
1.1.6.	Encourage small business start up and expansion (together with partners)	1	Creative Industries Incubator proposal developed for funding application New Business, Start up and early stage business workshops delivered
1.1.7.	Conduct annual business forum to focus on growth constraints and issues	1	Business forum part of the role of Enterprise Maribyrnong Special Committee



	Activity	Target/Goal	Progress
1.1.8.	Facilitate industry cluster forums	2	Cluster study of Food Manufacturing sector undertaken, no interest in Cluster development. Creative Industries Incubator proposal developed Maribyrnong is part of the IMAP Urban Manufacturing Project
1.1.9.	Investigate the need to provide space/services for businesses (expanded role for Council facilities)	1	Council spaces identified and currently being assessed for suitability for use & leasing.
1.1.10.	Together with partners, provide annual business awards	1	Business Awards Enterprise Maribyrnong are delivered as part of the Civic Awards Program.
	1.2 Placemaking in activity centres		
1.2.1	Support special events in activity centres to attract local residents and help connect people to place	6	Numerous activities undertaken including Churchill Ave Long Lunch, festive program activities, Bluescray, Night Market, Festival City Program – NYE, East Meets West, St Jeromes etc
1.2.2	Undertake structure planning of major industrial precincts	2	Framework Plans being developed for each precinct
1.2.3	Improve visual amenity of industrial estates to remain attractive for investors	1	Undertaken as part of Council Works and maintence program
1.2.4	Provide strategic capital investments that maximise economic outcomes	5	Little Saigon carpark & shops Free Wi-Fi Graffiti removal Program
1.2.5	Together with other government agencies ensure compliance with regulations and site standards	48	Ongoing Urban Planning
1.2.6	Investigate street scaping and creation of public places in neighbourhood activity centres	1	Churchill Avenue Saigon Arch Nicholson Street Mall Irving Street Works



	Activity	Target/Goal	Progress
	Strategic Directive 2: Marketing & Attracting Investment		
	2.1 Marketing Maribyrnong		
2.1.1	Develop and maintain regional business location profile	1	Regional Prospectus being developed in conjunction with RDA, Business Victoria & western region Councils.
2.1.2	Develop and maintain investment profiles for redevelopment areas	4	Done as part of presentations to prospective businesses
2.1.3	Develop and maintain industry specific marketing material (including specific business case)	5	Done as part of presentations to prospective businesses
2.1.4	Develop regular news/economic updates	4	Ten editions of the Business Bulletin published yearly
2.1.5	Provide news announcements on economic successes	6	Work with Councils communication unit to deliver
2.1.6	Place editorials in targeted publications	2	Use of Advertorials investigated – cost prohibitive
2.1.7	Update and maintain economic development pages on website	1	Web pages regularly updated
	2.2 Business Development Program		
2.2.1	Subscribe to relevant industry publications and/or purchase industry research	5	Economy id EY work on Creative Industries Finney Whelan Creative Industries
2.2.2	Conduct market research to identify prospective investors (across range of industries)	200	Professional Services Study currently in progress
2.2.3	Conduct market research into office development trends and identify specific opportunities for Maribyrnong	1	Business Services Study currently in progress
2.2.4	Attend regular industry networking events (CEDA, corenet global, PCA, EDA, etc.)	12	Mainstreet EDA
2.2.5	Maintain a registry of development sites and vacant premises	1	Worked with Commercial Estate Agents identifying sites as required
2.2.6	Annually review strategic sites and consider acquisition (as catalyst development)	1	Ongoing
2.2.7	Attend industry specific trade shows or conferences to identify prospective investors	3	Global Food Forum, VECCI Meetings
2.2.8	Engage with partners (business multipliers) to identify prospective investors	25	Worked with Business Victoria, local property owners and developers

MARIBYRNONG ECONOMIC DEVELOPMENT STRATEGY UPDATE



	Activity	Target/Goal	Progress
	2.3 Facilitating Investment		
2.3.1	Provide customised information packages to prospective investors	20	Ongoing - Engineers Without Borders, Sandridge College, Imotion Lab
2.3.2	Host prospective investors for inspection tours	5	Ongoing - Engineers Without Borders, Sandridge College, Motion Lab, Woolworths, TIC Group,
2.3.3	Conduct pre-lodgement meetings with prospective investors (together with Planning)	10	Ongoing – JFC, Graincorp, Woolworths, TIC Group, Dream Factory,
2.3.4	Develop an 'investment ready' planning framework	1	ED have worked with Planning Services to ensure that Planning applications are
2.3.5	Develop clear design guidelines for new construction to ensure high standards	1	Achieved through Planning Application process
2.3.6	Investigate potential for business incubator in conjunction with partners	1	Creative Induties Incubator Proposal deloped including, location study, business case, business plan, demand study
2.3.7	Investigate potential packages to encourage and facilitate development and investment	1	Not considered as high importance action in current fiscal environment
	Strategic Directive 3: Workforce Development		
	3.1 Engagement and Up-skilling Program		
3.1.1	Liaise with education providers		Vic Uni – FUT & joint Incubator proposal
		6	Private providers i.e Ashford College, She Will Shine, Bendigo Bank,
3.1.2	Identify local training needs of businesses	8	Done through business visit program and direct contact with training providers
3.1.3	Connect local businesses with local training opportunities	8	Business Bulletin and referrals through the Business visitation program
3.1.4	Together with partners, engage with residents to identify potential training (up-skilling) needs	12	LeadWest & LLEN, & Private Providers

MARIBYRNONG ECONOMIC DEVELOPMENT STRATEGY UPDATE



	Activity	Target/Goal	Progress
	3.2 Jobs for Residents Program		
3.2.1	In conjunction with partners, identify local employment opportunities		Highpoint Job Fair, Graincorp Redevelopment, JFC
		6	Development, Ashford College, She Will shine, TIC
			Group
3.2.2	Develop Jobs Board to advertise local job opportunities (together		Leadwest Job Board
	with partners)		http://www.leadwest.com.au/Opportunities/Melbournes-
		6	West-Jobs
			LLEN Job Directory
			http://www.mmvllen.org.au/index.php/community-guide
	Strategic Directive 4: Advocacy		
	4.1 Provide Advice to Stakeholders Regarding Business		
4.1.1	Meet regularly with internal departments	12	Ongoing
4.1.2	Provide advice and input into policy and development matters	12	Ongoing
4.1.3	Research best practice economic development	1	Benchmarking of Economic Development undertaken
	4.2 Advocate on Behalf of Council for Economic Development		
4.2.1	Meet regularly with State and Commonwealth representatives	18	Regular meetings with western Region Business Office,
			ATO and Business Victoria
4.2.2	Meet regularly with LeadWest	6	Western region Economic Development Group,
			including Lead West meets regularly.
4.2.3	Encourage early deployment of the NBN	1	NBN currently being deployed in Footscray



APPENDIX C: ECONOMIC DEVELOPMENT ACTIONS, 2016

Table B1: Economic Development Actions, Maribyrnong Economic Development Strategy, 2011

	Activity	Target/Goal	Progress
	Strategic Directive 2: Assisting & Retaining Existing Businesses		
	2.1 Existing Business Expansion and Retention Program		
1.1.11.	Conduct a local business visitation program		
1.1.12.	Support local business associations/traders associations		
1.1.13.	Host seminars and workshops for businesses in conjunction with partners		
1.1.14.	Host business events (breakfast and lunches)		
1.1.15.	Assist local businesses connect with State and Commonwealth assistance programs		
1.1.16.			
1.1.17.	Conduct annual business forum to focus on growth constraints and issues		
1.1.18.	Facilitate industry cluster forums		
1.1.19.	Investigate the need to provide space/services for businesses (expanded role for Council facilities)		
1.1.20.	Together with partners, provide annual business awards		
	2.2 Placemaking in activity centres		
2.2.1.	Support special events in activity centres to attract local residents and help connect people to place		
2.2.2.	Undertake structure planning of major industrial precincts		
2.2.3.	Improve visual amenity of industrial estates to remain attractive for investors		
2.2.4.	Provide strategic capital investments that maximise economic outcomes		
2.2.5.	Together with other government agencies ensure compliance with regulations and site standards		
2.2.6.	Investigate street scaping and creation of public places in neighbourhood activity centres		
	Strategic Directive 3: Marketing & Attracting Investment		
	3.1 Marketing Maribyrnong		
3.1.1.	Develop and maintain regional business location profile		
3.1.2.	Develop and maintain investment profiles for redevelopment areas		
3.1.3.	Develop and maintain industry specific marketing material (including specific business case)		
3.1.4.	Develop regular news/economic updates		



	Activity	Target/Goal	Progress
3.1.5.	Provide news announcements on economic successes		
3.1.6.	Place editorials in targeted publications		
3.1.7.	Update and maintain economic development pages on website		
	3.2 Business Development Program		
3.2.1.	Subscribe to relevant industry publications and/or purchase industry research		
3.2.2.	Conduct market research to identify prospective investors (across range of industries)		
3.2.3.	Conduct market research into office development trends and identify specific opportunities for Maribyrnong		
3.2.4.	Attend regular industry networking events (CEDA, corenet global, PCA, EDA, etc.)		
3.2.5.	Maintain a registry of development sites and vacant premises		
3.2.6.	Annually review strategic sites and consider acquisition (as catalyst development)		
3.2.7.	Attend industry specific trade shows or conferences to identify prospective investors		
3.2.8.	Engage with partners (business multipliers) to identify prospective investors		
	3.3 Facilitating Investment		
3.3.1.	Provide customised information packages to prospective investors		
3.3.2.	Host prospective investors for inspection tours		
3.3.3.	Conduct pre-lodgement meetings with prospective investors (together with Planning)		
3.3.4.	Develop an 'investment ready' planning framework		
3.3.5.	Develop clear design guidelines for new construction to ensure high standards		
3.3.6.	Investigate potential for business incubator in conjunction with partners		
3.3.7.	Investigate potential packages to encourage and facilitate development and investment		
	Strategic Directive 4: Workforce Development		
	4.1 Engagement and Up-skilling Program		
4.1.1.	Liaise with education providers		
4.1.2.	Identify local training needs of businesses		
4.1.3.	Connect local businesses with local training opportunities		
4.1.4.	Together with partners, engage with residents to identify potential training (up-skilling) needs		

MARIBYRNONG ECONOMIC DEVELOPMENT STRATEGY UPDATE



	Activity	Target/Goal	Progress
	4.2 Jobs for Residents Program		
4.2.1.	In conjunction with partners, identify local employment opportunities		
4.2.2.	Develop Jobs Board to advertise local job opportunities (together with partners)		
	Strategic Directive 5: Advocacy		
	5.1 Provide Advice to Stakeholders Regarding Business		
5.1.1.	Meet regularly with internal departments		
5.1.2.	Provide advice and input into policy and development matters		
5.1.3.	Research best practice economic development		
	5.2 Advocate on Behalf of Council for Economic Development		
2.1	Meet regularly with State and Commonwealth representatives		
2.2	Meet regularly with LeadWest		
2.3	Encourage early deployment of the NBN		



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OUTCOME DRIVEN



ACTIVE TRANSPORT TOUR

Director: Sunil Bhalla

Director Infrastructure Services

Manager: Mary Dallas

Manager Engineering Services

PURPOSE

To seek Council approval on the participation of the Mayor Councillor Catherine Cumming and the Deputy Mayor Councillor Sarah Carter in the Netherlands active transport study tour.

ISSUES SUMMARY

- Cycling is an economically, environmentally, socially effective and sustainable mode of transport.
- The study tour will provide delegates with a better understanding of the innovation and opportunities embodied in world's best practice regarding active transport options, developing low carbon environments and maintaining a high standard of living.
- Study learnings will be reviewed and considered for Maribyrnong's road environment and adopted as applicable.

ATTACHMENTS

- 1. 2014 Cycling Promotion Fund (CPF) Report
- 2015 Netherland Study Cycling Tour
- 3. 2017 Study tour Program (Draft)

OFFICER RECOMMENDATION

That Council:

- 1. Approves the participation of the Mayor Councillor Catherine Cumming and the Deputy Mayor Councillor Sarah Carter in the Netherlands active transport study tour, which will include travel within the Netherlands and Brussels, from 5th to 9th June 2017, to coincide with the international Velo-City 2017 conference to be held in Arnhem-Nijmegen.
- 2. Notes that all travel costs incurred will be recorded in Council's Travel register, in accordance with Part 5, Regulation 11(c) of the Local Government (General) Regulations 2004.
- 3. Notes that a report will be presented to Council following the Netherlands active transport study tour, to outline the learnings and highlight opportunities for the City of Maribyrnong.

BACKGROUND

In 2014 and 2015 the Cycling Promotion Fund (CPF), in partnership with The Kingdom of the Netherlands, led national transport delegations on highly successful study tours to the Netherlands.

The delegations have included senior elected officials and decision makers and have led to a broad range of benefits and understanding for those who travelled. The shared experience of active travel development, benefits future collaboration for those who work together on a daily basis across their state and LGA jurisdictions, for example in late 2015, the Victorian Minister for Roads, CEO of VicRoads, TAC rep, Mayors and councillors from inner Melbourne Councils attended the study tour.

Feedback from attendees supports that this shared experience has been invaluable across the entire Victorian transport ecosystem once those participants return to their responsibilities in Australia. The value of this experience has been a feature for all delegates, no matter which part of the country they have come from or their particular role in planning, transport or as an elected official.

DISCUSSION/KEY ISSUES

1. Key Issues

Delegation Program

In 2017 the emphasis is on cycling economics, public transport integration, transport safety, planning policy, equitable transport mobility and the huge range of infrastructure in the Netherlands.

The Study Tours combine lecture style presentations as well as site visits by bike, walking and PT and normally cover at least 7 cities and around 40 sessions over the 5 ½ days. Specific presentations and visits are also organised where appropriate, to respond to delegates' special areas of responsibility.

Outcomes from the Study Tour

The Netherlands' approach to urban and transport planning is vastly different to that in Australia and while we clearly cannot expect to super-impose a Dutch approach into the Australian context, there will be an impact on thinking for our Australian participants.

Examples of these outcomes have included, the release of the first ever bicycle friendly policy documents from NRMA (National Roads and Motorists' Association) and RACQ (Royal Automobile Club of Queensland) and the development of bicycle boulevards (safe streets) in Western Australia. A national meeting is being held in Perth in March to share their experience and benefits of the design of safe streets in residential localities.

Logistics

The cost to participate in this fully hosted and organised study tour is \$7,500 per person and this covers all in-country accommodation, the program of meetings with experts and officials, travel within the Netherlands (and Brussels in 2017) and most meals.

- A tax invoice is generated by General Manager, Peter Bourke, on confirmation by the participant/s.
- Each participant is responsible for organising their international travel to arrive in Amsterdam for the start of the delegation by Sunday evening, with departure possible from early Saturday at the end of the week.
- A study tour booklet is provided to each delegate in advance of the study tour containing details of the full program, accommodation and other useful information.
- Information is provided to all delegates on what to take and delegates receive ongoing updates with handy information in the lead up to the study tour.

2. Legislation/Council Policy

The need for greater use of sustainable modes of transport in Victoria is specified within the objectives of the Transport Integration Act 2010, particularly:

- The transport system should actively contribute to environmental sustainability by promoting forms of transport and the use of forms of energy and transport technologies which have the least impact on the natural environment
- Transport and land use should be effectively integrated so as to improve accessibility and transport efficiency with a focus on reducing the need for private motor vehicle transport and the extent of travel.

The Council Plan 2013-2017 includes the strategic objective:

"We will plan and advocate for a functional, sustainable and safe, bike and pedestrian friendly transport and traffic management system that meets the community's needs."

The Maribyrnong Integrated Transport Strategy includes the policy statement:

"Council supports cycling as a key travel mode for the Maribyrnong community", as well as the action, 'Update the 2004 Maribyrnong Strategic Bicycle Plan'."

Human Rights Consideration

The report and its content do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

A report will be presented to Council following the Netherlands active transport study tour, to outline the learnings and highlight opportunities for the City of Maribyrnong.

4. Resources

Each trip consists of up to 12 delegates and two guides. The experience is highly personalised, collaborative and intensive

The price is \$7,500 (GST incl) per person, not including international travel to and from Amsterdam. Registration includes all expenses from arrival at Schipol Airport Amsterdam on Sunday, and return to airport the following Saturday, including six nights single occupancy hotel room, meals, ground transportation, materials and professional guide services.

All travel costs incurred will be recorded in Council's Travel register, in accordance with Regulation 12(a) of the Local Government (General) Regulations 2015.

5. Environment

Learnings will assist in creating a safer road environment for our cyclists and promoting cycling as a feasible and attractive travel option.

CONCLUSION

As Maribyrnong is looking to continue to develop active transport options, develop low carbon environments and maintain a high standard of living in response to the significant challenges associated with population growth, community amenity and transport congestion, this is an opportune time to better understand the innovation and opportunities embodied in world's best practice in these areas.

Based on the above, participation of Councillors in the Netherlands active transport study tour, should be encouraged and supported.

A Cycling Promotion Fund Report: 2014 Netherlands 'Influentials' Study Tour





Netherlands Ministry of Foreign Affairs & Consulate-General,
Kingdom of the Netherlands, Sydney

#. 2(Cy&,+-), Go Dutch

Study Tour September 7— 12, 2014



supported by the Cycling Promotion Fund with industry sponsors:

Specialized | Trek









FOREWARD—PETER BOURKE, GENERAL MANAGER

The CPF through its relationship with the Kingdom of the Netherlands delivered the 2014 study tour of the Netherlands.

The aim of the Netherlands Influentials study tour was to increase awareness and knowledge of possibilities, create linkages and networks of leaders, and remove barriers to implementing a sustainable transport cycling culture by immersion in the world's best cycling nation.

The program not only achieved these aims, but also created a a huge level of excitement in the small but influential group of ten participants from across Australia about the possibilities and resulted in a desire to create change.

During the program of workshops, presentations, breakfasts, dinners and meetings across the country some key pre-requisites needed to create change became obvious:

- Australia has some outstanding planners and designers who have the skills to design great mobility—they just need permission to do it
- Solutions take leadership—we struggle in Australia to find leaders willing to make the critical decisions necessary to improve
 mobility for all members of the community.
- Networking is critical—the relationships created through immersing like-minded people together are an unrealized opportunity to support change.

It is only through the leadership from people such as the participants on this study tour will we achieve the transport system we need for a liveable, sustainable community and to realize our potential economic growth.

We have the skills in this country we just need to give people the permission and support they need to achieve it.

CPF's Strategic Objectives

Parliamentary Friendship Group for Better Cities



Bike riding perceived by policy makers as a solution to current and future challenges

Increase investment in bicycling infrastructure, programs and marketing







3 Greater community acceptance of bicycling as a legitimate transport option

4 Embed the CPF as Australia's leading influencer on bicycling issues federally



A STRATEGY FOR CHANGE—STEPHEN HODGE, GOVT RELATIONS

The investment in the Cycling Promotion Fund (CPF) by the Australian bicycle industry over the last two decades has given cycling a voice in the national arena. It has cemented cycling's place in key national debates in areas as diverse as transport congestion, quality of our built environments and liveability, and of course the emerging crisis in chronic diseases related to our sedentary lifestyle.

While we focus on four strategic objectives—see previous page—knowing where real change is created is not an exact science. We have, however, believed for some time that taking senior decision makers to countries where concerted political will and investment has resulted in high rates of cycling was an important opportunity to illustrate the very positive reality of a bike-friendly environment.

Sometimes just taking decision makers to experience it for themselves is all it takes for the 'penny to drop'. This is what we achieved with the 2014 Netherlands study tour.

The successful 2014 tour has opened up additional opportunities for us to provide national and state decision makers with similar experiences.

It has added further to our reputation as a professional and credible voice for cycling nationally and complements other key engagements such as the Parliamentary Friendship Group for Better Cities, Parliamentary Cycling Group—Riders on the Hill, Australian Bicycling Achievement Awards and our close and collegiate relationships with all sides of politics.

The bicycle industry members of the CPF deserve enormous credit for their commitment to this vital investment in the future of their industry.

We believe that the broad range of activities undertaken by the organisation and reputation within decision making circles reflect very positively on the members' vision and commitment and we look forward to welcoming even more of the industry to be a part of this in the future.

Our work for the bicycle industry is something we are very proud of and we look forward to more successes in the future.

Cities Visited:

Amsterdam

Arnhem-Nijmegen Region

Eindhoven

Houten

Rotterdam

Utrecht

Zwolle



Figure 1: Cities visited in 2014 Study Tour.

DELEGATION

The delegation consisted of a range of transport professionals and advocates that have the passion to drive innovation in active transport within Australia by taking an open set of eyes and an open mind to what is possible in the short, medium and long term. The delegation of twelve was as follows:

- Craig Wooldridge—Director Network Planning Moving People, Department of Transport Western Australia
- David Shelton—Executive Director Strategy and Planning, Vicroads
- Michael Roth—Executive Manger Public Policy, Royal Automobile Club of Queensland
- Cathy Oke—Councillor, City of Melbourne
- Myfanwy Lawrence—Australian Local Government Representative, Australian Bicycle Council
- Jon Leighton—President Bicycle new South Wales and Member International Cycling Union Participation Commission
- Marilyn Johnson—Board Member Australasian College of Road Safety
- Clare-Ferres-Miles—General Manager Place Strategy and Development, City of Port Phillip
- Alan Evans—Director National Roads and Motorists Association and Chairman Strategic Policy Committee
- Fiona Campbell—Manager Cycling Strategy, City of Sydney
- Stephen Hodge—Government Relations Manager, Cycling Promotion Fund
- Peter Bourke—General Manager, Bicycle Industries Australia









THE STUDY TOUR INVOLVED:

7

Mayors, Deputy Mayors or Aldermen/Councillors

20

transport academics, experts and consultants working with various jurisdictions in the Netherlands

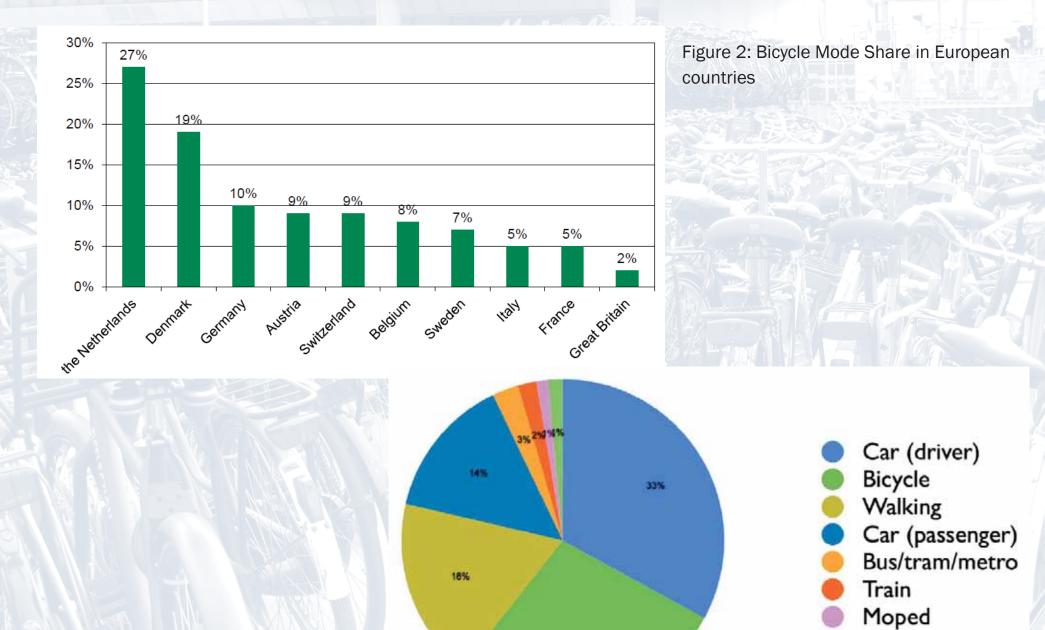
49

presentations or guided tours attended

23

regional and city transport executives, planning officials and other government representatives

The delegation travelled by bicycle, boat, bus, foot, taxi and train.



28%

Figure 3: Transport mode shares

in the Netherlands

Others

WHY THE NETHERLANDS?

So why did we visit the Netherlands to study cycling?

The statement 'we are not Holland and never will be' is not an excuse, they were once a car-centric country too—although it is true that even when the transport system focused on cars in the 70's, cycle mode share was never lower than 8-10%.

Of course is it a vastly different environment in some ways, but there are some similarities and if you want to understand the contribution bicycling can make, it makes sense to understand what the best in the World do.

Bike mode share

Figure 2 shows the per cent mode share for cycling in major European countries. Australia doesn't even rate on this graph, at between 1 and 2% of all trips by bike.

Bicycle use in Dutch cities is anything from 22% in Rotterdam up to 38% of all trips in Amsterdam and 50% in Utrecht. Walking share is a similar percentage to cycling.

Cars are still the main mode for inter-town travel, but overall bike trips are not far behind, see Figure 3.

Safety and convenience

The Netherlands has invested in transport infrastructure that is 'fit for purpose' and ensured that the appropriate mode is safest and most convenient for each trip. Car ownership is relatively high in the country, but walking and cycling is best for the short trips that make up around half of all daily trips. This is reflected in the mode share.

Safety is a major winner in this transport system with much safer, quieter residential streets and urban centres than Australians are used to.

A Vision for Australia

Bicycle riding is a normal part of life and a common mobility option for the Dutch in the transport environment — "time-efficient, safe and comfortable."

The Dutch have developed a transport system that is based on a hierarchy that has at its core a philosophy of 'fit for purpose', providing a safe and comfortable space that makes living and travelling easier. While the Australian solution may well look different to the Netherlands, this concept is nevertheless valid in this country.

How

Improve the mobility efficiency and opportunities for all Australians through an integrated transport system that enhances choice and healthy active options.

- Greater investment in direct, safe and connected bicycle infrastructure
- Implementation of national bicycle education framework
- Implementation of a benefit cost ration assessment framework that includes wider benefits for all transport projects
- Implementation of policies and road rules that increase safety for vulnerable road users

This will only be achieved when leaders choose to prioritise the most effective mobility options for entire transport network.













FOREWARD

PETER BOURKE GENERAL MANAGER - CYCLING PROMOTION FUND

The CPF through its relationship with the Kingdom of the Netherlands delivered the 2014 and 2015 study tours to the Netherlands.

The aim of the Netherlands Influentials study tours are to increase awareness and knowledge of possibilities, create linkages and networks of leaders, and remove barriers to implementing a sustainable transport cycling culture by immersion in the world's best cycling nation.

The program not only achieved these aims in 2015, but also created a huge level of excitement in the small but influential group of participants from across Australia about the possibilities and has resulted in a desire to create change.

During the program of workshops, presentations, site visits, dinners and meetings across the country some key pre-requisites needed to create change became clear:

- Australia has some outstanding planners and designers who have the skills to design great mobility—they just need permission to do it
- Solutions take leadership—we struggle in Australia to find leaders willing to make the critical decisions necessary to improve mobility for all members of the community,
- Networking is critical—the relationships created through immersing of a group of decision makers in this environment are an unparalleled opportunity to create change.

It is through the leadership from people such as the participants on this study tour that we the transport system we need for a liveable, sustainable community can be realised, as well as the potential economic growth.

We have the skills in this country we just need to give people the permission and support they need to achieve it.

CPF'S STRATEGIC OBJECTIVES



1. Bike riding perceived by policy makers as a solution to current and future challenges

Increase investment in bicycle infrastructure, programs and marketing



3. Greater community acceptance of bicycling as a legitimate transport option





INFLUENTIALS TOUR PARTICIPANTS

- The Hon Luke Donnellan, Vic Minister for Roads, Road Safety and Ports
- Jackie Fristacky Councillor, City of Yarra
- Daniel Hoare Chief of Staff to the Vic Minister for Roads, Road Safety and Ports
- John Merritt CEO, Vicroads
- Michael Nieuwesteeg Manager Research Road Safety, Transport Accident Commission
- Edward Rose Traffic Management Knowledge Coordinator, Main Roads WA
- Amanda Stevens Mayor, City of Port Phillip
- Jane Waldock Assistant Director Planning and Placemaking, City of Yarra
- Peter Bourke General Manager, Bicycle Industries Australia
- Stephen Hodge Government Relations Manager, Cycling Promotion Fund



OPPORTUNITY FOR CHANGE

STEPHEN HODGE GOVERNMENT RELATIONS MANAGER – CYCLING PROMOTION FUND

The Australian bicycle industry's investment over the last two decades in the Cycling Promotion Fund (CPF) has given cycling a voice in the national arena. It has cemented cycling's place in key national debates in areas as diverse as transport congestion, quality of our built environments and liveability, and of course in the emerging crisis in chronic diseases related to our sedentary lifestyle.

While we focus on four strategic objectives—see page on our objectives—knowing where real change is created is not an exact science. We have, however, believed for some time that taking senior decision makers to countries where concerted political will and investment has resulted in high rates of cycling was an important opportunity.

Sometimes just taking decision makers to experience the very positive reality of a bike-friendly environment for themselves is all it takes for the 'penny to drop'. This is what we are achieving in our Netherlands study tours.

The successful 2014 and 2015 tours have opened up additional opportunities for us to provide national and state decision makers with similar experiences.

It has added further to our reputation as a professional and credible voice for cycling nationally and complements other key engagements such as the Parliamentary Friendship Group for Better Cities, Parliamentary Cycling Group—Riders on the Hill, Australian Bicycling Achievement Awards and our close and collegiate relationships with all sides of politics.

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Our work for the bicycle industry is something we are very proud of and we look forward to more successes in the future.

WHERE WE WENT



Figure 1: Cities visited in the 2015 study tour

- Amsterdam
- Eindhoven
- Nijmegen City Region
- Rotterdam
- The Hague
- Utrecht

WHO WE SAW

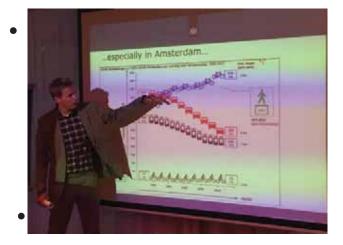
• The delegation travelled by – bicycle, ferry, bus, foot, taxi and train



• 21 presentations



- 28 Transport experts, consultants and academics
 - 3 Mayors and Alderman



- 7 infrastructure bike tours
- Consulate General reception

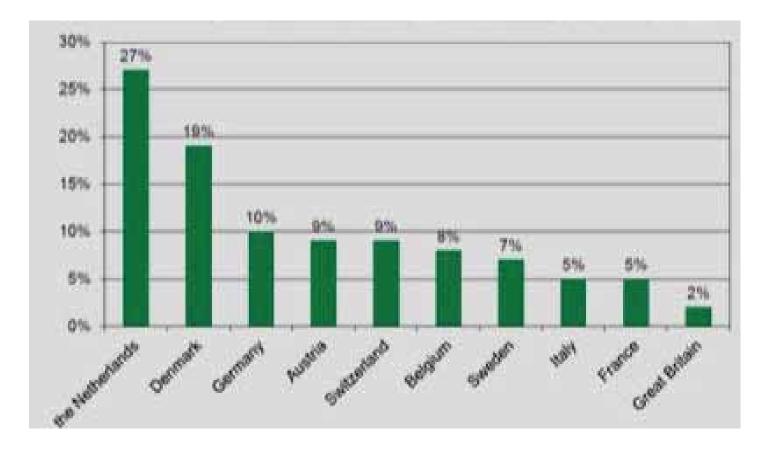
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Figure 2: Bicycle mode share in European Countries



WHY THE NETHERLANDS?

Bike mode share

Figure 2 shows the per cent mode share for cycling in major European countries. Australia doesn't even rate on this graph, at between 1 and 2% of all trips by bike. Bicycle use in Dutch cities is anything from 22% in Rotterdam up to 38% of all trips in Amsterdam and 50% in Utrecht. Walking share is a similar percentage to cycling.

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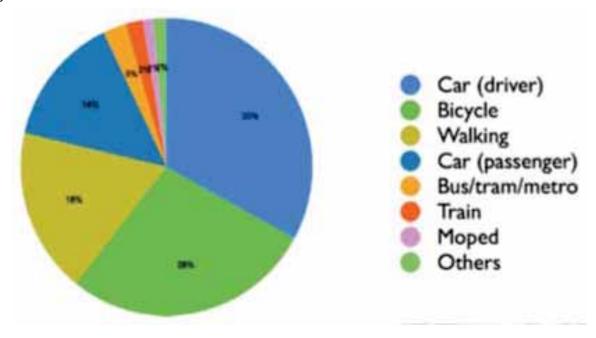


Figure 3: Transport mode shares in the Netherlands

Safety and convenience

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This will only be achieved when leaders choose to prioritise the most effective mobility options for entire Transport network.



KEY HIGHLIGHTS IN FOCUS

The tour revealed a number of interesting findings and observations that have been summarised below.

The Netherlands Embrace of Cycling Did Not Happen Overnight

The transformation of the Netherlands from a cycling city to a car city and then back to a more balanced transport city was not an overnight success. Like many cities around the world the Netherlands embraced the car after World War Two, thereby moving from a high of 85% cycling mode share to a low of 25% by the mid-1970s.

By this stage, historic buildings were being demolished to make way for freeways through city centres and the annual death toll from road crashes (all modes) had hit more than 3,000, including 400 children. Cyclists made up 17% of the fatalities and 32% of those injured in crashes.



The culmination of these factors, along with significant spikes in fuel prices and fuel shortages, created a ground swell of protest that resulted in the development of the Peoples Transport Plan 1976 to 1980. The Plan included funding for cycling, two demonstration projects (the Hague and Tilburg) and extensive before and after studies. Following the experience of the two demonstrations projects, a further trial was undertaken in Delft, based on a network approach.

As with the previous projects, a before study was included as was a short term after study, but a long term after study was also included. Key features in these projects were bidirection separated bike paths on one side of the road, traffic calming, priority for cyclists at most intersections and coloured surface treatments for cycling facilities.

These results fed into the 1980 and 1989 National Transport Strategies. The 1989 Strategy contained the goal to reduce car use growth and a Bicycle Master Plan. Subsequent Plans have built upon the early plans and have continued to evolve, with the latest being released in 2012.

Urban, Economic and Environmental Planning

The Dutch place a very high priority on integrated planning across many areas. This has resulted in strict planning measures being in place, such as growth boundaries and air pollution requirements. For many cities the business as usual approach has prevented future growth as the pollution levels would have been exceeded if the development proceeded. This has resulted in developments being reworked to reduce car dependency to achieve a more sustainable outcome.

Within the inner core of larger cities, road capacity has been reduced to make it harder for people to drive in congested areas. This has been achieved by removing lanes, converting two lane streets to one lane/one way and reducing the continuous lengths of streets. This approach has been effective and the residents appear to have adapted to the changes. High density has greatly assisted in this cause as it ensures that most trips are fairly short and achievable by other modes such as cycling, walking and public transport.

Separated Bike Paths and Sealed Shoulders

The planning for cycling in the Netherlands is based around a road hierarchy of expressways (freeways), arterial roads and local roads. On freeways and arterial roads the cycling facilities are always separated from the motorised traffic to maximise safety and encourage cycling.

On lower speed arterial roads there is a mix of approaches. Up until recent years the approach for low speed arterial roads (those within CBDs and central city centres) was to separate cyclists with the provision of a separated bike path.

More recent road reconstructions and modifications in a number of cities have resulted in the separated facility being removed and replaced with a sealed shoulder, mostly in the order of 1.5 to 1.8m wide. While this appears to be a step backwards in safety there are other factors at play: the move to lower speed limits does reduce the risk of fatal and serious injuries with non-segregated facilities; pedestrian walkways needed to accommodate greater numbers; and rubbish trucks had difficulty accessing bins with the gap caused by the segregated paths.





Separated path example

Sealed shoulder example



Local road example

On local roads (30 and 50km/h roads) the main focus is on the car being a guest and cyclists having priority. There are a variety of approaches including sealed shoulders, shared space and narrow roads. The approach taken appears to depend on the funding available, the width of the existing road and volumes on the road.

For the sealed shoulder approach there is a growing movement towards a 1.8m shoulder to provide a greater level of separation and safety between cyclists and motorised traffic.

Where the space is shared the main focus is to keep the width of the road down with lane widths for motorised traffic generally being 2.5m where two lanes are provided and down to 2.5m or 3m on roads that are mostly operating as laneways servicing driveways.

Speed Limits on Local Roads

Speed limits on the local roads vary between 30km/h and 50km/h. Within the inner core of the cities, travelling beyond 30km/h is largely not possible due to the very narrow streets of the medieval towns and the congestion in the more modern cities - this has largely been achieved through travel demand measures with limited lanes and parking available.

Beyond the inner core the speed limit debate is alive and well particularly in relation to reducing significant areas down to 30km/h and whether a 30km/h limit is appropriate compared to a 50km/h limit. From riding through a number of the post war cities, the road widths on some roads were clearly more suited to a 50km/h limit. That being said if treatments were installed, options would be there for reductions to 30km/h.

Bike Parking

With significant bike use, comes the problem of where to park all of the bikes at the end destination. Historically, this has been accommodated by using public space such as verges, canal railings and public squares. With population growth, this situation has become untenable and more provision has been made for off-street parking.

A significant focus has been placed on providing underground bike parking at rail stations based on the principles of: right spot, right size and customer focus. The City of Utrecht is a leader in this area and has 4,200 underground bays at the central train station (2014), which was developed in detail before construction using micro simulation to ensure that peak periods were functional.

These types of facilities cost between 3,000 and 8,000 Euro (AUD\$4000-11,5000) per bike bay to construct, which is still many times cheaper than an equivalent bay for cars in a underground or multi storey facility. Parking for the first 24 hours is free and the following 24 hours is 1.25 Euros (AUD \$1.80). They are currently expanding the underground parking to 12,500 (by 2016) and have plans for 32,000 bays by 2035.

Even with the increase in underground parking there are very significant numbers of bikes being parked in public spaces. This appears to be largely a cultural attachment to past practices and the convenience of parking as close as possible to the end destination. In Utrecht, they have recently taken a different approach by renting a shop that had been empty for a few years and created an in-shop bike parking facility that is free to use and is

open from 6am to 4am.



Bike theft is an issue that is assisting in driving more cyclists to park at the underground stations, which are guarded. Bike theft peaked at 1m bikes per year, but has now dropped to 0.5m per year. While guarded facilities have assisted in dropping the theft rate other initiatives such as programs to address homelessness and assistance for people with drug addictions have also helped.

Car Parking

Car parking supply is carefully managed in each of the cities that were visited. All of the cities restrict the amount of parking supply within the central city areas to reduce the demand for car use and many residents/workers do not bring a car to work as it is simply too difficult and expensive to find a car parking space.

This in turn has allowed for most of the arterial roads within the ring road systems to be kept at one lane in each direction with widenings at intersections for turning lanes. Some roads have parallel parking bays, but not all.

Bikes and Train Stations

With cycling being the mode choice for short trips, it is logical to link cycling with public transport, particularly when there is a very well connected regional passenger rail system being in place.

This is demonstrated by the fact that 42% of train



passengers arrive by bike and 14% continue their journey by bike.

This is partly well facilitated by Dutch Railways providing 100 guarded bike parking areas with capacities that vary from 500 to 5,000. In addition, small stations have bike lockers and bike racks. A number of users have one bike parked at the origin station and another at the destination for a fully connected journey. Bikes are not permitted on trains due to high passenger numbers during peak periods, but are allowed during the off peak for 6 Euros (AUD\$8) and fold up bikes are allowed and are free at all times.

Secure parking at the rail stations is free for the first 24 hours and a fee of 1.25 Euro (AUD\$1.80) is charged for each day after that. They are looking at reducing the fee for the subsequent days to 0.5 to 0.75 Euros a day to accommodate part time workers and students.

Abandoned bikes at stations are an issue and are known as orphan bikes. These bikes are estimated to take up 10-20% of bike parking bays and automatic sensors have now been fitted to reduce the problem.

In 2007, Dutch Railways took over a pilot bike rental scheme that operates within the bike parking areas at train stations. The scheme had 34,000 members in 2007 and this has increased to 160,000 current members. Membership is 10 Euro (AUD\$15) a year and the daily cost to use a bike is 3.15 Euro a day (AUD\$4.50), with billings being monthly via direct debit. At present there are 120 guarded and 180 non-guarded rental locations with a total of more than 8,000 bikes. Excluding the upfront capital costs, the scheme is revenue neutral with vandalism and theft not being a big issue. The customer satisfaction rate is a high 7-8.

Surveys of public transport customers (30,000 annually) have revealed that the perceived wait time at the initial boarding is 2.5 times that of real time and when transferring it is 4 times real time. The scheme goes a long way towards reducing waiting times for connecting modes such as buses and light rail, as the connection is made by bike instead. This has the added bonus of reducing the high demands on the bus and light rail services during peak periods in the busier areas.

Schools

Schools have been provided with very good cycling facilities in terms of bike paths, bike parking and 30km/h school zones in the immediate vicinity of the schools. There are no school buses, some roads are blocked by pop up bollards during drop off and pick up periods and close to half of the students arrive by bike.

Bike education is a compulsory part of life in the school system. The education starts at the age of four with many kids being competent cyclists before this age. A number of practical circuits have been built that facilitate learnings away from live traffic to assist in developing awareness and skills in a safe environment. The education continues through primary school and culminates in a written and practical test in the year before they move to high school.

This early approach to embrace cycling with guided education is a key component of setting the kids up for a life-long attachment to cycling, which is aided by travel demand measures that limit car use. The education process has other benefits that include a greater appreciation of safety issues for the other modes of transport.



Industrial Areas

Industrial areas are well served with off road cycling paths. As with Australia, industrial areas are difficult to service with public transport due to the early start times and the large blocks. The off road facilities allow for cyclists to get to and from the work place in a safe manner without significant interaction with heavy vehicles.



Ebikes

Electric bikes have started to increase in numbers with 1.3m being sold in The Netherlands so far. Current sales equate to half the value of all bikes sold per year. This has enabled more seniors to ride and, for others, longer distances are now possible. E-charging points are being provided to allow cyclists to recharge their bikes for the return trip. On the negative side, the increased speed availability that comes with high powered e-bikes and scooters is creating safety issues in congested inner city areas as many cyclists do not slow down. This is being further exacerbated by the arrival of new, more powerful bikes, including a recent introduction to the market that has 500W of power and a top speed of 45 km/h.

Sharing Cycling Knowledge

The Dutch have established an organisation known as the Dutch Cycling Embassy that is a public private partnership. The Embassy has a focus on sharing knowledge and expertise, economic diplomacy/export promotion, business promotion and alliances with civil organisations. Initially set up with private funding for three years, this has now been complemented with federal government funding for another three years.

The Embassy has three staff and is facilitating work in 38 countries. Some of the key areas in which they work are; education, culture, how to organise change and formulation of

ambitions beyond simply the number of cycling path kilometres. Future cycling study tours can be arranged through the Embassy on a cost recovery model.

Data Collection and Analysis

Data collection is a valuable part of the transport planning process to track trends and assist in planning for the future. Across The Netherlands, 50,000 travel surveys are undertaken each year.

In addition, Dutch Railways undertake another 30,000 travel surveys for stations each year. These surveys provide a great array of information across all modes and feed into strategic and operational planning. However, the fine grain travel data for cycling is still a work in progress. Further work is being undertaken in this area in 2015, with one city seeking a grant to fuse Strava data (commercial personal phone application GPS tracking) with GPS data.

Cycling Promotion Fund
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Netherlands Active Travel Study Tour 4 June to 10 June 2017

The Cycling Promotion Fund 2017 Netherlands Study Tour

Draft program @ 15 March, 2017

Contacts:

- Peter Bourke, General Manager, pbourke@cyclingpromotion.com.au, 0438 871 271
- Stephen Hodge, Government Relations Manager, shodge@cyclingpromotion.com.au 0411 149 910

Cities

Utrecht, Amsterdam, The Hague, Rotterdam, Brussels, Houten, Einhoven.

Sunday

17:00 Meet in the hotel lobby, dinner in Hotel Karel V, Utrecht our base for the week.

Monday

Utrecht

0.15		·
8.15	Collect bicycles	
9.00	Dutch Cyclists Union	Topic: 40 years of cycling advocacy
		in the Netherlands
10.00	CROW	Topic: Cycling in complete streets;
	Kantoorgebouw 'Sijpesteijn',	the Dutch approach. CROW is a
	Jaarbeursplein 22, T +31 6 20 65 87 39	not-for-profit organisation in which
		the NL Govt and businesses work
		together in pursuit of their
		common interests through the
		design, construction and
		management of roads and other
		traffic and transport facilities.
11.30	Utrecht Municipality Stadsplateau 1,	Design and planning of
	Utrecht / T +31 6 53 38 54 66	municipality
13.00	Lunch	
14.00	Connekt, Ezelsveldlaan 59, Delft	Dutch National Rail - NS "door-to-
		door last mile"
16.15	Tour de France - Tour Depart in 2016	Economic impact of major events
		and tourism.
17.15	Cycle tour of Utrecht suburbs - Including	Utrecht is renowned as the Dutch
	visit to the large bicycling parking	city with one of the highest cycling
	underneath the Central train station in	participation rates = over 50% of all
	Utrecht. 22,000 bike parking spots.	trips.
18.45	Arrive home	
19.30	Dinner - Utrecht	

ABN: 89 094 666 538

Tuesday Brussels

For the first time, the Cycling Promotion Fund is providing an opportunity to speak with EU officials and staff of the European Cycling Federation, who play a key role in development of cycling across the European Union, including training and implementation for the World Health Organisation's economic analysis tool for cycling, HEAT.

With Brussels a short, high speed rail trip from the Netherlands, we anticipate this will be a very interesting day considering the broader agenda for cycling and multijurisdictional approaches to active travel.

07.00	Meet in hotel lobby	
07.15	Train to Brussels	
09.30	European Union	European transport planning
	Brussels	European Union
11.00	European Union	Cycling tourism across Europe
12.30	Lunch	
13.30	European Union	Mobility priorities in a fractured
	Brussels	economy
15.00	European Cycling Federation	Cycling solutions across countries
		and bureaucrats
16.30	European Cycling Federation	Growing the cycling economy
18.00	Drinks and dinner with ECF staff	
21.00	Leave for Utrecht	
23.00	Arrive Utrecht	

Wednesday

The Hague / Rotterdam

00.00		
08.00	Meet in hotel lobby	
08.10	Leave for Ministry of Infrastructure and	
	Environment Plesmanweg 1-6, the	
	Hague (estimated travel time 45	
	minutes)	
09.00	Ministry of Infrastructure and	Topic: The Dutch approach on
	Environment	accessibility and urban planning -
		national policy and practice.
11.30	SWOV & ANWB	Topic: Innovative practices in safe
	Wassenaarseweg 220, The Hague	urban mobility.
		SWOV (Netherlands Institute for
		Road Safety Research)
		ANWB (Royal Dutch Touring Club)
12.45	Lunch	
14.00	Rotterdam Municipality	City planning
		Development of a 'brown field' city,
		leveled durin
15.30	De Verkeersonderneming	Improved accessibility
		Rotterdam Region
17.30	Leave for Utrecht	
18.30	Free evening	
•		



Thursday

Houten / Eindhoven

08.00	Leave for Eindhoven (estimated travel time 60 minutes)	
9.00	Mobility visions Eindhoven	Mobility solutions
10.00	Municipality of Eindhoven	Fast-lane, infrastructure to entice
		longer trips.
		E-bikes
		Hovenring
12.00	Eindhoven	Technology, innovation and
		investment –
		Bringing new business to a town -
		Shimano
13.00	Lunch	
14.00	Houten Municipality	A model City
		Designed for the bicycle
15.30	Houten	Cycle tour
17.00	Ride to Utrecht	Intra- and inter-city active cycle
		highways and infrastructure
18.00	Arrive Utrecht	
18.30	Vincentre	
	Berg 29, Nuenen	
19.00	Dinner Utrecht	



Friday Amsterdam

08.00	Meet in hotel lobby	
08.15	Leave for municipality of	
	Amsterdam by train	
09.00	Municipality of Amsterdam	City planning,
	(Amsterdam Town Hall)	7 Platforms which are
		active in the field of
		cycling planning and promotion,
		Think Bike,
		Bikenomics,
12.00	Lunch	
13.00	OV Fiets (Dutch National Rail's	Including suburbs
	national bicycle hire system)	Bicycle parking
	Cycling tour with guidance of City of	Interaction with vehicles
	Amsterdam	Transport systems
18.00	Closing Dinner	
	Closing dinner with invited special	
	guest or guests / discussion on	
	themes and priorities for Australian	
	jurisdictions.	

Saturday

Amsterdam

Check out of hotel and transfer to airport or train station

18 APRIL 2017

QUARTERLY PERFORMANCE AND FINANCIAL REPORT — APRIL 2017

Director: Celia Haddock

Director Corporate Services

Managers: Ken Leaming

Manager Finance

Lucia Giagnorio

Manager Organisational Development

PURPOSE

To present the March 2017 Quarterly Performance Report on the fourth year priority actions (2016/2017 Priority Action Plan) of the Council Plan 2013-2017, the Local Government Performance Reporting Framework (LGPRF) indicator results along with Council's financial operations and the Capital and Asset Improvement Program.

ISSUES SUMMARY

Progress reports on the 2016/17 Priority Action Plan, financial operations and Capital and Asset Improvement Program, are presented to Council quarterly.

- 87 per cent of Council Plan actions are expected to be delivered this financial year. Of these, 7 per cent have been delayed, although managers are confident, completion will be to time.
- 13 per cent of Council Plan actions will not be delivered by the end of the 2016/17 financial year. The majority of these relate to re-scoped capital works projects still in design phase.
- Variations to budget are addressed in the Operating and Capital sections of this report.
- Council has no borrowing and has \$0 debt as of July 2016.
- Little Saigon project is on target for completion by the end of April.

ATTACHMENTS

1. Council Plan Actions 2016/2017 Third Quarter Progress Report.

OFFICER RECOMMENDATION

- 1. That Council notes the March 2017 Quarterly Performance and Financial reports.
- 2. That Council notes the projected expenditure required to bring the Little Saigon project to completion and authorises the Chief Executive Officer to approve variations to Contract No. 791-15 Principal Contractor Little Saigon Project up to a total value of \$564,000.

BACKGROUND

Council Plan Actions

The Council Plan 2013-2017 was adopted on 25 June 2013, and sets out Council's long-term vision and key commitment areas. Each year, Council develops a set of actions to ensure it can deliver on the commitments made in the Council Plan. This is the fourth and final year of developing priority actions against the Council Plan. The 2016/2017 Priority Action Plan commits to 70 actions across the six strategic objectives supporting the City's vision.

Some of the actions are funded through the capital works/initiatives budget. Each quarter, the progress of these actions is monitored using the corporate performance management system, and reported to Council and the community.

Financial Operations

The quarterly report for the current financial year is provided for the end of March 2017. The report indicates that Council is forecasting a favourable variance of \$219,375. The Operating forecast is an unfavourable variance of \$480,575 and the forecast for Initiatives unfavourable \$45,473, Capital and Asset Improvement Program is a favourable variance of \$745,423.

Capital Works Program

As Council's infrastructure assets continue to age and deteriorate, the challenge of managing and sustaining them becomes even greater. The Capital and Asset Improvement Program consists of a total of 237 projects. A budget of \$36.010 million was allocated to deliver new works with 2015/2016 projects carried forward to 2016/2017 of \$19.300 million with a total of \$55.31 million.

DISCUSSION

1. Key Issues

Council Plan Actions

The Council Plan March 2017 quarterly performance report (attached) provides an update on Council Plan 2016/2017 Priority Actions. The report is grouped by directorates and lists below target actions followed by on target and above target actions.

Overall, 87 per cent of actions have either exceeded, are within target or are delayed and expect to be completed by the end of quarter four.

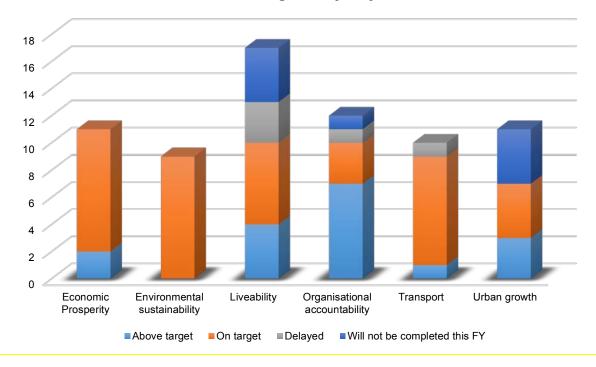
As shown in the following graph, three Council Plan objectives are on track to deliver all of their actions this financial year,:

- Economic Prosperity
- Environmental Sustainability
- Transport

Some actions will not be delivered entirely this financial year within the following three Council Plan objectives:

- Liveability
- Organisational Accountability
- Urban Growth

Q3 2016/2017 Council Plan Action Progress by Objective Area



The majority of delayed actions relate to Capital Works projects as they are subject to delays and slippages. It is noted that feasibility studies can change the project scope, design can be delayed by changing customer or community need and build can be subject to a range of factors as capital works projects are complex, long-term and involve collaboration with multiple parties.

This year a number delays have been in the feasibility study and design stages, and revisions to scope or approach can significantly affect the overall project plan and delivery. A solution may be to set annual performance indicators to one relevant phase of the project such as scope, design or build to account for natural slippage.

Actions below Target

14 actions are reported as below target. Of these actions:

- Five (7%) are delayed but should be achieved to time or by the end of Q4
- Nine (13%) will not be achieved by the end of Q4

Actions delayed but completion expected by end financial year 2016/17

- 2.1.2 Develop Early Years Service Model, in partnership with State Government, Victoria University and local schools
 - A joint partnering agreement continues to be developed.
- 2.1.5. Develop Council's 2017 2012 Public Art Policy and Program
 - The Public Art Policy and Program is underway and will be completed as of end of June.
- 2.3.2 Develop Council's 2017-21 Strategic Arts Framework and Action Plan
 - This action is currently underway and will be completed by 30 June 2017.
- 4.1.2. Implement actions from the Maribyrnong Bicycle Strategy 2014
 - The design has been completed and the contract procurement process is currently underway, with works expected to be completed by 30 June 2017.

6.3.2 Implement an integrated asset management and maintenance system

 The Specification has been provide to Civica to establish if Council's current software solution (Authority) will be able to meet the brief. Their response will determine whether this action can be met within this financial year.

Actions not completed by end financial year 2016/17

- 1.1.1 Deliver 2016/17 Capital Works program
 - The delivery of the Capital Works program is currently at 60%, including continued on target delivery of the Civil Construction Program and Little Saigon.
 - However, some significant projects have been delayed, impacting on progress against program and budget, these include: Footscray Hockey Club (1.1.6), Church Street Children's Centre (2.1.1) and the Maribyrnong Aquatic Centre (2.1.3).
- 1.1.6. Complete the Footscray Hockey Club amenities upgrade
 - The hockey club requested changes, which has delayed this action.
 - The amended costed concept plans are due mid-April 2017.
- 1.4.2 Complete construction of Skinner Reserve Playground
 - Due to a government grant, the scope of works has increased.
 - A contractor will be appointed in April, with landscape works to commence in May 2017. The revised completion date has been scheduled for September 2017.
- 1.5.1. Prepare a Facilities and Infrastructure Plan
 - With the appointment of the Asset Management Coordinator the plan should be developed by the end of September 2017.
- 2.1.1 Redevelop Church Street Children's Centre
 - Site works on hold due to Council endorsed a redesign in December 2016.
 - The revised approach will demolish the original building and draft drawings are being designed for a new build. Aim to begin works at the start of 2018 and finish December 2018.
- 2.1.3 Construct Phase 1 of the Maribyrnong Aquatic Centre half-life refit
 - Feasibility study identified the scope larger than anticipated, so this project will not continue for 2016/17.
- 2.1.8 Revise Council's long term financial strategy
 - Completion date has been revised to 30 September 2017
- 2.1.9 Complete consultation and detailed design process for development of the Footscray Library and Hub
 - The scope of this project has changed since the original 2015 plans.
 - Draft concept options and a feasibility brief are in progress.
- 6.3.3 Increase availability of online payment options for customers.
 - 'Commercial Street Furniture Permit' was completed
 - Online payment portal this quarter.
 - The Pet Registration Fees should be live during guarter 4.

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 Parking Permit payment capability withdrawn from the 20 June Go Live date at the request of the Compliance Team. This deliverable remains in progress with the Parking Permit policy to be re-written by the Regulatory Service.

These results indicate that 13 per cent of the Priority Action Plan actions will not be delivered by the end of the 2016/17 financial year. In light of this Council's leadership team will investigate resourcing options or a change of approach to assist in delivery of Council Plan actions that are experiencing delays or will not be achieved.

Additionally, in future any performance indicators that are developed as part of the actions these will be limited to the relevant capital works phase such as scope, design and build as this will account for potential or natural slippage and project changes.

Financial Operations

Council's Long Term Financial Strategy guided the 2016/2017 Annual Budget. The March 2017 quarter forecast is a favourable variance of \$219,375 to the budget. The Quarterly Finance Report for March 2017 provides Council with the most up to date estimate of the year end result. Any significant operating variances are listed under Resources. The variances shown in the year-to-date section are the result of timing differences, grants being received prior to the cost of the service delivery being incurred, grants received in the previous financial year and capital works projects carried forward from the previous financial year.

Capital Report

The purpose of this report is to provide financial updates on the delivery of Councils 2016/2017 Capital and Asset Improvement Program. This report highlights any significant variances to the original adopted budget. The program consists of various projects including roads, footpaths, drainage works, transportation, parks and recreation, information technology and major redevelopment building projects.

The adopted Capital and Asset Improvement Program for 2016/2017 had new works of \$36.010 million and comprised of 260 projects. The funding for the Capital and Asset Improvement Program comprised \$1.165 million from grants, \$7.105 million from reserves, sale of assets \$.400 million and \$27.440 million from rate revenue. These projects are listed under Section 4 (Resources) of this report.

2. Legislation/Council Policy

Performance reporting of Council Plan actions is provided in accordance with the Council resolution to receive quarterly monitoring reports, and is consistent with Council's principles of transparency and accountability.

Quarterly Finance Reports are provided in accordance with section 138 of the *Local Government Act 1989.*

Human Rights Consideration

The report and its contents support the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

Conflict of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

The 2016/2017 Annual Budget was developed in close consultation with the community. Quarterly progress reports on Council's performance against the Budget and Priority Action Plan are provided to the community.

4. Resources Forecast to Budget +/- \$20k Variance

Department	Variance Description	Budget to Forecast Variance \$
Positive Ageing & Inclusion	Caps General & HACC	136,794
Community Infrastructure & Social	Arts, Culture and Social Planning &	(27,529)
Development Management	Research	(21,329)
Leisure Services	MAC Swim Centre reduction membership and merchandise income	(85,152)
Community Services Variances +/- \$20k		11,311
Community Services Major Variances	Total	35,424
Corporate Services Management	Bulldogs Grand Final Decorations	(34,943)
Finance	Supplementary Rates	767,814
Finance	Garbage Charges (including green waste)	145,090
Finance	Abandoned Rates	(35,000)
Finance	Work Cover Savings	238,118
Finance	Employee Provisions	95,000
Finance	Revenue & Valuations	128,936
Finance	VGC Grant	(143,059)
Finance	Investment interest	25,000
Finance	Purchasing	24,899
Finance	Financial Accounting maternity leave	(14,627)
Governance and Customer Service	Governance Freedom of Information request and Councillors Technology	(104,229)
Organisational Development	Personnel& Industrial relations additional Legal costs	(153,977)
Information Technology	Information Technology Services Photocopying savings and Information Management Postage savings	100,630
Communications and Engagement	Media and Publications	(28,071)
Corporate Services Variances +/- \$20k		12,112
Corporate Services Major Variances T	otal	1,023,693
Operations and Maintenance	Civil Works & Amenity Cleansing Services and Road Management Plan Inspections	(324,150)
Operations and Maintenance	Private Property Graffiti removal works	(600,000)
Operations and Maintenance	Parks & Gardens	(14,070)
Operations and Maintenance	Facility Management Building Maintenance costs	(245,803)
Operations and Maintenance	Work Centre Operations	(98,212)
Engineering Services	Fees for Plan checking and supervision of new developments	35,000
Engineering Services	Transport Salary savings and hiring out of Bicycle Trailer income	21,486
Strategic and Asset Management	Asset Management – FBT	(93,950)
Strategic and Asset Management	Environmental Services utility savings	40,152
Infrastructure Services Variances +/- \$20	· ·	(8,450)
Infrastructure Services Major Variance		(1,287,997)
City Business	Festivals additional income	37,327
Regulatory Services	Environmental Health Business registrations	248,741
Regulatory Services	Health compliance	107,500
Regulatory Services	Building Control Fees	222,478

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Department	Variance Description	Budget to Forecast Variance \$
Regulatory Services	Compliance costs	(55,596)
Regulatory Services	Emergency Management	31,500
Regulatory Services	School Crossings Salary savings	28,096
Regulatory Services	EPA compliance	22,000
Regulatory Services	Ticket Machines	(1,232,465)
Regulatory Services	Animal Management	88,944
Regulatory Services	Parking Infringements - Net	330,000
Regulatory Services	Parking Management - Recovery cost	(574,500)
Regulatory Services	Local Laws – Salary savings and Graffiti vouchers	77,951
Regulatory Services	Local Laws - Licenses & Permits	100,000
Urban Planning	License & Permits - Net	307,778
Planning Services Variances +/- \$20k		8,551
Planning Services Major Variances Total		(251,695)
Total Operating Forecast Variance to	June 2017	(480,575)

Initiatives Variance

Department	Project Description	After Carry Forward Variance \$
Finance	IN 2016/17 - Budget Submission (Public Art Program project was omitted replaced by Budget Submission)	(24,000)
Operation & Maintenance	IN 2015/16 Restoring Community War Memorials and Avenues of Honour	(21,412)
Variances under +/	- \$20k	(61)
Initiatives Variances Total		(45,473)

Capital Budget Forecast Variance Summary

Capital Budget Forecast Variance Summary	
Capital Projects	\$
Laneway Improvement Program	(61,000)
Bridge maintenance and renewal program	(48,000)
CAP 2014/15 - Hanmer Umpires change room / Extension	(209,527)
Phoenix Youth Services – Building Notice – Fire	(200,000)
CAP 2014/15 - Bicycle Network Upgrade (River Trails)	(274,675)
CAP 2015/16 - AD - Civil Infrastructure Advanced Design (Drainage)	(157,000)
CAP 2015/16 - CP - Angliss Reserve - Roberts Street Carpark Upgrade	(131,157)
CAP 2014/15 - Angliss Reserve Pavilion Design And Construction	(145,034)
CAP 2014/15 - Bicycle Plan Implementation Project	(100,000)
CAP 2014/15 - Braybrook Community Hub	(100,000)
CAP1053 - Hanmer Reserve Floodlighting	(85,000)
CAP2204 - Costello Reserve	(66,300)
CAP 2015/16 - ART - Welcome Arch Project	(40,140)
4974 - Kindersmith Reserve - Sale of Laneway funds used on Kindersmith	(191,927)
6337 - Ford Street and associated work to facilitate sale	(35,156)
CAP 2014/15 - Little Saigon Activation Project	(564,000)
Special Projects road management plan	(500,000)
Footpath Improvement Program - Deferred	1,275,000
Drainage Improvement Program	186,000
Road Improvement Program - Deferred	1,618,083
Building Renewal Program	131,525

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COUNCILLOR STRATEGIC BRIEFING REPORT	18 APRIL 2017	AGEN	DA ITEM 9.17
CAP 2015/16 - AD - Civil Infrastructure Advanced Design (Footpath)			206,190
Advanced Design Program			62,068
CAP - IT - IT Renewal Program			29,000
CAP 2014/15 - Early Years And MCH Centres -	Maintenance And Compliance		47,033
CAP 2015/16 - Mills Close			30,000
CAP 2014/15 - DDA Access To Council Buildings			56,520
Variations +/- \$20,000 (18 Projects)			12,920
Total Variance			745 423

List of Transfer to Reserve Projects 2016/2017

Branch	Project Description (Projects Transfer to Reserve)	Transfer to/(from) Reserves
IE	CAP2209 - Skinner Reserve Airplane Playground	670,400
IE	CAP 2015/16 - BLD - MAC Half Life Refit	1,626,082
IE	CAP 2015/16 - BLD - Upgrade church St. MCH facility	958,619
IE	CAP1003 - Footscray Hockey Club Amenities Upgrade	815,655
CMS	CAP 2014/15 - Footscray Community Hub (Paisley Street)	1,359,541
CMS	CAP 2014/15 - Norfolk Street Childrens Centre	190,000
CMS	CAP 2015/16 - LAND - Early Years Outdoor Landscaping Works	100,000
IE	CAP 2015/16 - LAND - Quarry Park remediation upgrade	1,000,000
	Total Transfer to Reserve	6,720,297

Capital	Projects (carry forward summary)	
CMS	273 - CAP 2014/15 - Flood Lighting	140,000
CMS	4388 - CAP1125 - Braybrook Football Club Pavilion	100,000
IE	5211 - Town Hall Portico (Grant to be carry forward)	85,000
IE	Road Improvement Program (448 - CAP 2014/15 - RD Schild Street - Stephen)	301,662
IE	1021 - CAP 2015/16 - LNW - Batman Street Laneway Reconstruction	200,000
IE	3726 - CAP1131 - Correa St drainage upgrade	210,000
IE	956 - CAP 2015/16 - DR - Pilgrim Street From Cuthbert Street to John	45,000
IE	3642 - CAP1125 - All Buildings OHS Emergency Evacuation Plans	63,000
IE	3605 - CAP1125 - Data Collection Building Hydraulics	300,000
IE	3573 - CAP1125 - Electrical Switchboard Program	130,000
PS	3741 - CAP2207 - Hansen Reserve	51,350
PS	1009 - CAP 2015/16 - FP - Nicholson St Mall Paving Rectification	871,201
PS	3752 - CAP450 - Scovell Reserve	36,799
PS	3624 - CAP1125 - Footscray Rowing Club/Pipemakers Park	30,000
PS	3578 - CAP1125 - Footscray Boating Club	20,000
	3734 - CAP2201 - Moore Street Gateway	150,000
	Total Carry forward	2,734,012

	Operating and Initiatives (carry forward summary)							
CS	IN 16/17 - Website and intranet	115,000						
IE	CP 16/17 - Skinner Reserve - shade tree planting	13,500						
CS	Corporate Services Management - carry forward for City/Community Plan	152,000						
PS	City Business - carry forward for Business improvement District Grant	60,000						
	Total Carry forward operating and initiatives	340,500						

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5. Environment

Not applicable.

CONCLUSION

The Quarterly Performance and Financial Report is a regular and ongoing mechanism for Council to be accountable to its community. In broad terms, the March Quarter 2017 report demonstrates that there is a high level of compliance and a high level of delivery for both Council's annual budget and its Council Plan Priority Action Plan.

Summary comments are:

- 87 per cent of the 2016/17 Priority Action Plan actions should be delivered within this financial year, whilst thirteen per cent will not, and may require inclusion in the 2017/18 Priority Action Plan.
- The operating budget has an unfavourable forecast variance of \$480,575 to budget.
- Initiatives have an unfavourable forecast variance of \$45,473 to budget.
- Capital and Asset Improvement Program budget has a favourable forecast variance of \$745,423.
- Projects transferred to Reserve \$6,720,297 and Carry Forward \$3,074,512. Total \$9,794,809.

Council will continue to be provided with quarterly progress reports, including a forecast end of year result.

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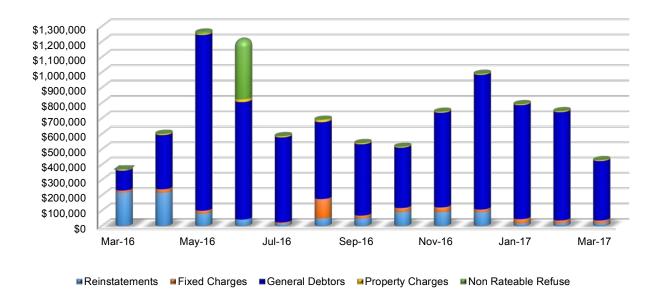
Management Report FY 2016/17

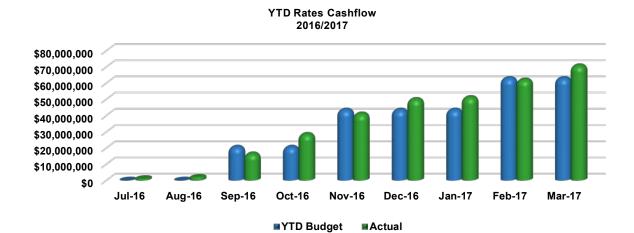
Q3 - 31 Mar 2017 Summary (\$'000)

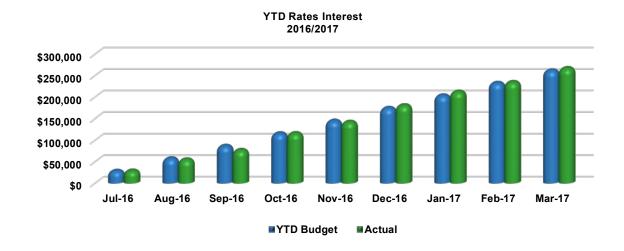
Capital Expenditure Community Services Corporate Services Infrastructure Services Planning Services Capital Expenditure Total Initiatives Expenditure Community Services Corporate Services Infrastructure Services	2,078 412 19,274 2,206 23,969	2,020 362 30,138 3,046 35,567	YTD Variance (\$58) (\$50) \$10,865 \$840	Annual Adopted Budget 1,965 900 28,844	Annual Forecast Budget 1,776 1,209	Carried Forward	Budget plus CFwd to Forecast Variance
Community Services Corporate Services Infrastructure Services Planning Services Capital Expenditure Total Initiatives Expenditure Community Services Corporate Services	412 19,274 2,206	362 30,138 3,046	(\$50) \$10,865	900			1 133
Corporate Services Infrastructure Services Planning Services Capital Expenditure Total Initiatives Expenditure Community Services Corporate Services	412 19,274 2,206	362 30,138 3,046	(\$50) \$10,865	900			1 133
Infrastructure Services Planning Services Capital Expenditure Total Initiatives Expenditure Community Services Corporate Services	19,274 2,206	30,138 3,046	\$10,865		1.209		1,100
Planning Services Capital Expenditure Total Initiatives Expenditure Community Services Corporate Services	2,206	3,046		28 844	,	303	(6)
Capital Expenditure Total Initiatives Expenditure Community Services Corporate Services		•	\$840	_0,077	36,861	15,716	7,698
Initiatives Expenditure Community Services Corporate Services	23,969	35,567	73	4,301	5,670	2,249	880
Community Services Corporate Services			\$11,598	36,010	45,516	19,211	9,705
Community Services Corporate Services							
Corporate Services	243	138	(\$105)	120	461	111	(230
·	245	333	\$88	475	384	0	` 91
mmashucture OCI VICES	146	317	\$172	333	699	218	(149
Planning Services	338	608	\$270	508	839	326	(6
Initiatives Expenditure Total	971	1,396	\$425	1,435	2,383	655	(293)
Operating Expenditure							
Community Services	18,012	18,926	\$915	25,857	25,396	161	622
Corporate Services	13,063	13,517	\$454	26,047	26,073	68	4
Infrastructure Services	21,848	21,238	(\$610)	31,245	32,959	0	(1,714
Planning Services	13,352	13,017	(\$336)	18,523	19,896	44	(1,329
Operating Expenditure Total	66,275	66,698	\$ 423	101,672	104,325	273	(2,380
Expenditure Total	91,215	103,661	\$12,446	139,117	152,224	20,139	7,032
Capital Income							
Community Services	-9	0	\$9	-100	-9	90	(1
Corporate Services	0	0	\$0	0	0	0	(
Infrastructure Services	-1,648	-1,178	\$470	-5,365	-5,809	0	444
Planning Services	-2,937	0	\$2,937	-3,205	-3,225	0	20
Capital Income Total	-4,594	-1,178	\$3,416	-8,670	-9,043	90	463
Initiative Income							
Community Services	-271	0	\$271	0	-234	0	234
Corporate Services	0	0	\$0	0	0	0	(
Infrastructure Services	-46	0	\$46	0	-126	0	126
Planning Services	-2	0	\$2	0	-4	0	
Initiative Income Total	-320	0	\$320	0	-364	0	364
Operating Income							
Community Services	-8,842	-8,823	\$19	-12,102	-11,515	0	(587
Corporate Services	-96,298	-94,959	\$1,339	-99,055	-100,238	0	1,182
Infrastructure Services	-2,996	-1,107	\$1,889	-3,785	-3,913	0	128
Planning Services	-12,890	-10,870	\$2,020	-15,505	-16,936	0	1,43
Operating Income Total	-121,026	-115,759	\$5,268	-130,447	-132,602	0	2,15
Revenue Total	-125,940	-116,937	\$9,004	-139,117	-142,009	90	2,982
Projects Transferred to							9,79
Reserve/Carried Forward							0.70

Management Reporting KPI's March 2017

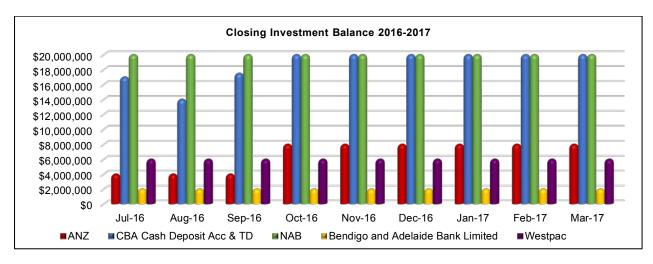
Debtors

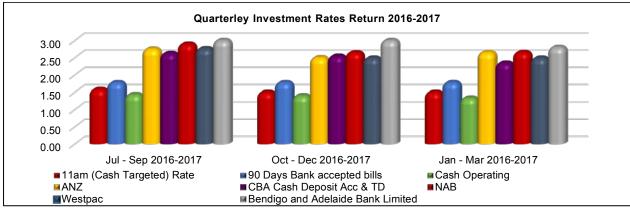






Investments





Page 1062 Attachment 1

	COUNC	IL PLAN ACTIONS PE	RFORMAN	CE RE	PORT	ING			
	Q3 (1 January - 31 March 2017)								
		Actuals Below T	arget			Actuals On or Above Target			
	Council Plan Action	Performance Indicator	Officer	Target	Actual	Comment			
	BAN GROWTH:			ر ادم مطارر	.b. a.u.a.ata.				
	ill create a well planned city that facilitates change ild a well planned city for our growing population	<u> </u>		urnooa (naracte				
1.1 Du	ilu a weli planneu city for our growing population	Planned Capital (renewal,	Юріе	<u> </u>		Some significant projects have been delayed,			
1.1.1	Deliver 2016/17 Capital Works program	upgrade, new) works completed on time and within budget.	Project Office	75%	60%	impacting on progress against program and budget. Therefore not all of the program will be delivered this financial year.			
1.1.2	Complete the construction of Little Saigon (Footscray) project and Welcome Arch	Construction completed by Q3.	Project Office	75%	85%	Progressing ahead of target, with works due for completion end of April			
1.1.3	Complete the refurbishment of the Angliss Reserve Pavilion	Refurbishment completed by Q2.	Project Office	75%	100%	Works completed			
1.1.4	Prepare a Planning Scheme Amendment to implement the Gordon and Mephan Street Precinct Planning Framework Plan into the Maribyrnong Planning Scheme	Amendment prepared and presented to Council.	City Strategy	75%	75%	Draft amendment prepared for Briefing Apr/May 2017			
115	Review Housing Strategy and prepare an updated draft	Updated Draft Strategy prepared and presented to Council by Q4.	City Strategy	75%	75%	Draft being finalised			
11.1.6	Complete the Footscray Hockey Club amenities upgrade	Construction completed by Q4.	Project Office	75%	10%	The hockey club requested changes, which has delayed this action, so it is currently in the concept design phase. The amended costed concept plans are due mid-April.			
1.2 Ch	ampion innovative best-practice design			<u> </u>					
1.2.1	Complete construction of the Little Saigon	Construction completed by	Project Office	75%	100%	Works completed			
	Welcome Arch otect the city's heritage, unique neighbourhood ch	Q2.	onments						
	Prepare a Planning Scheme Amendment or a suitable planning guideline to assist with consideration of planning applications in Heritage areas	Amendment or a suitable planning guideline	City Strategy	75%	75%	Draft completed and is being reviewed			
1.4 De	velop social spaces that facilitate use by the comm	nunity including securing ne	w and improved	open sp	aces to I				
1.4.1	Complete reconstruction of Nicholson St Mall	Construction completed by Q2.	City Design	75%	75%	Stage 1 works are nearing completion and will be completed early May. Stage 2 works, north of Hopkins St will be delayed due to paver supply. Stage 2 works will carry over into 2017/18 but is expected to be completed by the end of September.			
1.4.2	Complete construction of Skinner Reserve Playground	Construction completed by Q4.	City Design	75%	66%	Due to a government grant, the scope of works has increased and completion is expected in Q1 of 2017/18 financial year. A contractor will be appointed in April, with landscape works to commence in May 2017. The revised completion date has been scheduled for September 2017.			
1.5 Est	tablish benchmarks for provision of facilities and in	nfrastructure in a new devel	opment	1					
1.5.1	Prepare a Facilities and Infrastructure Plan	Plan developed by Q4.	Strategic Asset Management	75%	15%	The Asset Management Coordinator has been appointed and the City Infrastructure Plan should be developed by the end of September 2017. Additionally, the PCG has been established to actively engage and supply data and information on existing commitments and future demands.			

	Council Plan Action	Performance Indicator	Officer	Target	Actual	Comment
	ABILITY: Il foster a connected and welcoming city for all by	nroviding well designed nla	ces and quality s	ervices		
	prove the city's amenity to create safe, high qualit	· · · · · · · · · · · · · · · · · · ·			all	
	Redevelop Church Street Children's Centre		Community Services & Social Infrastructure		0%	Site works are currently on hold as Council endorsed a redesign in December 2016. Architects have been appointed and are commencing draft drawings. The plan is now to create a new build and demolish the original building. Aim to start build start of 2018, aim to finish December 2018.
2.1.2	Develop Early Years Service Model, in partnership with State Government, Victoria University and local schools	Early Years service model developed by Q4.	Community Services & Social Infrastructure	75%	50%	A joint partnering agreement is currently being developed and is expected to be delivered this financial year.
1/1 4 1	Construct Phase 1 of the Maribyrnong Aquatic Centre (MAC) half life re-fit	Phase 1 construction complete by Q4.	Leisure Services	75%	25%	Feasibility study identified the scope is larger than anticipated and therefore this project will not continue for 2016/17.
1/1/1	Develop the Maribyrnong Alcohol and Other Drugs Policy	Policy adopted by Council by Q2.	Community Infrastructure & Social Development	75%	95%	Policy completed due to go to Council as of May 2017.
12.1.5 1	Develop Council's 2017-2021 Public Art Policy and Program	Policy adopted by Council by Q3.	Community Infrastructure & Social Development	75%	50%	The Public Art Policy and Program is underway and will be completed as of end of June.
2.1.6	Complete Quarry Park Masterplan	Masterplan completed by Q4.	City Design	75%	100%	Masterplan completed
1/1/1	Develop an Improvement Plan for City Amenity (including graffiti)	Report presented to Council by Q1.	Operations & Maintenance	75%	/5%	Plan developed and being implemented for Council managed services. Discussions underway with Vic Roads to formalise Maintenance Management Agreement for arterial roads.
2.1.8	Revise Council's long term financial strategy	Strategy developed and adopted by Council by Q4.	Finance	75%	50%	Completion date has been revised to be finished 30 September 2017
2.1.9	Complete consultation and detailed design process for development of the Footscray Library and Hub		Community Learning & libraries	75%	5%	The scope of this project has changed (from the previous project in 2015). Draft concept options and feasibility brief for the Footscray Library, Community and Cultural Hub consultancy services in progress.
	rease opportunities for community participation i		1	ı		
2.2.1	making by embedding use of online consultation across council, including the 'Your City Your Voice' tool	activities by 20%.	Communication s and Engagement	75%	90%	Your City Your Voice is being used across Council for community engagement. Visitors to the site have reached nearly 19,000
2.3 Cel	ebrate and promote our history, creativity and di	versity	ı	I	ı	
2.3.1	Recognition Awards) as part of international	The MIRAs ceremony held in Q2.	Positive Ageing & Inclusion	75%	100%	Successful MIRA event held. The MIRAs (Maribyrnong Inclusive Recognition Awards) celebrate and formally recognise the contribution of people with disability, community inclusiveness with the goal of improving the quality of life for all members of our diverse community. They provide the opportunity to recognise the inclusive practices and achievements of people with disability in our community, and those who have contributed to improving their quality of life. The MIRAs are held each year in December to acknowledge International Day of People with Disability - a United Nations sanctioned day to increase awareness of people with disability and break down the barriers faced by this group, celebrate their inclusion in every aspect of societal life, and highlight the ability, contributions and achievements of people with disability.
ハイノコ	Develop Council's 2017-2021 Strategic Arts Framework and Action Plan	by Q4.	Infrastructure & Social Development	75%	50%	This action is currently underway and will be completed by 30 June 2017.

	Council Plan Action	Performance Indicator	Officer	Target	Actual	Comment
	IREVIEW ("OUNCIL'S STRATEGIC HUMAN RIGHTS AND	Revised Human Rights and Social Justice Framework adopted by Council by Q4.	Community Infrastructure & Social Development	75%	1/5%	Review completed and will be presented to Council.
2.4.2	Inner West partnership for a reduction of truck	Report to Council on active participation and partnership by Q3.	Communication s and Engagement	75%	/5%	members of the partnership have requested some changes to the structure of the group and we are awaiting feedback from VicRoads as to how we will proceed.
	Participate in key working groups relevant to major infrastructure projects likely to affect the Maribyrnong community	Maribyrnong City Council is represented on key stakeholder bodies - Western Distributor and West Gate Distributor.	Communication s and Engagement	75%	75%	We are members of Trucks and the Inner West, Techical Reference Group for the Western Distributor, Community Liaison Group for the Western Distributor, and work with VicRoads on numerous projects.
2.5 De	velop strong partnerships with a range of organisa	ations and stakeholders to p	rovide social, eco	onomic,	built and	cultural environments that support community
2.5.1	. 3,	Year 2 actions implemented by Q4.	Community Infrastructure & Social Development	75%	1/5%	Consultation completed with previous Leadership Group and Implementation of project on target.
2.5.2	a focus on measuring and reporting on the social, environmental and economic impact of the	Grants funding allocated and community benefits evaluation completed by Q3.	Community Infrastructure & Social Development	75%	75%	Review of grants program underway. Report to go to Council May 2017.
	NOMIC PROSPERITY: tneship with our community and stakeholders we	will support local businesses	s, attract investm	ent and	improv	e pathways for education and training
3.1 Pro	omote and advocate for life long learning					
3.1.1		Ideveloned	Community Learning & libraries	75%	75%	Programs continue to be offered in all Libraries and Community Centres.
3.2 Su	pport new industries and sectors that create a var	iety of local employment op	portunities and ϵ	encoura	ge skill d	evelopment
13 ノコ	In partnership with the State Government deliver small business training and mentoring programs	A minimum of 10 events delivered.	City Business	75%	1/5%	Several business training events have been delivered to date.
3.3 Pro	omote Footscray as a University/Knowledge city					
3.3.1	Host the 2016 Southern University Games in partnership with Victoria University and Australian University Sport	Event delivered by Q1.	Leisure Services	75%	100%	completed successfully
3.3.2	l ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '	Number of social media posts.	Communication s and Engagement	75%	1/5%	We consistently share posts from Victoria University, including the Gamechangers series.
		2016/17 annual actions implemented and report to Council by Q4.	City Business	75%		Updated Footscray University Town Business Plan endorsed by PMC and delivery of actions underway.
3.4 En	courage greater investment in the city through cre		city program and	d safe, a	ttractive	places
3.4.1	Deliver the 2015/16 Festival City program	Program delivered and reported to Council by Q4.	City Business	75%	75%	Festival programming underway.
3.4.2	Safety Strategy in partnership with vic Police	Two local community safety forms held. Actions implemented and progress report provided to Council by Q3.	Community Infrastructure & Social Development	75%		Year 2 of implementation underway with one forum held in December 2016 - The screening and panel event of the film 'Driving with Selvi', linked to preventing violence against women priority action area.
3.4.3	Deliver the Public Lighting Improvement Program		Engineering Services	75%	1/5%	Request for 3 street lights forwarded to Jemena for actioning. Installation of 6 solar bollards in laneway in vicinity of VU, progressing as scheduled.
3.5 De	velop a more sustainable municipal economy and		incils to promote	econon		
3.5.1	Promote Maribyrnong as a business destination	Business promotion program delivered by Q4.	City Business	75%	75%	Ongoing business visitation program being delivered.
3.5.2	City	Completed by Q4.	City Business	75%	/5%	Preparation of Evening Economy action plan underway.
	Review the Maribyrnong Economic Development Strategy with the Enterprise Maribyrnong Committee	Completed by Q4.	City Business	75%	195%	EMSC approved Economic Development Strategy going to Council for endorsement

	Council Plan Action	Performance Indicator	Officer	Target	Actual	Comment
	NSPORT:					
We wi	Il plan and advocate for a functional, sustainable,	sate, bike and pedestrian-tri	iendly transport	and traf	fic mana	gement system that meets the communities
4.1 Cre	eate a connected, pedestrian-focused and bicycle	friendly city				
4.1.1	Development of the Maribyrnong River Trail	Trail constructed from Quan Ming Temple to Cranwell Park by Q4.	City Design	75%	75%	Works have commenced on the section between Cranwell Park and the border with the City of Brimbank. This section will be completed in May 2017. The section across Medway Golf Course is in construction documentation and will be complete by June 2017.
4.1.2	Implement actions from the Maribyrnong Bicycle Strategy 2014	bike lane line marking in Central Footscray by Q4.	Engineering Services	75%	35%	The design has been completed and the contract procurement process is currently underway, with works expected to be completed by 30 June 2017.
4.2 lm	prove amenity and reduce impact of traffic conge	stion on our community thro	ough traffic mana	gement	measur	
4.2.1	_	Priority actions implemented by Q4.	Engineering Services	75%	75%	Bunbury St median islands installed. Wingfield St speed cushions contract awarded. Severn St refuge island at design stage. Works on schedule, to be completed by 30 June 2017.
4.2.2	Deliver the 2016/17 Traffic Management Improvement Program	Construction completed by Q4	Project Office	75%	75%	Aquatic Drive pedestrian crossing signals installed. Bunbury Street splitter islands installed. Benbow Street speed cushions installed.
4.3 Ad	vocate for a safe, efficient and sustainable transp	ort system to avoid adverse	health and safet	y impact	s on res	idential communities
4.3.1	Deliver the Maribyrnong Integrated Transport Strategy (MITS) and Northern Maribyrnong Integrated Transport Strategy (NMITS)		Engineering Services	75%	75%	Strategy actions relating to behavioural changes are addressed through community engagement and raising awareness on harmonious utilisation of shared spaces. Consideration of speed reduction in Footscray CAA as highlighted on MITS actions list.
4.3.2	Implementation of the Safe Travel Plan	Plan implemented by Q4.	Engineering Services	75%	75%	Implementation of Safe Travel initiatives undertaken as part of road safety promotion within our municipal boundaries and especially around schools.
4.3.3	Implementation of Walking Strategy Initiatives	Initiatives implemented by Q4.	Engineering Services	75%	75%	Footpath improvement works completed. Investigation of potential sites for pram ramps completed with installations to be take place by 30 June 2017.
4.3.4	Advocate to State Government via Metropolitan Transport Forum (MTF)	Islibmissions responded to	Engineering Services	75%	75%	Monthly meetings attended by Manager Engineering Services and relevant issues raised, as appropriate.
4.4 Su	pport an extension of train, tram and bus services	that facilitate population ar	nd employment g	rowth		
4.4.1	Advocate for improvements to public transport and the following key major projects: *West Gate Distributor *Western Distributor *Western Intermodal Freight Hub *Melbourne Metropolitan Rail Project	Promotion of projects at the Metropolitan Transport Forum, Western Transport Alliance, and meetings with State Government.	Engineering Services	75%	75%	Council is well represented in relevant discussions including preparation and submission of reports highlgihting direct impact of projects on its community and recommending ameliorative measures.
4.4.2		Government made by Q4.	Engineering Services	75%	100%	Project has not been included in Victoria's 30 year Infrastructure Strategy, so no further action required.
4.5 Su	pport the efficient movement of the freight on de Continue to work with State Government and key		nunicipality			
4.5.1	stakeholders on ways to manage heavy freight vehicles through our municipality, including the following: • Work with VicRoads on the preparation of a	Meetings/consultation with Government agencies held.		75%	75%	Every opportunity is taken to promote Council's position on the reduction and ultimate removal of heavy vehicle traffic through its residential streets. A success story being the recently announced 24/7 truck bans for Francis St, Somerville Rd, Buckley St and Moore St, as part of the Western Distributor project - now "West Gate Tunnel".

	Council Plan Action	Performance Indicator	Officer	Target	Actual	Comment
5. ENV	IRONMENTAL SUSTAINABILITY:					
	nership with our community and stakeholders we	•		ıstainab	ility	
5.1 Co	llaborate with the community and key stakeholde	rs to support local sustainal	oility initiatives	ı		
5.1.1	Partner with community groups to support sustainability and environmental events	A minimum of two events supported by Q4.	Strategic Asset Management	75%	75%	Summer and Autumn program has continued partnership with Footscray City College to run the Earth Our moonlight cinema event
5.2 Ed	ucate the community on environmental issues and	d best practice in waste man	agement			The state of the s
	Review the kerb side waste collection services	Review completed and	Strategic Asset			A waste education plan has been developed for
5.2.1	model	endorsed by Council by Q3.	Management	75%	75%	1718 year and has formed the basis of budget expenses.
5.2.2	Deliver community education program on environmental issues	A minimum of five events held by Q4.	Strategic Asset Management	75%	75%	2 additional events have been held this quarter as part of the Sustainable Living program.
5.3 En	sure all new Council buildings meet high environm	nental desigh standards	1	ı	ı	
5.3.1		Policy adopted by Council by Q4.	Strategic Asset Management	75%	75%	A draft policy has been completed in collaboration with internal stakeholders and has been sent out for final comments before taking the policy to EMT and Council.
5.3.2	Assess Council building designs according to Ecologically Sustainable Design principles to	Number of designs assessed by Q4.	Strategic Asset Management	75%	75%	ESD principles have been employed in Council's new Early Years Centre consultants brief and have
5.4 Pro	improve building design for sustainability stect our natural environment through sustainable	e practices to create a Green	er city			been assessed.
5.7-1-10	and the state of t	prastrices to create a Green				
	Investigate opportunities for, and implement, use of on-site recycled material in footpath and road bases	Number of projects.	Engineering Services	75%	75%	Relevant stakeholder meetings occured and data collected. Recycled material currently used as base to drainage works. Higher level support and approval to be sought for wider implementation prior to revising standard drawings.
	Deliver workshops and information about sustainable practices through the My Smart Garden program	A minimum of five events held by Q4.	Strategic Asset Management	75%	75%	Two further workshops were delivered as part of the My Smart Garden program this quarter.
5.5 Ma	anage issues relating to landfill and contamination					
5.5.1	Manage land contamination environmental issues on Council properties	Report presented to Council by Q2.	Strategic Asset Management	75%		Quarry Park, requirements of PAN 90003843 have been completed and submitted to EPA for approval. Biofilter, landfill gas, groundwater, leachate and LNAPL monitoring are ongoing at the site. Southampton St Audit works are continuing with landfill gas and groundwater monitoring occurring and underground storage tank removal to occur shortly. Minor site investigation works at
						other contaminated sites are occurring.
6. ORG	SANISATIONAL ACCOUNTABILITY:					
	Il implement a transparent, engaging and account	able governance structure t	o deliver this Cou	ıncil Plaı	1	
6.1 Cre	eate an engaging, transparent and accountable or	ganisation, focusing on susta	ainability, leaders	hip and	service	improvements
6.1.1	Implement the White Ribbon Australia Workplace Accreditation Program -Best Practice Principles and approach	Program implemented and assessed by Q4.	Community Infrastructure & Social Development	75%	75%	Currently in discussions with White Ribbon regarding measures which Council are required to meet.
6.1.2	Implement objective service levels for all Infrastructure Services	Service levels developed to guide 2017/18 budget forecasts.	Strategic Asset Management	75%	90%	
	Manage the Council Election 2016	requirements.	Governance & Customer Service	75%	100%	completed in Q2
6.2 Re	port on the wellbeing outcomes committed to in t	ne Council Plan	Community			An internal review of the wellhoing automos and
In / I	Review and report on the achievements of wellbeing outcomes 2015/16	Wellbeing outcomes reported on for 2015/16 by Q4.	Community Infrastructure & Social Development	75%	100%	An internal review of the wellbeing outcomes and planning approach has been completed to inform the next Council Plan/Municipal Public Health and Wellbeing Plan.

	Council Plan Action	Performance Indicator	Officer	Target	Actual	Comment
6.3 lm	plement the new technology and systems require					
6.3.1	Develop strategic asset management modelling capability and validate the renewal funding requirements	Financial and conditions models developed for 20 – 100 years by Q4.	Strategic Asset Management	75%	100%	
6.3.2	Implement an integrated asset management and maintenance system	System provides required outputs (renewal & maintenance programs, charts and reports) by Q4.	Strategic Asset Management	75%		The Specification has been provide to Civica to establish if Council's current software solution (Authority) will be able to meet the brief. Their response will determine whether this action can be met within this financial year.
6.3.3	Increase availability of online payment options for customers.	First year actions implemented by Q4.	Information Technology Services	75%		The 'Commercial Street Furniture Permit' was added to the online payment portal this quarter. The Pet Registration Fees should be live during quarter 4. However, Parking Permit payment capability was withdrawn from the 20 June Go Live date at the request of the Compliance Team. This deliverable remains in progress with the Parking Permit policy to be re-written by the Regulatory Service.
6.3.4	Development of new website	Design and implementation by Q4.	Communication s and Engagement	75%	90%	The website is going through final testing and will go live week commencing 17 April.
6.4 Co	ntinue to measure and improve our performance	through our service review	orogram			
6.4.1	Review Best Value approach with emphasis on service planning and shared services	Introduction of new service planning model by Q4.	Organisational Development	75%	75%	PROGRESSING TO TARGET: The council plan has been developed and the service planning framework working group has been set up and is trailling templates to support the business completion.
6.5 lm	prove our relationship with our community and st	takeholders by fostering par	tnerships and en	couragir	g the us	e of social media
6.5.1	Develop a series of Disability and Diversity specific newsletters	Monthly newsletter distributed via social media.	Positive Ageing & Inclusion	75%	75%	This has been acehived with monthly newletters containing key information regarding disability sent out to over 400 keystakeholders and individuals.
6.5.2	Continue to investigate new technologies for use in social media	Increased uptake of social media platforms by the community by 10% by Q2.	Communication s and Engagement	75%	90%	We continue to use new technology such as Canva, Ripl and others to create more interesting photos and content.
6.5.3	Introduce effective monitoring and analysis of social media platforms	Analysis completed by Q4.	Communication s and Engagement	75%	90%	While the main sites have all been effectively monitored to dater, we are expanding our monitoring to include all social media sites operated across Council.

ASSEMBLY OF COUNCILLORS - MARCH 2017

Director: Celia Haddock

Director Corporate Services

Manager: Celia Robinson

Manager Governance and Customer Service

PURPOSE

To receive and note the record of Assemblies of Councillors for March 2017.

ISSUES SUMMARY

Section 80A of the *Local Government Act 1989* requires that the written record of an assembly of Councillors is, as soon as practicable, reported at an ordinary meeting of the Council and incorporated in the minutes of that Council meeting.

An assembly of Councillors is:

- A meeting of an advisory committee of the Council if at least one Councillor is present; or
- A planned/scheduled meeting of at least half of the Councillors and one member of staff which considers matters that are intended/likely to be the subject of a decision of the Council or subject to the exercise of a function, duty or power of the Council that has been delegated to a person/committee.

An assembly of Councillors does not include:

- A meeting of the Council
- A special committee of the Council
- An audit committee
- A club, association, peak body, political party or other organisation.

The attached record of Assemblies of Councillors (Attachment) is reported to Council in accordance with this requirement.

ATTACHMENT

Assembly of Councillors – March 2017.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

OFFICER RECOMMENDATION

That Council notes the record of Assemblies of Councillors for March 2017.



	March 2017									
Meeting and Date	Councillor Attendees	Council Staff Attendees	Matters Considered	Conflict of Interest Disclosures						
Councillor Strategic Briefing Session 7 March 2017	Cr Catherine Cumming Cr Gina Huynh Cr Simon Crawford Cr Mia McGregor Cr Cuc Lam Cr Sarah Carter Cr Martin Zakharov	Stephen Wall (Chief Executive Officer) Sunil Bhalla (Director Infrastructure Services) Clem Gillings (Director Community Services) Celia Haddock (Director Corporate Services) Nigel Higgins (Director Planning Services) Deidre Anderson (Manager Communications and Engagement)	 219 Essex Street, West Footscray Advocacy Discussion ALGA National General Assembly of Local Government Motions and MAV State Council Meeting Motions Town Hall Community Renewal Draft Concept Plan for 139 Buckley Street, Seddon Consultation Outcome of Draft Maribyrnong Carshare Policy 2015-2020 Draft Human Rights and Social Justice Framework 2017-2021 Arts and Culture Update CCTV Policy Proposed Renaming of part of Moreland and part of Maribyrnong Streets Footscray LeadWest Ltd Membership Joseph Road Public Realm Plan and Development Contributions Plan (Amendment C145) Councillor Expenses and Support Policy Review Councillor Support and Expenses Quarterly Report – November 2016 to January 2016 47-49 Stafford Street, Footscray 118 Ballarat Road, Footscray 125 Ballarat Road, Footscray Urban Planning Activity Report 2016 Victorian Electoral Commissions Local Government Elections 2016 – Maribyrnong City Council Election Report 2018 General Revaluation Assembly of Councillors – February 2017 Delegates Reports – 7 February 2017 to 6 March 2017 	Nil						



			March 2017	
Meeting and Date	Councillor Attendees	Council Staff Attendees	Matters Considered	Conflict of Interest Disclosures
Youth Advisory	Cr Gina Huynh	Leanne Watt (Team Leader	 Petition – Installation of Parking Restrictions at Kindergarten Drop off Zones in Warrs Road, Maribyrnong Petition – Proposed installation of Traffic Calming Measures in Stanley Street, West Footscray Petition – Proposed installation of Traffic Calming Measures in Hampton Parade West Footscray Noting of the Confirmed Minutes of Special Committee Meetings Confirmation of the Minutes of the Previous City Development Special Committee Meeting – 28 February 2017 Confirmation of the Minutes of the Previous Special Council Meetings 1 February and 14 February 2017 and Ordinary Council Meeting – 21 February 2017 Confirmation of the Minutes of the previous EMSC – 14 December 2016 Councillor Induction 1 – Residential Approval Councillor Induction 2 – Aged Care Community Engagement Session 	
Committee 7 March 2017		Youth Facilities and Resources) Khaled Abdulwahab (Youth Engagement Officer)	 Be More Braybrook consultation information, roles and responsibilities Consultation training Upcoming opportunities Youth Forum 	
Launch Housing 15 March 2017	Cr Gina Huynh Cr Mia McGregor Cr Cuc Lam Cr Sarah Carter Cr Martin Zakharov	Stephen Wall (Chief Executive Officer) Clem Gillings (Director Community Services) Celia Haddock (Director Corporate Services) Nigel Higgins (Director Planning Services)	Launch Housing	Nil



	March 2017								
Meeting and Date	Councillor Attendees	Council Staff Attendees	Matters Considered	Conflict of Interest Disclosures					
		Malcolm Roberts Palmer (Social Planning and Research Officer)							
Councillor Only Time 21 March 2017	Cr Gina Huynh Cr Simon Crawford Cr Mia McGregor Cr Cuc Lam Cr Sarah Carter Cr Martin Zakharov	Celia Haddock (Director Corporate Services) Nigel Higgins (Director Planning Services)	ALGA & MAV Proposed Motions LeadWest Ltd Membership	Nil					
Councillor Only Time 27 March 2017	Cr Catherine Cumming Cr Simon Crawford Cr Mia McGregor Cr Cuc Lam Cr Martin Zakharov	Celia Haddock (Acting Chief Executive Officer) Nigel Higgins (Director Planning Services)	 125 Ballarat Road, Footscray 121 Ballarat Road, Footscray 118 Ballarat Road, Footscray 47-49 Stafford Street, Footscray Open Space at 139 Buckley Street, Seddon Joseph Road Precinct Public Realm Plan and Development Contributions Plan (Amendment C145) 	Nil					
FCAC 28 March 2017	Cr Catherine Cumming Cr Gina Huynh Cr Mia McGregor Cr Cuc Lam Cr Sarah Carter	Stephen Wall (Chief Executive Officer) Celia Haddock (Director Corporate Services) Nigel Higgins (Director Planning Services)	Footscray Community Arts Centre Presentation	Nil					



March 2017					
Meeting and Date	Councillor Attendees	Council Staff Attendees	Matters Considered	Conflict of Interest Disclosures	
	Cr Martin Zakharov	Craig Rogers (Coordinator Arts and Culture)			
Older Persons Reference Group 29 March 2017	Cr Cuc Lam	Bridget Monro-Hobbs (Manager Positive Ageing and Inclusion)	 Strengthening Seniors Inclusion and Participation Project – Update Casserole Club – Update Community Perception of Pokie Machines – Consultation Other Business 	Nil	
		Ben Morrissey (Coordinator Positive Ageing) Janette Geisler (Older Adults Programs Officer)			

ORDINARY COUNCIL MEETING REPORT

26 APRIL 2017

AGENDA ITEM 9.19

DELEGATES REPORTS 7 MARCH 2017 TO 10 APRIL 2017

Director: Celia Haddock

Director Corporate Services

Manager: Celia Robinson

Manager Governance and Customer Service

PURPOSE

To present the Councillor delegates' reports for the period 7 March 2017 to 10 April 2017.

ISSUES SUMMARY

- With the exception of appointments made to the Mayor, ex-officio, in November 2015, Council reviewed its membership to its Committees and advisory Committees, which are reflected in attachment 1.
- Details of Councillor delegates' reports are presented to an Ordinary Council Meeting on a monthly basis, and made available on Council's website.

ATTACHMENT

Delegates' reports for 7 March 2017 to 10 April 2017.

OFFICER RECOMMENDATION

That Council notes:

- 1. The Councillor delegates' reports 7 March 2017 to 10 April 2017.
- 2. The Councillor delegates' reports 7 March 2017 to 10 April 2017 will be made available on Council's website for the term of the current Council.

BACKGROUND

Councillor participation in peak associations, local and regional forums and specific issues committees is an important part of effective governance and representation.

As part of their governance and representation obligations, individual Councillors represent Council on a range of committees. The committees operate outside of the section 86 (of the *Local Government Act 1989*) Committees established by Council.

The Councillor's role as a delegate on these committees is to represent the position of Council, and involves reporting back to Ordinary Council Meetings on the issues, or progress of the committees.

DISCUSSION

Attached are the Councillor delegates' reports for the period 7 March 2017 to 10 April 2017.

1. Key Issues

Council is a member of various committees and peak bodies with local and regional issues based bodies and coordinative groups. Council annually nominates representatives to attend meetings of these committees and advisory groups.

2. Legislation/Council Policy

Council Plan 2013-2017.

Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

Not applicable.

4. Resources

Not applicable.

5. Environment

Not applicable.

CONCLUSION

The Councillor delegates' reports demonstrate Council's commitment to open and transparent governance.

Delegates Reports for 7 March to 10 April 2017

Delegate	Committee	Meeting Date	Items Discussed
Cr Gina Huynh	Youth Advisory Committee	7 March 2017	 Community Engagement Session Be More Braybrook consultation information, roles and responsibilities Consultation training Upcoming opportunities Youth Forum
Cr Mia McGregor	Brooklyn Community Representative Group Meeting	8 March 2017	Open session
Cr Simon Crawford	Roadsafe Westgate Community Road Safety Council	15 March 2017	 VicRoads Community Road Safety Grants Program Treasurer's Report Secretary's Report Program Development/Information Reports/Updates Police Reports Advocacy Senior Driver Expos future with RoadSafe Westgate
Cr Cuc Lam	Older Persons Reference Group	29 March 2017	 Strengthening Seniors Inclusion and Participation Project – Update Casserole Club – Update Community Perception of Pokie Machines - Consultation Other Business

ORDINARY COUNCIL MEETING REPORT

26 APRIL 2017

AGENDA ITEM 9.20

NOTING OF THE ADOPTED MINUTES OF THE AUDIT COMMITTEE MEETING – 15 NOVEMBER 2016

Director: Celia Haddock

Director Corporate Services

Manager: Ken Leaming

Manager Finance

PURPOSE

To update Council on the operations of the Audit Committee through the provision of the adopted Audit Committee Meeting minutes.

ISSUES SUMMARY

• Presenting the adopted minutes of the Audit Committee Meetings ensures compliance with the Audit Committee Charter.

ATTACHMENT

1. Adopted Minutes of the Audit Committee held on 15 November 2016.

OFFICER RECOMMENDATION

That Council notes the adopted minutes of the Audit Committee Meeting held on 15 November 2016.

BACKGROUND

The report summarises the proceedings of the Audit Committee Meeting held on 15 November 2016.

Presenting the adopted minutes of the Audit Committee to Council meets the requirements of the Audit Committee Charter.

DISCUSSION/KEY ISSUES

1. Key Issues

The reporting requirements of the Audit Committee are outlined in Clause 2.4 of the Internal Audit Committee Charter. The minutes of the Audit Committee of 15 November 2016 are attached for Council's information.

2. Legislation/Council Policy

The Audit Committee Charter requires Council to consider adopted Audit Committee Meeting minutes.

Human Rights Consideration

The report and its contents do not impede the human rights listed in the Charter of *Human Rights and Responsibilities Act 2006*.

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

3. Engagement

Not applicable.

4. Resources

The functions of the Audit Committee are contained within the current Council budget.

5. Environment

Not applicable.

CONCLUSION

The adopted minutes of the Audit Committee Meetings held on 15 November 2016 are presented to Council for consideration.



AUDIT COMMITTEE MEETING MINUTES

Tuesday 15 November, 2016

4.30pm

Committee Room 1

MEMBERSHIP

Councillors:

Cr. Catherine Cumming (Mayor), Cr Gina Huynh & Cr. Mia McGregor

Independent:

Linda MacRae (Chairperson), Mark Anderson

Staff:

Stephen Wall, Nigel Higgins, Celia Haddock, Clem Gillings, Sunil Bhalla,

Ken Leaming & Mark Connor

Internal Auditors:

Rob Wernli & Mark Warren (DFK Kidson)

- Apologies N/a
- 2. Adoption of Minutes
 - The minutes of 6 September 2016 were adopted.
- 3. Declaration of Conflicts of Interest
 - N/a

4. Audit Committee Chair Questions

- 4.1. The Chairperson asked the CEO and Internal Auditor "are there any matters such as breaches of legislation or practices that need to be brought to the attention of the Committee."
 - Matter was raised by the CEO no detailed information to be provided at this time.
- 4.2. The Chairperson asked the Internal Auditor if the work of the Internal Auditor had been obstructed in any way.
 - Nil

5. Business Arising from Previous Meetings

All items due were on the Agenda.

6. Audit Reports

- 6.1. Internal Audit Reports
 - Community Grants IAR 22
 - Council to investigate the possibility of providing funding continuity over the four year period of the Council's Strategic Resource Plan to potential grant recipients in the Community Grants Programs.
 - For the larger grants, Council to ensure the recipients employ appropriate procurement processes.
 - IAR 22, recommendation 4 replace "Arts and Culture" words with "Council".
- 6.2. Internal Audit Program Status Report
 - Strategic Internal Audit Plan 2016/2017
 - Report Noted.
- 6.3. Future Internal Audit Reports
 - Inventory and Minor Plant (Operations Centre)
 - Risk Management
 - Reports Noted.

7. General Business

- 7.1. October 2016 Sundry Debtors Report
 - Report Noted.
- 7.2. Overdue Rates Report As at 30 October 2016
 - Changes suggested to the report include six monthly presentations, trend lines and format changes.
- 7.3. Status Report Contamination Of Maribyrnong Land And Buildings
 - For future reports include "Recwest" in front of YMCA Barrett Reserve, Essex Street Footscray.
 - Report Noted.

- 7.4. Risk Management Program Update
 - Committee requested amending table within the report to include definition of the risk type.
 - Amend the report to include details of treatments required to move from inherent to residual rating annually.
- 7.5. Actions as a result of Summarised Pending Audit Recommendations Report
 - That Management provide a report on the outstanding actions in the Vehicle Fleet
 Management Internal Audit Report indicating if the identified risks/priorities were still
 current or if mitigation action had been taken to reduce the risks /priorities.
 Management also to provide comment on the appropriateness and or relevance of the
 outstanding recommendations in the current work environment.
- 7.6. Quarterly Performance and Financial Report
 - Report Noted.
- 7.7. Emerging Industry Issues
 - Local Government Elections and review of the Local Government Act.

8. Next Meeting

- The next meeting of the Audit Committee will be held on 14 February 2017 at 4.30pm. Future Meeting Dates
 - 18 April 2017
 - 13 June 2017
 - 22 August 2017 (Special)
 - 5 September 2017
 - 14 November 2017

Meeting Closed: 6.00pm

Chairperson: L. le MacRae 14/2/2017 (Linda MacRae)