Council Meeting

Agenda

Meeting No. 632

16 April 2024
Commencing 7.00pm

Council Chamber
301 Hampshire Road, Sunshine,
Victoria

Fiona Blair
Chief Executive Officer
12 April 2024

Welcome to this Council Meeting

Brimbank City Council respectfully acknowledges and recognises the Wurundjeri and Bunurong Peoples as the Traditional Custodians of this land and pays respect to their Elders, past, present and future.

The purpose of this meeting is for Council to make decisions on matters that affect the City. Matters Council will consider at this meeting are listed in this Agenda.

The Governance Rules 2023 set out the way Council Meetings run and the conduct expected of the Council and members of the public.

Council Chamber is open to members of the public to attend and observe Council Meetings.

Council will continue to live stream Council Meetings for members of the public to view from home in accordance with the Live Streaming of Council Meetings Policy. We encourage anyone with COVID-19 symptoms to get tested and stay home, and watch the live stream of the meeting, instead of attending the meeting in person.

Members of the public (including media) wishing to record a Council Meeting (audio or video) must seek approval from the Chair prior to the meeting. Only if the Chair grants permission is recording allowed, and the Chair will advise everyone in attendance (for privacy reasons).

The Council

The current Council was elected for a four year term.

The Councillors were sworn in at a Council Meeting on 10 November 2020. At a Council Meeting on 17 November 2023, the Council elected Councillor Ranka Rasic as Mayor for a one year term. The Mayor takes precedence at all meetings at the Council and will chair the meeting.

The Chair is responsible for ensuring Council Meetings are run in accordance with the Governance Rules 2023.

Voting

For each decision Council makes, a Councillor will first propose (move) a motion. The motion must be seconded by another Councillor before it can be discussed and decided on. Voting on a motion is always by a show of hands.

Streaming

Council Meetings are streamed live and as video on demand to offer everyone who cannot attend a meeting in person an opportunity to watch at their own convenience Council debate and decision-making. Meetings can be accessed on Council's YouTube channel at http://www.youtube.com/c/BrimbankCityCouncil.

Council

Cr Ranka Rasic	Mayor
Cr Jae Papalia	Deputy Mayor
Cr Victoria Borg	
Cr Sarah Branton	
Cr Thuy Dang	
Cr Sam David	
Cr Maria Kerr	
Cr Bruce Lancashire	
Cr Jasmine Nguyen	
Cr Thomas O'Reilly	
Cr Virginia Tachos	

Municipal Monitors

Ms Janet Dore	Municipal Monitor
Ms Penelope Holloway	Municipal Monitor

Executive Leadership Team

Ms Fiona Blair	Chief Executive Officer
Ms Lynley Dumble	Director Community Wellbeing
Ms Georgie Hill	Director People, Partnerships and Performance
Mr Chris Leivers	Director Infrastructure and City Services
Mr Mark Stoermer	Director Corporate Services
Mr Kelvin Walsh	Director City Futures

Governance Team

Mr Danny Bilaver	Manager Governance and Risk
Mr Tony Vo	Coordinator Council Business
Ms Jessica Zelenbaba	Council Business Officer

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1 Opening (Including Acknowledgement Of Country)

On behalf of Brimbank City Council, I respectfully acknowledge and recognise the Wurundjeri and Bunurong Peoples as the Traditional Custodians of this land and pay respect to their Elders, past, present and future.

2 Council Commitment

As the Council, we will act in the best interests of the Brimbank community and consider the immediate and long term impacts of our decisions. We will make these decisions fairly and without bias.

We will uphold all of our obligations under the laws of Victoria and Council's local laws, and will act in accordance with our Code of Conduct.

3 Apologies/Leave Of Absence

4 Disclosure Of Conflicts Of Interest

5 Designation Of Items As Confidential

Motion

That Council declares confidential in accordance with section 66(2)(a) of the *Local Government Act 2020 (the Act)*.

Confidential Attachment 1 to report 12.15 Contract No. 21/2994 - Graffiti Removal and Inspection Services - Contract Extension, as it relate to Council business information, being information that would prejudice Council's position in commercial negotiations if prematurely released (s 3(1)(a) of the *Local Government Act 2020).*

6 Confirmation Of Minutes Of Previous Council Meetings

Motion

That Council confirms the Minutes of Council Meeting No. 631, held on 19 March 2024.

7 Condolences

Nil.

8 Congratulations

Nil.

9 Public Question Time

10 Petitions

10.1 Tree Removal

Petition received with 15 signatories requesting Council to remove a tree in front of 1 Sorghum Way, Delahey.

Motion

That Council:

a. Receives a petition from 15 petitioners, requesting Council to remove a tree in front of 1 Sorghum Way, Delahey.

b. Refers the petition from 15 petitioners in relation to the removal of a tree in front of 1 Sorghum Way, Delahey to the Chief Executive Officer for consideration and response

11 Minutes/Reports Of Delegated Committees

Nil.

12 Officer Reports

12.1	Draft Financial Plan 2024-2034, Draft Annual Budget 2024/2025 (Including Draft Capital Works Budget) and Draft Council Plan Annual Action Plan (Year 4) 2024/2025
Directorate	People, Partnerships and Performance; Corporate Services
Director	Georgie Hill, Mark Stoermer
Managers	Rachel Deans, Andrew Brae
Attachment(s)	1. BCC Draft Financial Plan 2024-2034 [12.1.1 - 32 pages] 2. Draft BCC Annual Budget 2024-2025 [12.1.2 - 84 pages] 3. Draft Council Plan - Year Four Annual Action Plan 2024-2025 [12.1.3 - 8 pages] 4. Report of Phase One Community Consultation for 24-25 Annual Budget and Council Plan A [12.1.4 - 19 pages]

Purpose

For Council to consider the draft Financial Plan 2024–2034, the draft Annual Budget 2024/2025 and draft Council Plan Annual Action Plan (Year 4) 2024/2025 for endorsement prior to community consultation.

Officer Recommendation

That Council:

a. Notes the diverse and complex strategic financial challenges facing Council including rate capping, a growing asset base, increasing asset renewal obligation, the impact of climate emergency and that the budget has been developed within Council's objective of being financially sustainable with the focus on value for money and best community outcomes.

b. Endorses the draft Financial Plan 2024 – 2034 at Attachment 1 to this report for consultation.

c. Endorses the draft Annual Budget 2024/2025 at Attachment 2 to this report for consultation.

d. Endorses the draft Council Plan Annual Action Plan (Year 4) 2024/2025, at Attachment 3 to this report for consultation.

e. Gives public notice, of the draft Financial Plan 2024 – 2034, the draft Annual Budget 2024/2025 and the draft Council Plan Annual Action Plan (Year 4) 2024/2025, in the Star Weekly and on Council's website and invites written online submissions from 22 April 2024 until 16 May 2024.

f. Notes the Phase One Community Consultation Report, that has informed development of the draft Council Plan Annual Action Plan (Year 4) 2024/2025 and draft Budget 2024/2025, at Attachment 4.

g. Receives a further report outlining community consultation and online submissions, about the draft Financial Plan 2024 – 2034, the draft Annual Budget 2024/2025 and the draft Council Plan Annual Action Plan (Year 4) 2024/2025, and presenting a final draft Annual Budget 2024/2025, final draft Financial Plan 2024 - 2034 and final draft Council Plan Annual Action Plan (Year 4) 2024/2025.

Background

'Together We are Brimbank' is an integrated plan that describes the Council Plan 2021-2025, Community Vision 2040, and Municipal Public Health and Wellbeing Plan. Adopted on 19 October 2021, 'Together We are Brimbank' sets the four-year strategic direction for Brimbank City Council, whilst working towards the long-term Community Vision 2040 and the Municipal Public Health and Wellbeing priorities.

The Local Government Act 2020 (LGA 2020) requires Council to develop a 4-year Council Plan following a municipal general election. To ensure implementation of the strategic directions outlined in the Council Plan, Annual Action Plans are developed and monitored.

Quarterly Council Plan Annual Action Plan reports are presented to Council and annual achievements are published in the Brimbank City Council Annual Report, in line with legislative requirements of the Local Government Act 2020.

Additionally, the LGA 2020 states that a Council must:

- Prepare and adopt a budget for each financial year and the subsequent 3 years by 30 June each year – Section 94(1)(a)
- Develop the budget and any revised budget in accordance with the financial management principles – Section 96 (1)(a)
- Develop the budget and any revised budget in accordance with its community engagement policy – Section 96 (1)(b).

In respect of the Financial Plan, the LGA 2020 states a Council must:

- Develop, adopt and keep in force a Financial Plan in accordance with its deliberative engagement practices – Section 91(1)
- Develop or review the Financial Plan in accordance with its deliberative engagement practices and adopt the Financial Plan by 31 October in the year following a general election – Section 91(4).

Matters for Consideration

Draft Financial Plan 2024-2034

The draft Financial Plan (FP) is linked to Brimbank's objectives of providing high levels of appropriate services and a strong capital expenditure program (Attachment 1). It is developed to provide a long-term view of the resources that are expected to be available to Council and the proposed application of those resources over a 10-year period.

The FP is designed as a high-level summary document that outlines future planning of Council's financial resources. It outlines Council's objective of being financially sustainable in the short, medium and long-term to deliver on future projects and address challenges, while upholding strong financial management principles.

It is important to note, however, that Council faces several diverse and complex strategic financial challenges including:

- Maintaining services and managing growth at a level to meet community expectations while rates, being Council's main source of income, are capped in line with the Victorian Government's rate capping system.
- The risk and liability that Council and the community face if Council does not invest in asset renewal at an adequate rate.
- Continuing to provide an appropriate range of services to an evolving and changing community
- Climate change and the impact of the climate emergency

- Land contamination in areas of Brimbank and;
- Maintaining a sound financial position in light of these challenges.

The draft FP includes a 10-year forecast across the following key financial statements:

- Income statement
- Cash flow statement
- Balance sheet
- Statement of changes of equity
- Capital work statement
- Statement of human resources.

Draft Annual Budget 2024/2025

The draft Annual Budget 2024/2025, at Attachment 2, provides for a total operating expenditure of $263.2 million and a capital works program of nearly $58.7 million. The budget includes a total rate increase of 2.75 per cent across all properties.

In 2024/2025 Council will invest $263.2 million into operations. The operational budget funds 76 diverse services ranging from arts and culture and maternal and child health to statutory planning and urban design.

The operational budget allocates $25.6 million for Waste Services, $13.9 million for Libraries, Arts and Culture and our Neighbourhood Houses and Community Centres, $6.5 million to deliver Maternal and Child Health services across Brimbank and $15 million towards Leisure services (which includes the Brimbank Aquatic and Wellness Centre and Sunshine Leisure Centre).

Next year Council will spend an increased amount, $17.6 million, on Parks and Trees across the municipality as well as:

- $4.6 million towards Environmental Sustainability and Conservation
- $10.7 million for Road Maintenance and Cleansing Services
- $3.4 million on Statutory Planning and;
- $2.6 million for Animal Management across Brimbank.

An investment of $58.7 million will be made into the capital works program in 2024/2025. Highlights include:

- $27.9 million on roads and drainage upgrades
- $5.2 million for playgrounds, parks and gardens
- $2.1 million on walking and cycling paths to connect our city
- $18.8 million on improvements to community facilities including sports and early learning facilities
- $0.9 million on assets including $800,000 for library books, and;
- $3.8 million for the cyclical replacement of plant and vehicle fleet.

Shifting demographics, changes to Government policy, service model reforms, and ensuring social equity and access in a constrained financial environment, are creating pressure on the way services and infrastructure are funded and delivered.

The preparation of the draft Annual Budget 2024/2025 has been influenced by the following external factors:

Rate Base:

The Victorian State Government introduced a cap on rate increases in 2016/2017. The cap for 2024/25 has been set at 2.75%. This rate cap poses significant challenges to Council as it is set well below CPI.

State Government:

The landfill levy payable to the State Government upon disposal of waste into landfill has increased from $6.59 million in FY2023/2024 to $7.61 million in FY2024/2025 and is included in Council's waste management budget.

The Fire Services Property Levy is a State Government levy, which is collected by Council on behalf of the State Government.

Legislative Changes:

The Federal Budget delivered in 2021 announced increases in the Superannuation guarantee percentage for the 2021/22 financial year, moving the rate from 9.5% to 10.0%, and a further 0.5% increase, each financial year, until the rate reaches 12.0% in the 2025/26 financial year. These Superannuation guarantee percentage increases have been factored into the Draft Annual Budget 2024/25, and outer year figures.

Legislative changes have and will continue to have an impact on the operating costs for many Council services. One example is the impact of traffic management planning accreditation and provision on Parks Services, which costs an additional $250,000 per annum.

Cost Shifting:

As funding from the Federal and State Governments either lessens or remains the same, the 'gap' between the true cost of running Council services and the level of subsidy continues to grow. Grant revenue as a proportion of total revenue is budgeted to decrease from a position of 10.65% in 2023/2024 to 10.37% in 2024/2025.

Global influences:

The construction industry relies on global supply chains for materials, equipment, and labour. Capital works costs have grown from 5% to 15% over baseline (FY2024 to FY 2034 budget). This has increased the average annual spending from $3M (5% uplift) to $8.8M (15%uplift).

Climate Emergency:

Impact of Climate Emergency is contributing to increased costs for many Council services. One example is the Parks Service, where prolonged Spring seasons result in greater vegetation growth and more frequent and severe storm events increase maintenance costs.

Borrowing Rates:

The cost of borrowings are forecast to be significantly impacted by future interest rate movements. The current loan balance at 30 June 2023 is $88.3m, where the majority of the balance is locked in at historically low rates of less than 2%. The projected 10-year Treasury Corporation of Victoria Bond Rate is expected to reach 4.55%.

Community Expectations:

Community are at the heart of Council's work and drive service provision. Over time Council have seen an increase in expectations relating to the use of technology, and access to Council services online. This is having an impact on technology infrastructure and systems that are ageing and in need of significant uplift.

Draft Council Plan Annual Action Plan (Year 4) 2024/2025

The draft Council Plan Annual Action Plan (Year 4) 2024/2025 (Attachment 3) outlines Council's annual commitment towards the implementation of 'Together We are Brimbank.' The draft Annual Action Plan progresses work towards the Council Vision, 'A transformed Brimbank that is beautiful, thriving, healthy and connected'.

The draft Annual Action Plan contains 81 actions related to the four Strategic Directions of 'Together We are Brimbank':

- People and Community - A welcoming, safe and supported community – an inclusive place for all
- Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - a green place for all
- Opportunity and Prosperity - A future focused, transforming city where all have opportunities to learn and earn - a prosperous place for all
- Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all.

Some actions reflect the progress of initiatives from the previous Annual Action Plan, acknowledging that 'Together We are Brimbank', spans the term of this Council.

Community Engagement

The draft Annual Budget 2024/2025 and draft Annual Action Plan have been developed to reflect information provided by community through engagement processes completed in 2023. This first phase of consultation included:

- Community Voice sessions with 66 participants and;
- Engagement with an additional 55 people as follows:
  - Youth Focus Group at Visy Hub (12 participants)
  - Brimbank Aboriginal and Torres Strait Islander Consultative Committee (BATSICC) consultation at Cooinda (2 participants)
  - Older persons 'pop-up' at St Albans Community Centre (12 participants)
  - Disability Advisory Committee at the Keilor Hub (7 participants).

A report detailing Phase One Community Consultation is available at Attachment 4.

Subject to endorsement, the draft Annual Budget 2024/2025 and draft Annual Action Plan will be made publicly available for online submissions and feedback from 22 April 2024 until 16 May 2024 via the Your Say Brimbank website and other community engagement activities.

This will be promoted and supported by:

- placing an advertisement in the local newspaper to notify the public of the opportunity to make comment

- printed copies being made available to view in-person at the Brimbank Community and Civic Centre, 301 Hampshire Road, Sunshine.

After the second phase of community consultation, Council will receive a report that summarises all the feedback received from the community. This report will also include the final Draft Annual Budget for 2024/2025 and the final Draft Council Plan Annual Action Plan for 2024/2025 for consideration.

Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2024/2025.

Financial: significant financial impacts

• Yes - Council must ensure that it has implemented the principles of sound financial management including prudently managing financial risks faced by Council, pursuing spending and rating policies consistent with a reasonable degree of stability, ensuring decisions are made and actions taken having regard for the financial effects on future generations, and ensuring full, accurate and timely disclosure of financial information relating to Council.

This report and its attachments address the risks associated with demonstrating Council's commitment to the principles of sound financial management by developing a Budget, Financial Plan, Revenue and Rating Plan that outlines the future planning of Council's financial outcomes, particularly in relations to key components such as rate levels, service levels to the community, major infrastructure asset replacement and renewal, loan borrowings and cash reserves.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders

• Yes – Legal requirements, as per background section above.

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all

- Engaged and Responsive - Community insights are valued to enhance connection and engagement with Council
- High Performing and Accountable - Our workforce strives to enhance services and liveability for the Brimbank community.

This report complies with the Local Government Act 2020.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Brimbank City Council

Draft Financial Plan 2024-2034

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1 INTRODUCTION

1.1 INTRODUCTION

The Financial Plan 2024-2034 (FP) reflects Council's ongoing priority to make Brimbank a truly diverse community in the heart of the west and a place where people can enjoy living, working and growing. The next ten year's are exciting times for our community but it's not without its challenges as well.

Council will continue to focus on improving and enhancing our city, investing in ongoing capital works projects and upgrading facilities and open spaces to ensure the best possible quality of life for all residents.

Through Transforming Brimbank Future Priorities 2050, Council is also committed to growing Brimbank into powerhouse of Melbourne's west. The Melbourne Airport Rail and Sunshine Super Hub are transformational infrastructure projects which will generate unprecedented business, employment, health, education and social opportunities for the region. Combined with the creation of the Sunshine Priority Precinct and major private investment, Brimbank is being reimagined. Council is committed to working collaboratively to leverage the coming investment to deliver positive social, economic and environmental benefits for Brimbank and the surrounding regions.

In 2020, Council adopted the Brimbank Climate Emergency Plan 2020-2025, which acknowledges the 21st century as a period of climate emergency, and that this urgent crisis presents an opportunity for positive social change. Under this Plan, Brimbank commits to lead the community towards a target of zero net greenhouse gas emissions for Council operations by 2030, and for the Brimbank municipality by 2040 through a number of actions and initiatives.

The FP outlines Council's objective of being financially sustainable in the short, medium and long-term to delver on future projects and address challenges, while upholding strong financial management principles by ensuring revenue, expenses, assets, liabilities, investments and financial transactions are managed in accordance with a Council's financial policies and strategic plans; financial risks are monitored and managed prudently having regard to economic circumstances; and financial policies and strategic plans are predictable in the financial impact on the municipal community.

1.2 PURPOSE OF THE FINANCIAL PLAN

The purpose of the FP is to guide future strategies and actions to ensure that Council continues to operate in a sustainable manner.

The FP is designed as a 'high-level' summary document that outlines future planning of Council's financial outcomes, particularly in relation to key components such as rate levels, service levels to the community, major infrastructure asset replacement and renewal, loan borrowings and cash reserves.

The FP is driven by the content of a range of strategic documents prepared by Council including:

- Brimbank Community Vision 2040
- Brimbank Council Plan
- Asset Management Plans (AMPs).

The FP and Council Plan is a guide for future action and encourages Council to consider the impact that decisions made today will have on Council's long-term sustainability.

The FP has been developed to provide the following outcomes for Council:

- Establish a prudent and sound financial framework, combining and integrating financial strategies to achieve a planned outcome
- Establish a financial framework against which Council's strategies, policies and financial performance can be measured against

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- Ensure that Council complies with sound financial management principles, as required by the Victorian *Local Government Act 2020* (the Act)
- Allow Council to meet the objectives of the Act to promote social, economic and environmental viability and sustainability of the municipal district (Section 9 (2)(c)) and maintaining the ongoing financial viability of Council (Section 9 (2)(g)).

The short to medium term objectives of Council's FP are to:

- Achieve a prudent balance between meeting the service needs of the community and remaining financially sustainable for future generations
- Progressively address the funding gap to increase capital expenditure through the life of the FP and meet the asset renewal requirements as outlined in the AMPs
- Ensure that rates, fees and charges are manageable and sustainable
- Provide a stable level of rates structure in a rate cap environment
- Loan borrowings are able to be serviced and maintained at a prudent level
- Maintain a strong cash position and a positive liquidity ratio, ensuring Council remains financially sustainable in the long term
- Achieve an underlying operational surplus
- Continue to pursue funding for strategic capital projects from the State Government and Federal Government, and
- Ensure decisions are made having regard to their financial effects on future generations.

The FP is a balanced plan that aims at imbedding the growth that has taken place; it is financially responsible whilst maintaining services to the community and ensuring financial sustainability for future generations.

The FP is a dynamic document and it is anticipated that it will be regularly updated as part of Council's annual strategic planning and annual budget process and as major changes occur.

1.3 REGULATORY FRAMEWORK

Council has a legislative requirement to comply with the financial management principles as detailed under Section 101 of the Act.

1) The following are the financial management principles:
   a) revenue, expenses, assets, liabilities, investments and financial transactions must be managed in accordance with a Council's financial policies and strategic plans
   b) financial risks must be monitored and managed prudently having regard to economic circumstances
   c) financial policies and strategic plans, including the Revenue and Rating Plan, must seek to provide stability and predictability in the financial impact on the municipal community
   d) accounts and records that explain the financial operations and financial position of the Council must be kept.

2) For the purposes of the financial management principles, financial risk includes any risk relating to the following:
   a) the financial viability of the Council
   b) the management of current and future liabilities of the Council
   c) the beneficial enterprises of the Council.

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2 FINANCIAL PLAN CONTEXT

This section describes the context and external/internal environment and consideration in determining the 10 year financial projections and assumptions.

2.1 STRATEGIC INTEGRATED PLANNING FRAMEWORK

The FP does not operate in isolation from Council's strategic planning framework but rather complements this work and acts as a resourcing tool to enable Council to achieve the objectives outlined in the Community Vision 2040 and the Council Plan.

Council has an integrated planning approach that aligns our strategic, financial and operational policies, plans and strategies with the community's aspirations for Brimbank both now and into the future.

The integrated planning approach is based on the Community Vision 2040 vision and goals and how these will be achieved according to the timeframe: short term (annual); medium term (four years); and long term (10 to 20 years).

The Community Vision 2040 describes the community's vision and priorities for the future and establishes a shared basis for planning, service delivery and advocacy undertaken by Council, service providers, community groups and community members. It provides a framework for the development of the Council Plan and addressing community health and wellbeing priorities in partnership with government and health sector organisations.

The Council Plan describes the outcomes Council aims to achieve during its term, the strategies that will shape its program of work over the next four years and the resources required to achieve the desired outcomes.

The FP and Annual Budget document the financial resources required to achieve the goals and strategic objectives in the Council Plan.

The Municipal Strategic Statement provides a strategic vision for our future by setting out objectives for prospective land use and development in Brimbank.

The Climate Emergency Plan's principal purpose is to outline Council's position statement on the climate emergency, with the aim that this statement orientates social transformation, with Council taking a municipal leadership role, while promoting action from, and collaboration with, all quarters.

The Social Justice Charter outlines Council's commitment is to social justice and human rights and aims for all Brimbank residents, workers, and visitors to thrive socially and economically regardless of personal circumstances or where they were born.

A range of policies, plans and strategies are developed, implemented and reviewed by Council on a regular basis. These guide Council's roles in planning for services and infrastructure, partnerships and advocacy and are aligned with the goals and strategic objectives in the Council Plan.

Progress is communicated through the Annual Report.

The integrated planning approach provides a basis for reporting and measuring across all Council activity on what has been achieved and progress towards meeting the vision for Brimbank.

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The diagram below depicts Council's strategic planning framework:

2.2 COMMUNITY VISION

The Brimbank Community Vision 2040 describes the community's vision and priorities for the next 20 years. It establishes a shared framework for the community and partner organisations to work towards, under three themes:

- People
- Place
- Prosperity

The framework is outlined below:

People

Strategic directions	Community aspirations in 2040
Healthy Lifestyles	The community is healthy and active
Services and Facilities	Services and facilities are responsive to community need
Culture and Diversity	Brimbank is a vibrant and recognised cultural capital
Safety	The community feels safe and free from harm

Place

Strategic directions	Community aspirations in 2040
Getting Around	All modes of transport are well connected and accessible
Public Spaces	Public spaces and streetscapes showcase quality urban design, are accessible to all and are clean and well maintained
Environment	The community will live sustainably and engage with a healthy and protected natural environment

Prosperity

Strategic directions	Community aspirations in 2040
Education and Employment	Everyone has access to education, training and life-long learning to support their learning and employment aspirations
Local Economy	Brimbank is a major hub for employment, innovation and investment
Housing	Housing meets the needs of different people in the Brimbank community

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Council places its community first in everything it does. Under the additional theme of Performance, Council measures the success of the strategic objectives within the three themes of the Community Vision 2040. As an organisation, Council works in ways that demonstrate integrity and transparency to provide a comprehensive picture of Council's performance to the community. This is achieved through quarterly Council Plan Progress Reports, the Brimbank Annual Report and adherence to the 86 indicators in the Local Government Performance Reporting Framework.

2.3 COUNCIL PLAN

Council and community planning is about envisioning and making choices that will shape the future. The role of local government is not only one of leadership, but also planning, advocacy and facilitating community participation.

The Council Plan describes the outcomes Council aims to achieve during its term, the strategies that will shape its program of work over the next four years and the resources required to achieve the desired outcomes.

Under the Act, a Council Plan must be prepared every four years after a general election, guided by deliberative engagement and adopted by the 31 October in the year following.

The Act stipulates that the Council Plan is required to include:

- The strategic direction of the Council
- Strategic objectives for achieving the strategic direction
- Strategies for achieving the objectives for a period of at least the next four financial years
- Strategic indicators for monitoring the achievement of the objectives
- A description of the Council's initiatives and priorities for services, infrastructure and amenity
- Any other matters prescribed by the regulations.

2.4 FINANCIAL PLAN OBJECTIVES

The key objective of the FP is financial sustainability in the medium to long term, while achieving Council's Strategic Objectives as specified in the Community Vision and the Council Plan.

The objectives of this FP are as follows (not prioritised):

- The achievement of meeting the service needs of the community (both now and future) and remaining financially sustainable for future generations;
- Progressively addressing the funding gap and increase capital expenditure through the life of the FP as outlined in the AMPs;
- Ensuring that rates, fees and charges are manageable and sustainable;
- Providing a stable level of rates structure;
- Loan borrowings are able to be serviced and maintained at a prudent level;
- Maintaining a strong cash position, ensuring Council remains financially sustainable in the long term;
- Maintain a positive liquidity ratio;
- Achieving an underlying operational surplus;
- Continuing to pursue funding for strategic capital projects from the State Government and Federal Government; and
- Ensuring decisions are made having regard to their financial effects on future generations.

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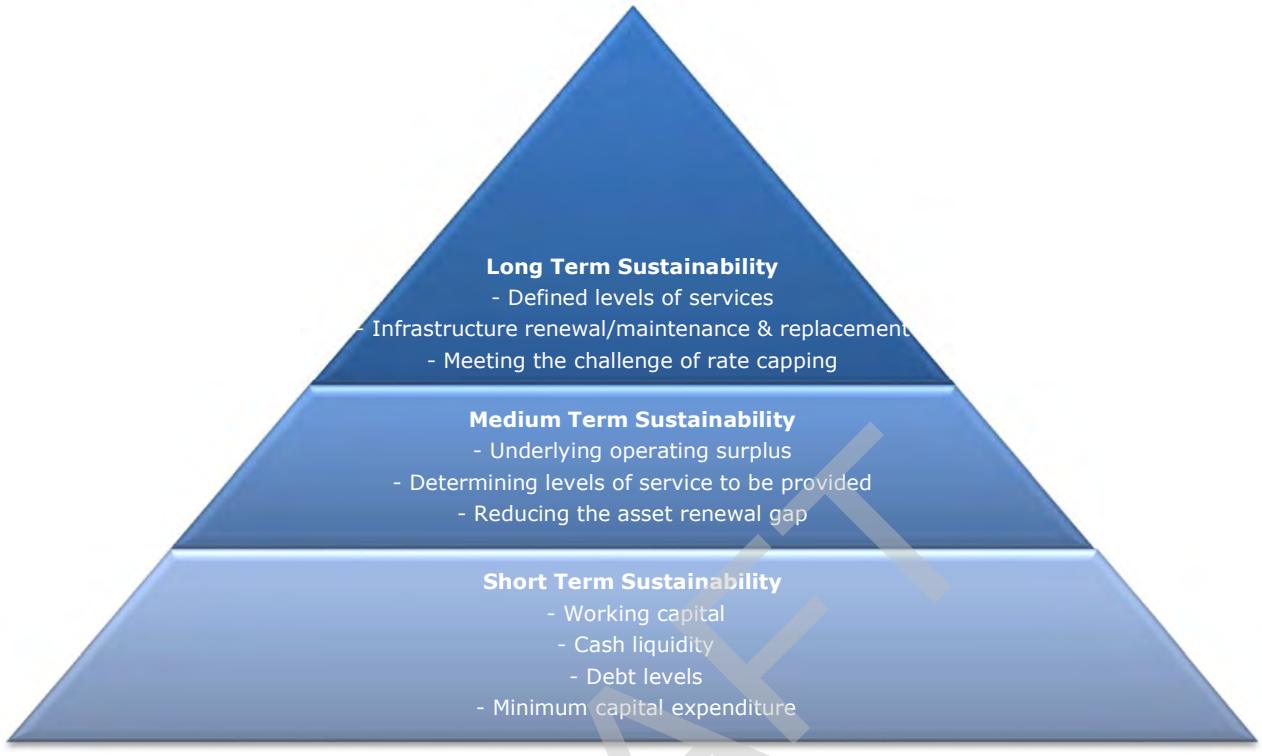
In addition to the specific objectives outlined, it is also recognised that sound financial management can be demonstrated in the diagram below, based on the hierarchy of needs approach:



2.5 Strategic Financial Direction

The FP establishes the strategic financial framework for Council to meet the funding and investment challenges that lie ahead. It is prepared to ensure that the affordability of activities included in the Council Plan are considered and budgeted for.

The biggest challenge facing Council will be to maintain services and manage growth at a level to meet community expectations while rates, being Council's main source of income, are capped in line with the Victorian Government's rate capping system.

Additionally, Council will annually review its borrowing strategy, AMPs, capital investment, capital works program, the range and level of services provided and the revenue raised relative to user fees and charges and grants.

Brimbank City Council faces a number of diverse and complex strategic challenges including:

- Supporting the community through a COVID-19 recovery
- Renewing and maintaining existing assets
- Continuing to provide an appropriate range of services to a changing community
- Maintaining a sound financial position
- Addressing the need for capital expansion
- Climate emergency.

The FP will assist in addressing these challenges by informing future planning. The other key related issue is the risk and liability that Council and the community face if Council does not invest in asset renewal at an adequate rate (with a minimum desired rate equal to Council's annual depreciation charge).

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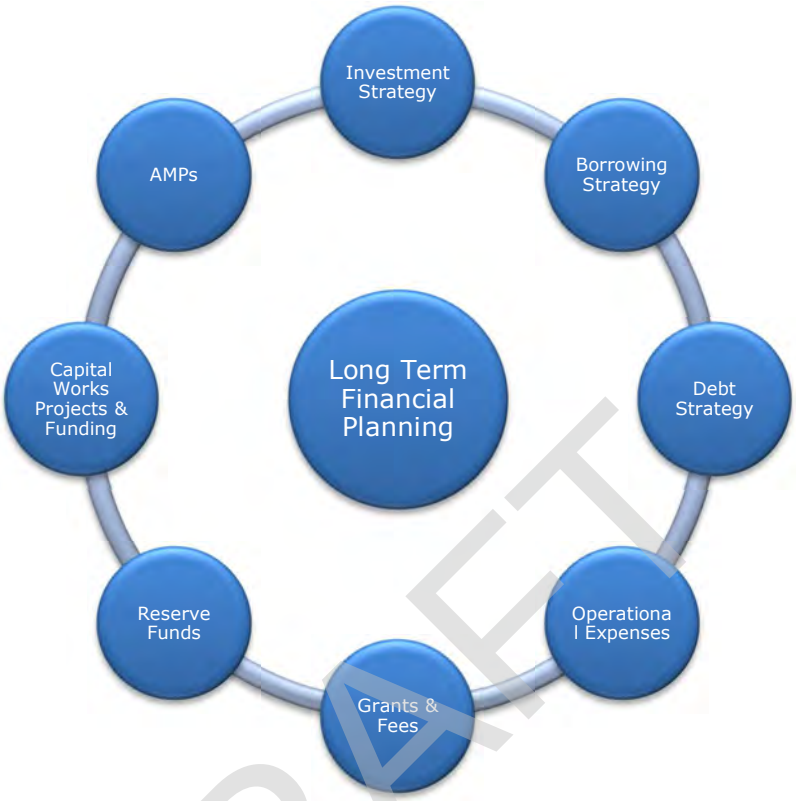
The FP represents a comprehensive approach to document and integrate the various financial strategies of Council. The development of the long-term financial projections represents the output of several strategic areas that produce the financial direction of Council as shown in the diagram below. Each of these elements is detailed in the FP.



2.6 FINANCIAL POLICY STATEMENTS

This section defines the measures that demonstrates Council's financial sustainability in order to fund the aspirations of the Community Vision 2040 and the Council Plan.

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Policy Statement	Measure	Target	Forecast 23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
Council achieves an Underlying Surplus in the Income Statement excluding non-recurrent grants, monetary contributions and non-monetary assets. ($'000)	Adjusted Underlying Surplus > $0	>$0	(22,803)	(8,149)	(13,684)	(12,621)	(11,759)	(8,877)	(7,332)	(8,347)	(8,222)	(9,629)	(9,851)
Council's Liquidity Ratio is equal to or greater than 1:1	Current Assets/Current Liabilities > 1	>1	1.75	1.62	0.94	1.18	1.16	1.06	0.90	0.91	0.88	0.74	0.71
Council's Self-financing Ratio is equal to or greater than 10%.	Net Operating Cash Flows /Underlying Revenue => 10%	=>10%	19.91%	22.68%	22.88%	20.78%	20.69%	21.46%	21.92%	21.77%	21.51%	20.98%	20.59%
Council's Debt Servicing Ratio is equal to or below 5%	Borrowing Costs/Cash Revenue =<5%	=<5%	0.96%	0.96%	1.11%	0.78%	0.80%	0.76%	0.75%	0.69%	0.63%	0.49%	0.37%
Council's Debt Commitment Ratio is equal to or below 10%	Principle Repayments and Borrowing Costs/ Rates =<10%	=<10%	5.99%	6.10%	18.21%	7.43%	7.94%	8.32%	8.95%	7.41%	6.59%	5.90%	5.33%
Council's indebtedness ratio is equal to or below 40%	Non-current Liabilities /Own-source Revenue =<40%	=<40%	38.56%	36.88%	18.82%	25.34%	27.58%	24.93%	23.42%	22.61%	20.94%	16.34%	12.13%
Council will achieve a Renewal Gap ratio of 1	Renewal Expenditure /Depreciation = 1	=1	0.34	0.74	0.65	0.61	0.66	0.59	0.58	0.57	0.60	0.58	0.50

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2.7 Strategic Actions

The following table highlights the outcomes, strategies and key actions of the FP.

Details	Outcome	Strategy	Action
Financial Sustainability	That Council is able to meet current and future expenditure as it falls due and also have the ability to absorb foreseeable changes and materialising risks without significantly changing revenue and expenditure policies.	That Council achieve an underlying surplus in the Income Statement excluding non-recurrent grants, capital contributions and non-monetary assets. Council's liquidity ratio is equal to or greater than 1:1. That the cash position be sufficient to fund daily cash requirements as well as provide opportunities for funding of new acquisitions and short term contingencies. Council's self-financing ratio is equal to or greater than 10%.	That Council continue to undertake service reviews. That Council pursues recurrent grant funding and capital funding aligned with Council Plan objectives. That Council procure goods and services in accordance with Council Procurement Policy and procedures. That Council continue to implement a combination of zero based and incremental budgeting.
Long Term Borrowing Strategies	Loan borrowings are able to be serviced and provide services for current and future generations.	That Council retains its debt servicing ratio at or below 5% over the life of this FP. That Council retains its debt commitment ratio at or below 10% over the life of this FP. That Council retains its indebtedness ratio at or below 40% over the life of this FP. That Council's liquidity ratio is equal to or greater than 1:1.	Any new loan borrowings are to be used to fund capital investments where the community benefits are long term and there is a financial return to meet principle interest. That Council set aside sufficient funds in a reserve to repay any interest only debt in line with the Loan Repayment Reserve for Interest Only Debt – Major Policy.
Rating and Other Revenue Strategies	Provide a reasonable degree of consistency, equity and stability in the level of the rates burden and user fees and charges.	The Revenue and Rating Plan provides adequate funds to achieve an underlying surplus in the Income Statement excluding non-recurrent grants, capital	That Council retains Capital Improvement Value (CIV) as its valuation base. That Council retains the rating structure of eight differential rates and

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Details	Outcome	Strategy	Action
		contributions and non-monetary assets. The Revenue and Rating Plan provides adequate funds to ensure Council's liquidity ratio is equal to or greater than 1:1. The Revenue and Rating Plan provides adequate funds to fund capital works and reduce the renewal gap over a period of time in accordance with Council AMPs.	conduct an annual review, subject to compliance with legislative requirements. That Council review its municipal charge annually to ensure an equitable contribution towards the administration and governance costs of Council. That Council benchmark its discretionary user fees and charges with other equivalent Councils biennially to ensure comparability to its benchmark partners.
Asset Management and Capital Works Program	Assets will be fit for purpose to provide the desired level of service to the community.	That Council have a 10 year capital works program in accordance with AMPs and ensure that adequate and affordable provision is made for the creation of new assets and the renewal of existing assets. That Council will achieve a renewal gap ratio of 1:1 by 2030. That Council will endeavour to achieve an asset sustainability index of greater than 1.0.	Council complete/update AMPs for all classes of assets with a focus on ensuring that the assets are fit for purpose and provide the required level of service to the community. Capital works proposals must have a business case which includes a lifecycle costing and meet the objectives of the Council Plan. Council conducts condition audits biennially on all asset classes.
Service Provision and Planning	Council generates sufficient surpluses from operations to continue to provide the existing level of services and meet community demands and expectations.	Council continues to consult with the community to determine that the desired service levels will be achieved including a combination of revenue raising and the rationalisation and review of existing service levels.	That Council annually determines the range and level of services provided through the annual budget process incorporating an analysis of the organisational and financial capability.

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2.8 ASSUMPTIONS TO THE FINANCIAL PLAN STATEMENTS

This section presents information in regard to the assumptions to the Comprehensive Income Statement for the 10 years from 2024/25 to 2033/34.

The table below outlines the annual escalations for the 10 year period for each income and expenditure line item contained in the Comprehensive Income Statement.

	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
CPI	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth in properties	0.75	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Rates	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Supplementary Rates	$850K	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Service Charges	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Statutory Fees & Fines	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
User Fees & Charges	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Grants - Operating (recurrent)	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Grants - Operating (non-recurrent)	Once off payment or payments. Forecast with no increase.									
Grants – Capital (recurrent)	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Grants – Capital (non-recurrent)	Once off payment or payments. Forecast with no increase.									
Contributions - monetary	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Contributions – non-monetary ($'000)	3,057	3,133	3,212	3,292	3,374	3,459	3,545	3,634	3,725	3,818
Other Income	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Interest on Investments	5.00%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Employee Costs	2.2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
FBT	2.2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Material & Services	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Utilities	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Bad & Doubtful Debts	Forecast with no increase.									
Depreciation & Amortisation	Rates are reviewed annually and are based on straight line method.									
Borrowing Costs	4.5%	3.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Other Expenses	2.75%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

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3 FINANCIAL PLAN STATEMENTS

3.1 COMPREHENSIVE INCOME STATEMENT

COMPREHENSIVE INCOME STATEMENT year ending 30 June	Forecast 23/24 $'000	Budget 24/25 $'000	Budget 25/26 $'000	Budget 26/27 $'000	Budget 27/28 $'000	Budget 28/29 $'000	Budget 29/30 $'000	Budget 30/31 $'000	Budget 31/32 $'000	Budget 32/33 $'000	Budget 33/34 $'000
Revenue											
Rates and charges	181,060	187,749	193,559	199,551	205,730	212,102	218,673	225,450	232,439	239,647	247,080
Statutory fees and fines	9,255	8,921	9,144	9,372	9,607	9,847	10,093	10,345	10,604	10,869	11,141
User fees	19,785	18,680	19,506	20,179	20,967	21,853	22,819	23,607	24,529	25,565	26,696
Grants - Operating (Recurrent)	10,888	25,336	25,545	26,184	26,838	27,509	28,197	28,902	29,624	30,365	31,124
Grants - Operating (Non-recurrent)	1,671	890	912	935	958	982	1,007	1,032	1,058	1,084	1,111
Grants - Capital (Recurrent)	952	1,130	1,160	1,160	1,160	1,160	30	30	30	30	30
Grants - Capital (Non-recurrent)	2,552	1,434	1,493	1,850	0	0	0	0	0	0	0
Contributions - Monetary	9,345	5,395	5,530	5,668	5,810	5,955	6,104	6,256	6,413	6,573	6,738
Contributions - Non monetary assets	3,300	3,057	3,133	3,212	3,292	3,374	3,459	3,545	3,634	3,725	3,818
Net gain on sale of non-current assets	352	455	45	46	47	48	50	51	52	53	55
Other income	11,586	11,820	10,873	10,388	10,800	11,316	11,587	11,748	12,253	12,734	12,919
	250,746	264,906	270,899	278,544	285,210	294,147	302,019	310,967	320,636	330,645	340,711
Expenses											
Employee costs	106,587	112,312	115,074	119,431	124,048	128,949	134,159	139,708	145,628	151,956	158,733
Materials and services	86,061	85,215	92,211	93,814	94,196	93,703	93,060	95,711	97,842	101,315	103,145
Bad and doubtful debts	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Depreciation and amortisation	55,602	56,125	57,528	58,966	60,441	61,952	63,500	65,088	66,715	68,383	70,093
Amortisation - right of use assets	1,925	1,861	1,476	859	1,390	1,300	1,193	1,193	887	887	887
Borrowing costs	2,383	2,515	2,965	2,149	2,269	2,217	2,250	2,126	1,983	1,601	1,237
Finance costs - leases	308	220	158	101	310	256	205	156	115	78	40
Other expenses	4,385	3,820	3,916	4,014	4,114	4,217	4,322	4,431	4,541	4,655	4,771
	258,351	263,168	274,428	280,436	287,867	293,694	299,789	309,512	318,812	329,976	340,007
Surplus /(deficit) for the year	(7,605)	1,737	(3,528)	(1,891)	(2,657)	453	2,230	1,455	1,824	669	705

3.2 BALANCE SHEET

BALANCE SHEET as at 30 June	Forecast 23/24 $'000	Budget 24/25 $'000	Budget 25/26 $'000	Budget 26/27 $'000	Budget 27/28 $'000	Budget 28/29 $'000	Budget 29/30 $'000	Budget 30/31 $'000	Budget 31/32 $'000	Budget 32/33 $'000	Budget 33/34 $'000
Current assets											
Cash and cash equivalents	74,622	68,822	52,511	51,990	53,684	47,418	37,486	36,440	33,767	22,636	20,365
Trade and other receivables	36,275	35,904	32,443	33,036	33,648	34,279	34,929	35,600	36,292	37,006	37,742
Inventories	119	119	119	119	119	119	119	119	119	119	119
Other assets	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433
	112,450	106,278	86,506	86,579	88,884	83,249	73,968	73,593	71,611	61,194	59,659
Non Current Assets											
Property, infrastructure, plant and equipment	2,745,089	2,758,627	2,757,080	2,755,802	2,757,433	2,761,959	2,774,943	2,776,595	2,778,447	2,779,195	2,771,219
Right-of-use assets	3,413	2,001	910	667	4,959	3,748	2,662	1,469	887	(0)	(887)
Trade and other receivables	70	70	70	70	70	70	70	70	70	70	70
	2,748,572	2,760,698	2,758,060	2,756,539	2,762,462	2,765,777	2,777,675	2,778,135	2,779,404	2,779,265	2,770,401
Total Assets	2,861,022	2,866,976	2,844,566	2,843,118	2,851,346	2,849,026	2,851,643	2,851,727	2,851,015	2,840,459	2,830,060
Current Liabilities											
Trade and other payables	26,196	26,145	28,397	29,030	29,317	29,348	29,339	30,277	31,055	32,198	32,841
Trust funds and deposits	4,073	4,373	4,673	4,973	5,273	5,573	5,873	6,173	6,473	6,773	7,073
Provisions	23,642	24,310	24,981	25,671	26,381	27,110	27,860	28,631	29,423	30,238	31,075
Lease liabilities	1,646	1,697	1,444	977	1,331	1,271	1,242	1,017	920	957	995
Interest bearing loans and borrowings	8,630	9,114	32,480	12,812	14,224	15,582	17,464	14,722	13,477	12,651	12,019
	64,188	65,640	91,975	73,464	76,526	78,885	81,778	80,820	81,349	82,817	84,003
Non Current Liabilities											
Trust funds and deposits	6,605	6,605	6,605	6,605	6,605	6,605	6,605	6,605	6,605	6,605	6,605
Provisions	2,568	2,629	2,703	2,778	2,856	2,936	3,018	3,103	3,190	3,279	3,371
Lease liabilities	5,640	3,943	2,499	1,522	6,403	5,132	3,889	2,872	1,952	995	(0)
Interest bearing loans and borrowings	77,004	81,405	37,559	57,415	60,279	56,338	54,993	55,513	53,281	41,456	30,070
	91,817	94,583	49,366	68,320	76,143	71,011	68,506	68,093	65,028	52,335	40,046
Total Liabilities	156,005	160,223	141,341	141,784	152,670	149,896	150,284	148,913	146,377	135,152	124,049
Net Assets	2,705,017	2,706,754	2,703,225	2,701,334	2,698,677	2,699,129	2,701,359	2,702,814	2,704,638	2,705,307	2,706,012
Equity											
Accumulated Surplus /(Deficit)	1,110,634	1,115,933	1,130,874	1,128,978	1,126,317	1,126,765	1,128,990	1,130,440	1,132,259	1,132,923	1,133,622
Reserves	1,594,383	1,590,821	1,572,352	1,572,356	1,572,360	1,572,365	1,572,369	1,572,374	1,572,379	1,572,384	1,572,390
-Asset Revaluation Reserve	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
-Sinking Fund Reserve	12,400	13,700	0	0	0	0	0	0	0	0	0
-Developer Contributions Reserve	16,881	16,793	16,797	16,801	16,805	16,810	16,814	16,819	16,824	16,830	16,835
-Major Projects Reserve	9,547	4,774	0	0	0	0	0	0	0	0	0
Total Equity	2,705,017	2,706,754	2,703,225	2,701,334	2,698,677	2,699,129	2,701,359	2,702,814	2,704,638	2,705,307	2,706,012

3.3 STATEMENT OF CHANGES IN EQUITY

STATEMENT OF CHANGES IN EQUITY as at 30 June	Forecast 23/24 $'000	Budget 24/25 $'000	Budget 25/26 $'000	Budget 26/27 $'000	Budget 27/28 $'000	Budget 28/29 $'000	Budget 29/30 $'000	Budget 30/31 $'000	Budget 31/32 $'000	Budget 32/33 $'000	Budget 33/34 $'000
Accumulated Surplus /(Deficit)											
Balance at the beginning of the year	1,119,533	1,110,634	1,115,933	1,130,874	1,128,978	1,126,317	1,126,765	1,128,990	1,130,440	1,132,259	1,132,923
Surplus /(deficit) for the year	(7,605)	1,737	(3,528)	(1,891)	(2,657)	453	2,230	1,455	1,824	669	705
Net asset revaluation increment /(decrement)	0	0	0	0	0	0	0	0	0	0	0
Transfers to reserves	(1,488)	(1,400)	(1,404)	(108)	(112)	(117)	(122)	(127)	(132)	(137)	(142)
Transfers from reserves	194	4,962	19,874	104	108	112	117	122	127	132	137
Balance at the end of the year	1,110,634	1,115,933	1,130,874	1,128,978	1,126,317	1,126,765	1,128,990	1,130,440	1,132,259	1,132,923	1,133,622
Asset Revaluation Reserve											
Balance at the beginning of the year	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
Surplus /(deficit) for the year	0	0	0	0	0	0	0	0	0	0	0
Net asset revaluation increment /(decrement)	0	0	0	0	0	0	0	0	0	0	0
Transfers to reserves	0	0	0	0	0	0	0	0	0	0	0
Transfers from reserves	0	0	0	0	0	0	0	0	0	0	0
Balance at the end of the year	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
Other Reserves											
Balance at the beginning of the year	37,534	38,828	35,266	16,797	16,801	16,805	16,810	16,814	16,819	16,824	16,830
Surplus /(deficit) for the year	0	0	0	0	0	0	0	0	0	0	0
Net asset revaluation increment /(decrement)	0	0	0	0	0	0	0	0	0	0	0
Transfers to reserves	1,488	1,400	1,404	108	112	117	122	127	132	137	142
Transfers from reserves	(194)	(4,962)	(19,874)	(104)	(108)	(112)	(117)	(122)	(127)	(132)	(137)
Balance at the end of the year	38,828	35,266	16,797	16,801	16,805	16,810	16,814	16,819	16,824	16,830	16,835

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3.4 Statement of Cash Flows

STATEMENT OF CASH FLOWS year ending 30 June	Forecast 23/24 $'000	Budget 24/25 $'000	Budget 25/26 $'000	Budget 26/27 $'000	Budget 27/28 $'000	Budget 28/29 $'000	Budget 29/30 $'000	Budget 30/31 $'000	Budget 31/32 $'000	Budget 32/33 $'000	Budget 33/34 $'000
Cash flows from operating activities											
Rates and charges	181,060	188,120	197,020	198,957	205,118	211,471	218,023	224,779	231,747	238,933	246,344
Statutory fees & fines	9,255	8,921	9,144	9,372	9,607	9,847	10,093	10,345	10,604	10,869	11,141
User charges	19,785	18,680	19,506	20,179	20,967	21,853	22,819	23,607	24,529	25,565	26,696
Grants	16,063	28,790	29,109	30,128	28,956	29,651	29,234	29,964	30,712	31,479	32,265
Contributions - monetary	9,345	5,395	5,530	5,668	5,810	5,955	6,104	6,256	6,413	6,573	6,738
Other receipts	11,586	11,820	10,873	10,388	10,800	11,316	11,587	11,748	12,253	12,734	12,919
Employee costs	(106,563)	(111,558)	(114,306)	(118,642)	(123,237)	(128,114)	(133,301)	(138,826)	(144,722)	(151,025)	(157,775)
Materials and services	(85,417)	(85,460)	(90,182)	(93,349)	(94,085)	(93,846)	(93,246)	(94,942)	(97,224)	(100,308)	(102,614)
Trust funds and deposits	300	300	300	300	300	300	300	300	300	300	300
Other payments	(5,485)	(4,920)	(5,016)	(5,114)	(5,214)	(5,317)	(5,422)	(5,531)	(5,641)	(5,755)	(5,871)
	49,929	60,086	61,979	57,889	59,023	63,116	66,191	67,701	68,971	69,366	70,142
Cash flows from investing activities											
Payments for property, infrastructure, plant & equipment	(63,349)	(67,730)	(53,487)	(55,560)	(57,895)	(63,253)	(73,161)	(63,421)	(65,335)	(65,370)	(58,260)
Proceeds from sale of property, infrastructure, plant & equipment	1,134	1,221	45	46	47	48	50	51	52	53	55
	(62,215)	(66,509)	(53,442)	(55,513)	(57,848)	(63,204)	(73,112)	(63,370)	(65,283)	(65,316)	(58,206)
Cash flows from financing activities											
Finance costs	(2,221)	(2,346)	(2,766)	(2,005)	(2,116)	(2,068)	(2,098)	(1,983)	(1,850)	(1,494)	(1,154)
Proceeds from interest bearing loans and depos	6,000	14,000	12,000	13,000	18,500	13,000	18,000	12,500	10,000	0	0
Repayment of interest bearing loans and depos	(8,630)	(9,114)	(32,480)	(12,812)	(14,224)	(15,582)	(17,464)	(14,722)	(13,477)	(12,651)	(12,019)
Interest paid - lease liability	(308)	(220)	(158)	(101)	(310)	(256)	(205)	(156)	(115)	(78)	(40)
Repayment of lease liabilities	(1,646)	(1,697)	(1,444)	(977)	(1,331)	(1,271)	(1,242)	(1,017)	(920)	(957)	(995)
	(6,805)	622	(24,848)	(2,896)	519	(6,178)	(3,010)	(5,378)	(6,362)	(15,180)	(14,208)
Net (decrease)/increase in cash held	(19,090)	(5,801)	(16,311)	(521)	1,694	(6,266)	(9,931)	(1,046)	(2,673)	(11,130)	(2,271)
Cash at beginning of the year	93,713	74,622	68,822	52,511	51,990	53,684	47,418	37,486	36,440	33,767	22,636
Cash at the end of the year	74,622	68,822	52,511	51,990	53,684	47,418	37,486	36,440	33,767	22,636	20,365

3.5 Statement of Capital Works

STATEMENT OF CAPITAL WORKS year ending 30 June	Forecast 23/24 $'000	Budget 24/25 $'000	Budget 25/26 $'000	Budget 26/27 $'000	Budget 27/28 $'000	Budget 28/29 $'000	Budget 29/30 $'000	Budget 30/31 $'000	Budget 31/32 $'000	Budget 32/33 $'000	Budget 33/34 $'000
Property											
Land	50	145	0	0	0	0	0	0	0	0	0
Buildings	10,055	18,392	11,260	12,877	9,740	21,950	23,250	17,800	17,350	21,350	13,750
Heritage buildings	0	0	0	0	0	0	0	0	0	0	0
	10,105	18,536	11,260	12,877	9,740	21,950	23,250	17,800	17,350	21,350	13,750
Plant and Equipment											
Plant, machinery and equipment	5,099	4,905	3,125	3,790	4,302	2,340	2,955	2,960	2,965	2,970	2,975
Computers and telecommunications	0	80	70	85	85	85	85	85	85	85	85
Library books	802	800	800	800	800	900	900	900	900	900	900
	5,902	5,785	3,995	4,675	5,187	3,325	3,940	3,945	3,950	3,955	3,960
Infrastructure											
Roads	29,039	27,844	26,816	27,897	28,003	28,063	28,481	28,116	28,305	27,920	28,025
Footpaths and cycleways	1,886	3,011	1,624	2,541	1,825	580	3,380	4,300	3,130	3,050	1,630
Drainage	1,759	1,505	900	1,525	1,050	1,525	1,025	1,525	1,025	1,525	1,025
Recreational, leisure and community facilities	4,144	4,708	3,835	1,500	6,180	2,775	4,675	2,925	4,425	2,875	4,525
Parks, open space and streetscapes	10,514	6,341	5,056	4,545	5,910	5,035	8,410	4,810	7,150	4,695	5,345
	47,343	43,408	38,232	38,008	42,968	37,978	45,971	41,676	44,035	40,065	40,550
	63,349	67,730	53,487	55,560	57,895	63,253	73,161	63,421	65,335	65,370	58,260
Renewal	19,005	41,527	37,509	35,813	39,835	36,617	36,762	36,856	39,845	39,931	35,333
New/expansion/upgrade	44,344	26,203	15,978	19,746	18,060	26,636	36,400	26,565	25,491	25,438	22,928
	63,349	67,730	53,487	55,560	57,895	63,253	73,161	63,421	65,335	65,370	58,260
Current year	46,804	58,679	53,487	55,560	57,895	63,253	73,161	63,421	65,335	65,370	58,260
Prior year carry forward	16,545	9,051	0	0	0	0	0	0	0	0	0
	63,349	67,730	53,487	55,560	57,895	63,253	73,161	63,421	65,335	65,370	58,260

3.6 Statement of Human Resources

STATEMENT OF HUMAN RESOURCES year ending 30 June	Forecast 23/24 $'000	Budget 24/25 $'000	Budget 25/26 $'000	Budget 26/27 $'000	Budget 27/28 $'000	Budget 28/29 $'000	Budget 29/30 $'000	Budget 30/31 $'000	Budget 31/32 $'000	Budget 32/33 $'000	Budget 33/34 $'000
Staff Expenditure											
Employee costs - operating	106,587	112,312	115,074	119,431	124,048	128,949	134,159	139,708	145,628	151,956	158,733
Employee costs - capital	0	0	0	0	0	0	0	0	0	0	0
Total staff expenditure	106,587	112,312	115,074	119,431	124,048	128,949	134,159	139,708	145,628	151,956	158,733
Staff numbers											
Employees	964.2	987.1	984.9	994.8	1,004.7	1,014.8	1,024.9	1,035.2	1,045.5	1,056.0	1,066.6
Total staff numbers	964.2	987.1	984.9	994.8	1,004.7	1,014.8	1,024.9	1,035.2	1,045.5	1,056.0	1,066.6

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3.7 SUMMARY OF PLANNED HUMAN RESOURCES EXPENDITURE

3.1 Summary of Planned Human Resources Expenditure
For the four years ending 30 June 2028

	2024/25 ($'000)	2025/26 ($'000)	2026/27 ($'000)	2027/28 $'000	2028/29 ($'000)	2029/30 ($'000)	2030/31 $'000	2031/32 ($'000)	2032/33 ($'000)	2033/34 $'000
Employee Expenses										
Consolidated										
Permanent - Full time	71,359	73,114	75,882	78,815	81,929	85,240	88,765	92,527	96,547	100,853
Female	28,751	29,458	30,573	31,755	33,010	34,343	35,764	37,279	38,899	40,634
Male	37,228	38,143	39,587	41,118	42,742	44,469	46,309	48,271	50,368	52,615
Vacant	5,380	5,513	5,721	5,943	6,177	6,427	6,693	6,976	7,280	7,604
Permanent - Part time	21,222	21,744	22,568	23,440	24,366	25,351	26,399	27,518	28,714	29,994
Female	14,074	14,420	14,966	15,545	16,159	16,812	17,507	18,249	19,042	19,891
Male	4,031	4,130	4,286	4,452	4,628	4,816	5,014	5,227	5,454	5,697
Vacant	3,118	3,194	3,315	3,443	3,579	3,724	3,878	4,042	4,218	4,406
Casuals, temporary and other expenditure	19,731	20,216	20,982	21,793	22,654	23,569	24,544	25,584	26,696	27,886
Total Brimbank City Council	112,312	115,074	119,431	124,048	128,949	134,159	139,708	145,628	151,956	158,733
Office of the Chief Executive Officer										
Permanent - Full time	446	457	475	493	512	533	555	579	604	631
Female	446	457	475	493	512	533	555	579	604	631
Male	0	0	0	0	0	0	0	0	0	0
Vacant	0	0	0	0	0	0	0	0	0	0
Permanent - Part time	86	88	91	95	98	102	107	111	116	121
Female	86	88	91	95	98	102	107	111	116	121
Male	0	0	0	0	0	0	0	0	0	0
Vacant	0	0	0	0	0	0	0	0	0	0
Casuals, temporary and other expenditure	0	0	0	0	0	0	0	0	0	0
Total Office of the Chief Executive Officer	532	545	566	588	611	635	662	690	720	752
Corporate Services										
Permanent - Full time	5,839	5,983	6,210	6,450	6,704	6,975	7,264	7,572	7,901	8,253
Female	2,355	2,413	2,504	2,601	2,704	2,813	2,929	3,054	3,186	3,328
Male	2,006	2,055	2,133	2,216	2,303	2,396	2,495	2,601	2,714	2,835
Vacant	1,478	1,515	1,572	1,633	1,697	1,766	1,839	1,917	2,000	2,089
Permanent - Part time	163	167	173	180	187	194	202	211	220	230
Female	145	149	154	160	167	173	181	188	196	205
Male	0	0	0	0	0	0	0	0	0	0
Vacant	18	18	19	19	20	21	22	23	24	25
Casuals, temporary and other expenditure	935	958	994	1,033	1,073	1,117	1,163	1,212	1,265	1,321
Total Corporate Services	6,937	7,108	7,377	7,662	7,965	8,286	8,629	8,995	9,386	9,804
City Futures Division										
Permanent - Full time	10,561	10,821	11,231	11,665	12,126	12,616	13,138	13,694	14,289	14,927
Female	5,477	5,611	5,824	6,049	6,288	6,542	6,813	7,101	7,410	7,740
Male	4,854	4,974	5,162	5,362	5,573	5,799	6,038	6,294	6,568	6,861
Vacant	230	236	245	254	264	275	286	299	312	326
Permanent - Part time	2,537	2,600	2,698	2,802	2,913	3,031	3,156	3,290	3,433	3,586
Female	1,376	1,410	1,463	1,520	1,580	1,643	1,711	1,784	1,861	1,944
Male	1,073	1,099	1,141	1,185	1,231	1,281	1,334	1,391	1,451	1,516
Vacant	89	91	94	98	102	106	110	115	120	125
Casuals, temporary and other expenditure	3,701	3,792	3,936	4,088	4,250	4,421	4,604	4,799	5,008	5,231
Total City Futures Division	16,800	17,213	17,865	18,555	19,289	20,068	20,898	21,783	22,730	23,744
Community Wellbeing Division										
Permanent - Full time	16,737	17,149	17,798	18,486	19,216	19,993	20,820	21,702	22,645	23,655
Female	11,861	12,152	12,613	13,100	13,618	14,168	14,754	15,379	16,047	16,763
Male	3,994	4,092	4,247	4,411	4,586	4,771	4,969	5,179	5,404	5,645
Vacant	882	904	938	974	1,013	1,054	1,098	1,144	1,194	1,247
Permanent - Part time	14,941	15,308	15,888	16,502	17,154	17,847	18,585	19,373	20,214	21,116
Female	9,980	10,226	10,613	11,023	11,459	11,921	12,415	12,941	13,503	14,105
Male	2,321	2,378	2,468	2,563	2,664	2,772	2,887	3,009	3,140	3,280
Vacant	2,640	2,705	2,807	2,916	3,031	3,153	3,284	3,423	3,572	3,731
Casuals, temporary and other expenditure	10,158	10,408	10,802	11,220	11,663	12,134	12,636	13,172	13,744	14,357
Total Community Wellbeing Division	41,836	42,865	44,488	46,207	48,033	49,974	52,041	54,246	56,603	59,127
People, Partnerships & Performance										
Permanent - Full time	7,611	8,003	8,306	8,627	8,968	9,330	9,716	10,128	10,568	11,039
Female	6,295	6,450	6,694	6,953	7,227	7,519	7,830	8,162	8,517	8,897
Male	1,285	1,316	1,366	1,419	1,475	1,535	1,598	1,666	1,738	1,816
Vacant	231	237	246	255	265	276	288	300	313	327
Permanent - Part time	2,252	2,308	2,395	2,488	2,586	2,690	2,802	2,920	3,047	3,183
Female	1,968	2,016	2,093	2,174	2,259	2,351	2,448	2,552	2,663	2,781
Male	197	202	210	218	227	236	246	256	267	279
Vacant	87	89	92	96	100	104	108	113	118	123
Casuals, temporary and other expenditure	2,157	2,210	2,293	2,382	2,476	2,576	2,683	2,796	2,918	3,048
Total People, Partnerships & Performance	12,220	12,520	12,994	13,497	14,030	14,597	15,200	15,844	16,533	17,270
Infrastructure and City Services										
Permanent - Full time	29,964	30,701	31,863	33,095	34,403	35,793	37,273	38,853	40,541	42,349
Female	3,296	3,377	3,505	3,640	3,784	3,937	4,100	4,273	4,459	4,658
Male	24,560	25,164	26,117	27,127	28,199	29,338	30,551	31,846	33,230	34,712
Vacant	2,108	2,160	2,242	2,328	2,420	2,518	2,622	2,733	2,852	2,979
Permanent - Part time	1,244	1,275	1,323	1,374	1,428	1,486	1,548	1,613	1,683	1,758
Female	612	627	650	675	702	730	761	793	827	864
Male	312	320	332	345	358	373	388	405	422	441
Vacant	320	328	341	354	368	383	399	415	433	453
Casuals, temporary and other expenditure	2,780	2,848	2,956	3,070	3,191	3,320	3,458	3,604	3,761	3,928
Total Infrastructure and City Services	33,988	34,824	36,142	37,539	39,022	40,599	42,278	44,070	45,985	48,036
Total employee expenses	112,312	115,074	119,431	124,048	128,949	134,159	139,708	145,628	151,956	158,733

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	2024/25 (FTE)	2025/26 (FTE)	2026/27 (FTE)	2027/28 FTE	2028/29 (FTE)	2029/30 (FTE)	2030/31 FTE	2031/32 (FTE)	2032/33 (FTE)	2033/34 FTE
Staff FTE Numbers										
Consolidated										
Permanent - Full time	615.5	615.30	621.46	627.67	633.95	640.29	646.69	653.16	659.69	666.28
Female	248.0	246.50	248.97	251.45	253.97	256.51	259.07	261.66	264.28	266.92
Male	321.1	322.00	325.22	328.47	331.76	335.08	338.43	341.81	345.23	348.68
Vacant	46.4	46.80	47.27	47.74	48.22	48.70	49.18	49.68	50.18	50.68
Permanent - Part time	204.7	204.08	206.12	208.18	210.26	212.37	214.49	216.63	218.80	220.99
Female	135.8	134.9	136.27	137.63	139.0	140.40	141.80	143.2	144.65	146.10
Male	38.9	39.1	39.44	39.83	40.2	40.63	41.04	41.5	41.86	42.28
Vacant	30.1	30.1	30.42	30.72	31.0	31.34	31.65	32.0	32.29	32.61
Casuals, temporary and other expenditure	166.9	165.56	167.22	168.89	170.58	172.28	174.01	175.75	177.50	179.28
Total Consolidated	987.1	984.9	994.8	1,004.7	1,014.8	1,024.9	1,035.2	1,045.5	1,056.0	1,066.6
Office of the Chief Executive Officer										
Permanent - Full time	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1
Female	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1
Male	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permanent - Part time	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7
Female	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7
Male	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Casuals, temporary and other expenditure	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Office of the Chief Executive Officer	1.6	1.6	1.6	1.7	1.7	1.7	1.7	1.7	1.7	1.8
Corporate Services										
Permanent - Full time	67.0	67.6	68.3	69.0	69.7	70.4	71.1	71.8	72.5	73.2
Female	27.0	27.27	27.5	27.8	28.10	28.4	28.7	28.95	29.2	29.5
Male	23.0	23.23	23.5	23.7	23.93	24.2	24.4	24.66	24.9	25.2
Vacant	17.0	17.12	17.3	17.5	17.64	17.8	18.0	18.17	18.4	18.5
Permanent - Part time	1.7	1.69	1.7	1.7	1.74	1.8	1.8	1.79	1.8	1.8
Female	1.5	1.50	1.5	1.5	1.55	1.6	1.6	1.60	1.6	1.6
Male	0.0	0.00	0.0	0.0	0.00	0.0	0.0	0.00	0.0	0.0
Vacant	0.2	0.18	0.2	0.2	0.19	0.2	0.2	0.19	0.2	0.2
Casuals, temporary and other expenditure	7.0	7.07	7.1	7.2	7.28	7.4	7.4	7.50	7.6	7.7
Total Corporate Services	75.6	76.4	77.1	77.9	78.7	79.5	80.3	81.1	81.9	82.7
City Futures Division										
Permanent - Full time	84.9	85.7	86.6	87.4	88.3	89.2	90.1	91.0	91.9	92.8
Female	44.0	44.4	44.9	45.3	45.8	46.2	46.7	47.2	47.7	48.1
Male	39.0	39.4	39.8	40.2	40.6	41.0	41.4	41.8	42.2	42.7
Vacant	1.9	1.9	1.9	1.9	1.9	1.9	2.0	2.0	2.0	2.0
Permanent - Part time	28.9	29.2	29.4	29.7	30.0	30.3	30.6	30.9	31.3	31.6
Female	15.7	15.8	16.0	16.1	16.3	16.5	16.6	16.8	17.0	17.1
Male	12.2	12.3	12.5	12.6	12.7	12.8	13.0	13.1	13.2	13.3
Vacant	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1
Casuals, temporary and other expenditure	26.9	27.1	27.4	27.7	27.9	28.2	28.5	28.8	29.1	29.4
Total City Futures Division	140.6	142.0	143.4	144.8	146.3	147.7	149.2	150.7	152.2	153.7
Community Wellbeing Division										
Permanent - Full time	138.3	133.3	134.6	136.0	137.3	138.7	140.1	141.5	142.9	144.3
Female	98.0	95.0	96.0	96.9	97.9	98.9	99.9	100.8	101.9	102.9
Male	33.0	31.0	31.3	31.6	31.9	32.3	32.6	32.9	33.2	33.6
Vacant	7.3	7.3	7.4	7.4	7.5	7.6	7.7	7.7	7.8	7.9
Permanent - Part time	143.8	142.5	144.0	145.4	146.9	148.3	149.8	151.3	152.8	154.3
Female	96.0	94.8	95.8	96.7	97.7	98.7	99.6	100.6	101.6	102.7
Male	22.3	22.3	22.6	22.8	23.0	23.2	23.5	23.7	23.9	24.2
Vacant	25.4	25.4	25.7	25.9	26.2	26.4	26.7	27.0	27.2	27.5
Casuals, temporary and other expenditure	99.8	97.8	98.8	99.8	100.8	101.8	102.8	103.8	104.8	105.9
Total Community Wellbeing Division	381.8	373.6	377.4	381.1	384.9	388.8	392.7	396.6	400.6	404.6
People, Partnerships & Performance										
Permanent - Full time	60.8	61.4	62.0	62.6	63.2	63.9	64.5	65.2	65.8	66.5
Female	49.0	49.5	50.0	50.5	51.0	51.5	52.0	52.5	53.1	53.6
Male	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9
Vacant	1.8	1.8	1.8	1.8	1.8	1.9	1.9	1.9	1.9	1.9
Permanent - Part time	19.2	19.4	19.6	19.8	20.0	20.2	20.4	20.6	20.8	21.0
Female	16.8	16.9	17.1	17.3	17.4	17.6	17.8	18.0	18.1	18.3
Male	1.7	1.7	1.7	1.7	1.8	1.8	1.8	1.8	1.8	1.8
Vacant	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Casuals, temporary and other expenditure	14.4	14.6	14.7	14.9	15.0	15.2	15.3	15.5	15.6	15.8
Total People, Partnerships & Performance	94.4	95.3	96.3	97.2	98.2	99.2	100.2	101.2	102.2	103.2
Infrastructure and City Services										
Permanent - Full time	263.7	266.3	269.0	271.7	274.4	277.1	279.9	282.7	285.5	288.4
Female	29.0	29.3	29.6	29.9	30.2	30.5	30.8	31.1	31.4	31.7
Male	216.1	218.3	220.5	222.7	224.9	227.1	229.4	231.7	234.0	236.4
Vacant	18.6	18.7	18.9	19.1	19.3	19.5	19.7	19.9	20.1	20.3
Permanent - Part time	10.6	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6
Female	5.2	5.3	5.3	5.4	5.4	5.5	5.6	5.6	5.7	5.7
Male	2.7	2.7	2.7	2.8	2.8	2.8	2.8	2.9	2.9	2.9
Vacant	2.7	2.8	2.8	2.8	2.9	2.9	2.9	2.9	3.0	3.0
Casuals, temporary and other expenditure	18.8	19.0	19.2	19.4	19.6	19.8	20.0	20.2	20.4	20.6
Total Infrastructure and City Services	293.1	296.1	299.0	302.0	305.0	308.1	311.2	314.3	317.4	320.6
Total staff FTE numbers	987.1	985.0	994.8	1,004.7	1,014.8	1,024.9	1,035.2	1,045.5	1,056.0	1,066.6

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4 FINANCIAL PERFORMANCE INDICATORS

4.1 KEY FINANCIAL INDICATORS

The following table highlights Council's projected performance across a range of key performance indicators. These indicators provide an analysis of Councils' 10 year financial projections and should be interpreted in the context of the organisations objectives and financial management principles.

Key Financial Indicators	Forecast 23/24	Budget 24/25	Budget 25/26	Budget 26/27	Budget 27/28	Budget 28/29	Budget 29/30	Budget 30/31	Budget 31/32	Budget 32/33	Budget 33/34
Expenditure level	3,296	3,329	3,445	3,494	3,560	3,605	3,653	3,743	3,827	3,931	4,021
Revenue level	1,153	1,180	1,201	1,222	1,243	1,265	1,287	1,309	1,332	1,355	1,378
Adjusted underlying Surplus/Deficit excluding non-recurrent grants, monetary and non-monetary contributions ($'000)	(22,803)	(8,149)	(13,684)	(12,621)	(11,759)	(8,877)	(7,332)	(8,347)	(8,222)	(9,629)	(9,851)
Underlying Result ($'000)	(7,605)	1,737	(3,528)	(1,891)	(2,657)	453	2,230	1,455	1,824	669	705
Cash Balances ($'000)	74,622	68,822	52,511	51,990	53,684	47,418	37,486	36,440	33,767	22,636	20,365
Cash Flow From Operations ($'000)	49,929	60,086	61,979	57,889	59,023	63,116	66,191	67,701	68,971	69,366	70,142
Total Borrowings ($'000)	88,265	85,634	90,520	70,040	70,227	74,504	71,921	72,457	70,235	66,758	54,107
Capital Expenditure ($'000)	63,349	67,730	53,487	55,560	57,895	63,253	73,161	63,421	65,335	65,370	58,260
Debt servicing ratio	0.96%	0.96%	1.11%	0.78%	0.80%	0.76%	0.75%	0.69%	0.63%	0.49%	0.37%
Debt commitment ratio	5.99%	6.10%	18.21%	7.43%	7.94%	8.32%	8.95%	7.41%	6.59%	5.90%	5.33%
Debt exposure	4.53%	4.70%	3.58%	3.54%	3.70%	3.51%	3.47%	3.32%	3.10%	2.47%	1.90%
Adjusted working capital ratio	236.05%	218.58%	116.13%	156.02%	153.09%	138.96%	118.77%	121.08%	117.87%	99.26%	95.84%
Adjusted underlying result	-9.68%	-3.20%	-5.25%	-4.71%	-4.26%	-3.12%	-2.51%	-2.77%	-2.65%	-3.01%	-2.98%
Unrestricted cash	25.03%	34.40%	26.57%	32.14%	32.67%	23.36%	10.02%	8.47%	4.75%	-9.14%	-12.08%
Loans and borrowings (Debt compared to Rates)	47.30%	48.21%	36.19%	35.19%	36.21%	33.91%	33.13%	31.15%	28.72%	22.58%	17.03%
Rates concentration	76.87%	73.62%	74.23%	74.51%	74.51%	74.47%	74.77%	74.86%	74.84%	74.81%	74.84%
Rates effort	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Workforce turnover	9.80%	9.57%	9.60%	9.50%	9.41%	9.31%	9.22%	9.13%	9.04%	8.95%	8.86%

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4.2 VAGO INDICATORS

Analysis within the FP will be based on the financial indicators that the Victorian Auditor General's Office (VAGO) uses to ensure Local Government remains financially sustainable. These indicators are as follows:

Underlying result Council generates enough revenue to cover operating costs and depreciation

Liquidity Council has sufficient working capital to meet short-term commitments

Self-financing Council generates sufficient operating cash flows to invest in asset renewal and repay debt it may have incurred in the past

Indebtedness Council is not overly reliant on debt to fund capital programs

Capital replacement Council has been replacing assets at a rate consistent with their consumption

Renewal gap Council has been maintaining existing assets at a consistent rate

Risk	Underlying Result	Liquidity	Self-financing	Indebtedness	Capital Replacement	Renewal Gap
Formula	Adjusted net surplus /total underlying revenue	Current assets /current liabilities	Net operating cash flows /underlying revenue	Non-current liabilities /own-source revenue	Capital expenditure /depreciation	Renewal expenditure /depreciation

Risk	Underlying Result	Liquidity	Self-financing	Indebtedness	Capital Replacement	Renewal Gap
High	Negative 10% or less	Equal to or less than 1.0	Less than 10%	More than 60%	Equal to or less than 1.0	Equal to or less than 0.5
Medium	Negative 10% to 0%	1.0 to 1.5	10% to 20%	40% to 60%	1.0 to 1.5	0.5 to 1.0
Low	More than 0%	More than 1.5	20% or more	40% or less	More than 1.5	More than 1.0

VAGO Financial Indicators	Forecast 23/24	Budget 24/25	Budget 25/26	Budget 26/27	Budget 27/28	Budget 28/29	Budget 29/30	Budget 30/31	Budget 31/32	Budget 32/33	Budget 33/34
Adjusted Underlying Result	-9.22%	-3.11%	-5.11%	-4.58%	-4.17%	-3.05%	-2.46%	-2.72%	-2.59%	-2.95%	-2.92%
Liquidity Ratio	1.75	1.62	0.94	1.18	1.16	1.06	0.90	0.91	0.88	0.74	0.71
Self financing	20.18%	22.95%	23.15%	21.03%	20.94%	21.71%	22.17%	22.02%	21.76%	21.22%	20.82%
Indebtedness	38.56%	36.88%	18.82%	25.34%	27.58%	24.93%	23.42%	22.61%	20.94%	16.34%	12.13%
Capital Replacement	1.14	1.21	0.93	0.94	0.96	1.02	1.15	0.97	0.98	0.96	0.83
Renewal Gap	0.34	0.74	0.65	0.61	0.66	0.59	0.58	0.57	0.60	0.58	0.50

4.3 Analysis of Financial Indicators

For the financial year 2024/25, the Victorian State Government announced a rate increase of 2.75%.

- Adjusted Underlying Surplus is forecasted to be negative from 2024/25 to 2033/34. This has been impacted by 10 years of rate capping, the compounded impact of a zero rate increase in 2020/21 and increases in depreciation expense because of increase costs of infrastructure assets. A negative result indicates Council is generating an insufficient surplus to fund operations. Future Councils will need to make decisions to address this risk including the reduction of services.
- From the financial year 2025/26 to 2028/29 the Liquidity Ratio is under 1 due to the impact of 10 years of rate capping, the compounded impact of a zero rate increase in 2020/21, and the recognition of State Government Funding Vehicle principle loan repayment in 2025/26. Future Councils will need to review and asses the Liquidity Ratio and make decisions to address the risk level including, reducing services, revising capital expenditure or taking up additional borrowings considering Council's Indebtedness Risk Ratio trending low over the term of this Financial Plan.
- Our Loan Indebtedness Ratio is in the Low Risk category over the period of the 10 year financial plan.
- Capital Expenditure is maintained at a reasonable level, greater than $50 million over the period of the 10 year financial plan.

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5 STRATEGIES AND PLANS

5.1 RATES AND CHARGES

5.1.1 Rate Capping

In 2015, the Victorian Government established the Fair Go Rates System resulting in the introduction in 2016/2017 of a rate cap, which limits the amount Councils can increase rates in a financial year.

The Minister for Local Government sets the average rate cap (ARC) based on the forecast change in the consumer price index (CPI) over the related financial year as published by the Department of Treasury and Finance (DTF) in December, plus or minus any adjustments. Councils can seek approval to raise an increase above this figure through a variation with the Essential Services Commission.

The *Local Government Act 1989* outlines that the rating system provides a "Reasonable degree of stability in the level of the rates burden", and that it is developed in a context of a public finance methodology, which includes principles of equity, benefit, efficiency and community resource allocation.

The Act requires Council to develop a Revenue and Rating Plan every four financial years that meets the above objectives.

On 22 December 2023, the Minister for Local Government, the Hon Melissa Horne MP, advised an annual rate for the 2024/25 financial year of 2.75 per cent. Councils can seek approval to raise an increase above this figure through a variation with the Essential Services Commission. Brimbank City Council has decided not to apply for a variation to the 2024/25 rate cap.

The forecast rate movements in total rate revenue over the next 10 years will be capped at the percentage increase consistent with CPI and the rate cap as announced by the Minister in December 2023.

Any unforeseen situations that may arise will be dealt with via the Annual Budget review.

5.1.2 Rating Structure

Council has developed a Revenue and Rating Plan to be formally adopted as part of the budget process. The Act provides a Council must adopt a Revenue and Rating Plan for a period of at least four financial years by the 30 June after a general election.

The Revenue and Rating Plan is a new requirement. It is for a 4-year 'block' period starting on 30 June in the year after each general election. It provides a medium-term plan for how Council will generate income to deliver on the Council Plan, program and services and capital works commitments over a 4-year period. It defines the revenue and rating 'envelope' within which Council propose to operate.

It incorporates the consideration of:

- How revenue will be generated through rates on properties (including differential rates on different property classes)
- Fixed service charges that apply on services such as waste or recycling
- Fees and charges for services and programs – including pricing policies
- Developer contributions and other revenue
- Revenue generated from use or allocation of Council assets (including the application of discounts and waivers)
- Recurrent and non-recurrent operational and capital grants from other levels of government.

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Type of differentials and the rate multiplier:

Type of Property	Rate Multiplier
Residential	x1.17
Commercial/Industrial	x2.47
Farm Land	Lowest Rate
Residential Flats/Units	x1.17
Vacant Land	x2.44
Commercial/Industrial Vacant Land	x4.00
Retirement Village	x1.09
Culture Recreation Land	x1.25

When determining what valuation to use when calculating rates Council uses the Capital Improved Value. Council is provided property valuations by the Valuer-General annually as required by the *Valuation of Land Act 1960*. These ensure the value we place on each property is up-to-date and reflects its current market value.

5.1.3 Rates and Charges

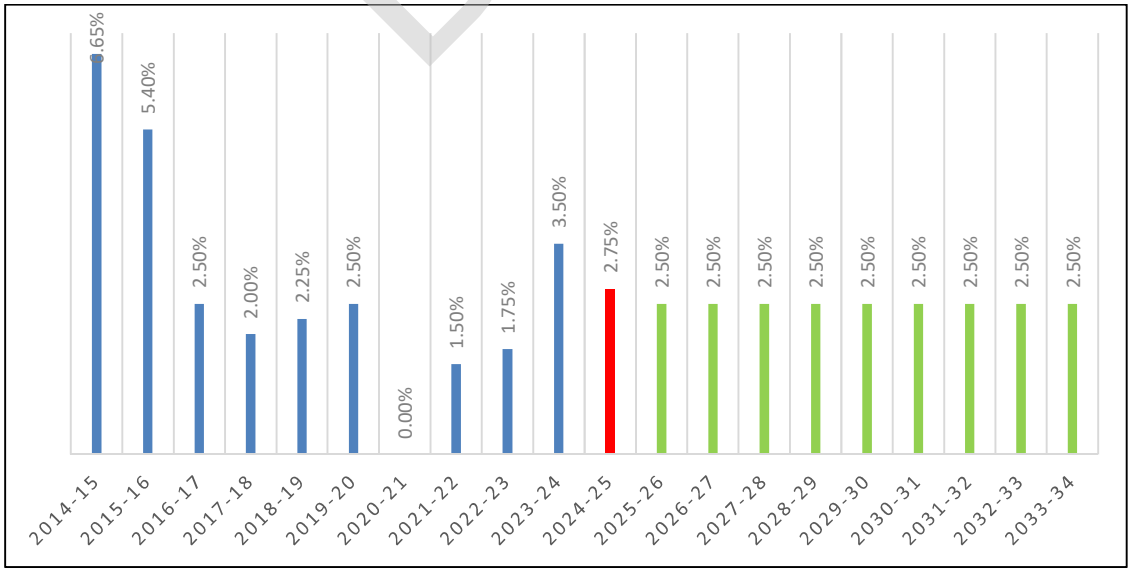
Rates and Charges revenue is an integral part of the Council's revenue base, the value of which is determined through Council's desire to achieve the strategies articulated in its various adopted Plans.

General Rates and Charges currently comprise approximately 75% of total operating revenue, and this is projected to remain constant throughout the plan period; however it would be desirable to reduce this strong dependence on rate income.

Rate increases in the FP are projected at the percentage increase consistent with CPI and the rate cap as announced by the Minister in December 2023 which currently is 2.75 per cent.

There are no projections that Council will apply for a variation to the rate cap at this stage, however, if Council decides to proceed with projects that are outside the FP then a variation to the rate cap will need to be considered as a potential funding source.

The graph below provides details of rates revenue increases from 2014/15 to 2024/25 and proposed rates and charges revenue increases for the next 10 years.



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5.1.4 Municipal Charge

The Municipal Charge, raised in accordance with Section 159 of the *Local Government Act 1989*, is applied to each rateable property to allow Council to recover part of its administrative cost.

Legislation requires that this amount cannot exceed 20% of the total rates raised (including rates and municipal charge).

In 2024/25 the Council municipal charge is anticipated to be at 4.60% of total rates revenue.

Administrative costs including finance, asset management, information systems, corporate records, human resources and governance will be supported by this income.

5.1.5 Public Amenities Cleansing Levy

The Waste Management Levy applies to all rateable occupancies to ensure that all rateable occupancies fairly contribute to the cost of street sweeping, waste and rubbish collection and disposal from public places. From 2025/26 Council will examine ways to incorporate this levy as part of General Rates to comply with the Local Government Service Rates and Charges Ministers Good Practice Guidelines.

5.1.6 Environmental Service Charge

Environmental Service Charges directly funds the collection and disposal of household waste and recyclables. All residential, residential flats/units and retirement village units will incur a 140 litre Environmental Charge for the provision of a domestic garbage bin and recycling service, including non-rateable occupancies. Residents may request an 80 litre domestic garbage bin to replace this service with Environmental Charges to be adjusted from the date that the bins are replaced.

5.1.7 Green Waste Service Charge

The Green Waste Service Charges are available to all residential, residential flat/unit and retirement village units and directly funds the collection and disposal of green waste. Residents may request a 140 litre or 240 litre Green Waste bins.

5.1.8 Budgeted Service Charges

The budgeted charges for 2024/25 are as follows:

*No Longer available/existing clients only

Service Charge Type	Rate ($)
Public Amenities Cleansing Levy	91.75
80 Litre Environmental Charge	231.54
140 Litre Environmental Charge	379.14
240 Litre Environmental Charge *	675.83
140 Litre Green Waste Charge	99.26
240 Litre Green Waste Charge	110.97

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5.1.9 Pensioner Rebate

Brimbank's rating structure also provides a pensioner rebate of $25.00. Details of the current number of estimated growth and the forecast pensioner rebate are detailed in the following table.

	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34
Residential Properties	71,536	72,073	72,613	73,158	73,706	74,259	74,816	75,377	75,943	76,512
Properties Rebated (%)	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
Concessions	16,531	16,655	16,780	16,906	17,033	17,161	17,290	17,419	17,550	17,682
Cost to Council ($)	413,275	416,399	419,522	422,668	425,838	429,032	432,250	435,492	438,758	442,049

5.2 BORROWING STRATEGY

In developing the FP, borrowings were identified as an important source for the capital works program, and the cost of infrastructure should not be borne entirely by present ratepayers but be contributed to by future generations that will also derive a benefit.

The FP has made provision for new borrowings over the next 10 years and a provision has been made to refinance part of our existing borrowings as they come due.

5.2.1 Borrowing Assessment

The use of loan borrowings as a funding source for the budget and FP warrants careful consideration and is best applied within a financial strategy framework where the use of loan borrowings is governed by a set of principles which are further reinforced by a set of financial ratios which ensure that debt levels are retained within manageable levels.

Prior to undertaking any borrowings, Council needs to assess its repayment capacity so that the community is not burdened with unnecessary risk.

The basis for determining the utilisation of loan borrowings is as follows:

- Renewal, replacement or new infrastructure to meet specific needs agreed to by the Council
- Meet the Brimbank Council Plan strategic objectives
- All loan borrowings are able to be adequately serviced over the life of the loan
- The term of any loan will not exceed the expected life of the asset being funded
- All loan borrowings will be in accordance with Section 101 of the Act;
- Growth rate in the municipality or changing demographics;
- In determining the amount of loan borrowings, Council will also consider any financial effects placed upon future generations
- Generate financial return to meet repayments.

5.2.2 Current Debt Position

The total amount borrowed as at 30 June 2023 is $88.26 million.

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5.2.3 Future Borrowing Requirements

The following table provides details of debt over the life of the FP.

Year	Refinancing / New $'000	Principal Paid $'000	Interest Paid $'000	Balance 30 June $'000
24/25	14,000	9,114	2,515	93,150
25/26	12,000	32,480	2,965	65,154
26/27	13,000	12,812	2,149	90,708
27/28	18,500	14,224	2,269	74,316
28/29	13,000	15,582	2,217	67,645
29/30	18,000	17,464	2,250	75,040
30/31	12,500	14,722	2,126	69,699
31/32	10,000	13,477	1,983	68,980
32/33	-	12,651	1,601	57,584
33/34	-	11,436	920	42,671

Future borrowings can be considered to fund the increasing capital works program of which the cost would be borne across current and future generations.

The following ratios are to be used in determining the amount of borrowings.

Ratio	Indicator	Threshold
Debt servicing ratio	Debt servicing cost to total revenue	5%
Debt commitment ratio	Debt servicing cost and redemption cost to rate revenue	10%
Debt exposure ratio	Total indebtedness to total realisable assets	40%
Indebtedness ratio	Net operating cash flows to underlying revenue (Council is not overly reliant on debt to fund capital programs)	40%

Debt servicing ratio
Debt servicing cost/total revenue
This ratio expresses the amount of interest paid as a percentage of Council's total revenue.

Debt commitment ratio
Debt servicing cost and redemption cost/rate revenue
This ratio expresses the percentage of rate revenue utilised to pay interest and redeem debt principal.

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Debt exposure ratio
Total indebtedness/total realisable assets
This ratio enables assessment of Council's solvency and exposure to debt. The total indebtedness refers to the total liabilities of Council. Total liabilities are compared to total realisable assets which are all Council assets not subject to any restriction and are able to be realised. The ratio expresses the percentage of total liabilities for each dollar of realisable assets.

Indebtedness ratio
Non-current liabilities/underlying revenue
This ratio provides comparison of non-current liabilities (mainly loans) to own source revenue. The higher the percentage, the less able to cover non-current liabilities from the revenues Council generates itself.

Refer to Section 4 for details of the loan borrowing financial indicators.

5.3 RESERVES STRATEGY

5.3.1 Current Reserves

5.3.1.1 Public Open Space Fund Reserve

This reserve services funds from developer contributions collected through Council's planning scheme. The funds held in the reserve will be utilised through infrastructure works for the identified purpose.

5.3.1.2 Developer Contributions Plan – Brimbank and Sunshine Reserve

This reserve is set up to cater for contributions from developers within the municipality.

5.3.1.3 Asset Revaluation

Council measures certain assets and liabilities at fair value where required or permitted by Australian Accounting Standards, AASB 13 Fair Value Measurement. Where assets are revalued, the revaluation increments are credited directly to the Asset Revaluation Reserve except to the extent that an increment reverses a prior year decrement for that class of asset that had been recognised as an expense.

5.3.1.4 Loan Repayment

At the Ordinary Council Meeting on 27 May 2014, Council resolved to participate in the Municipal Association of Victoria Debt Procurement Project for interest only debt. In order to repay the principal at maturity date Council has established a loan repayment reserve for interest only debt. There will be allocations of set amounts of funds each year to this reserve.

5.3.1.5 Major Capital Works Projects

This reserve has been opened to provide a source of funding for major capital works projects.

5.3.2 Reserve Usage Projections

The following table outlines the 10 year projection of each reserve fund.

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Restricted Reserves	23/24 $'000	24/25 $'000	25/26 $'000	26/27 $'000	27/28 $'000	28/29 $'000	29/30 $'000	30/31 $'000	31/32 $'000	32/33 $'000	33/34 $'000
Public Open Space											
Opening balance	12,610	12,608	12,588	12,592	12,596	12,600	12,605	12,609	12,614	12,619	12,625
Transfer to reserve	120	100	104	108	112	117	122	127	132	137	142
Transfer from reserve	(122)	(120)	(100)	(104)	(108)	(112)	(117)	(122)	(127)	(132)	(137)
Closing balance	12,608	12,588	12,592	12,596	12,600	12,605	12,609	12,614	12,619	12,625	12,630
Development Contributions											
Opening balance	4,277	4,273	4,205	4,205	4,205	4,205	4,205	4,205	4,205	4,205	4,205
Transfer to reserve	68	0	0	0	0	0	0	0	0	0	0
Transfer from reserve	(72)	(68)	0	0	0	0	0	0	0	0	0
Closing balance	4,273	4,205	4,205	4,205	4,205	4,205	4,205	4,205	4,205	4,205	4,205
Restricted Reserves Summary											
Opening balance	16,887	16,881	16,793	16,797	16,801	16,805	16,810	16,814	16,819	16,824	16,830
Transfer to reserve	188	100	104	108	112	117	122	127	132	137	142
Transfer from reserve	(194)	(188)	(100)	(104)	(108)	(112)	(117)	(122)	(127)	(132)	(137)
Closing balance restricted	16,881	16,793	16,797	16,801	16,805	16,810	16,814	16,819	16,824	16,830	16,835

Discretionary Reserves	23/24 $000's	24/25 $000's	25/26 $000's	26/27 $000's	27/28 $000's	28/29 $000's	29/30 $000's	30/31 $000's	31/32 $000's	32/33 $000's	33/34 $000's
Asset Revaluation											
Opening balance	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
Transfer to reserve	0	0	0	0	0	0	0	0	0	0	0
Transfer from reserve	0	0	0	0	0	0	0	0	0	0	0
Closing balance	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
Loan Repayment											
Opening balance	11,100	12,400	13,700	0	0	0	0	0	0	0	0
Transfer to reserve	1,300	1,300	1,300	0	0	0	0	0	0	0	0
Transfer from reserve	0	0	(15,000)	0	0	0	0	0	0	0	0
Closing balance	12,400	13,700	0	0	0	0	0	0	0	0	0
Major Capital Works Project											
Opening balance	9,547	9,547	4,774	0	0	0	0	0	0	0	0
Transfer to reserve	0	0	0	0	0	0	0	0	0	0	0
Transfer from reserve	0	(4,774)	(4,774)	0	0	0	0	0	0	0	0
Closing balance	9,547	4,774	0	0	0	0	0	0	0	0	0
Discretionary Reserves Summary											
Opening balance	1,576,202	1,577,502	1,574,028	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
Transfer to reserve	1,300	1,300	1,300	0	0	0	0	0	0	0	0
Transfer from reserve	0	(4,774)	(19,774)	0	0	0	0	0	0	0	0
Closing balance discretionary	1,577,502	1,574,028	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555	1,555,555
Reserves Summary											
Opening balance	1,593,089	1,594,383	1,590,821	1,572,352	1,572,356	1,572,360	1,572,365	1,572,369	1,572,374	1,572,379	1,572,384
Transfer to reserve	1,488	1,400	1,404	108	112	117	122	127	132	137	142
Transfer from reserve	(194)	(4,962)	(19,874)	(104)	(108)	(112)	(117)	(122)	(127)	(132)	(137)
Closing balance reserves	1,594,383	1,590,821	1,572,352	1,572,356	1,572,360	1,572,365	1,572,369	1,572,374	1,572,379	1,572,384	1,572,390

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5.4 Asset Management

Management of Council's infrastructure assets is an essential component of Council's FP as it provides an indicator of the necessary financial commitment required to adequately sustain Council's asset base to an agreed standard over the long term.

This level of investment goes towards the day to day maintenance and operations of the assets as well as large scale capital investments such as building new assets and replacing old ones.

5.4.1 Infrastructure Assets

Council has an estimated net book value of $2.7 billion of infrastructure assets which have built up progressively over the last 50-60 years. Some of these assets are approaching the end of their useful life and will need considerable capital investment to ensure their continued service.

The following table provides details of Council's infrastructure assets and their net book values as at 30 June 2023.

Asset Category	Current Net Book Value $'000	Percentage of Total Value %
Buildings	269,028	9.86%
Land	762,990	27.98%
Bridges and culverts	11,357	0.42%
Drains	314,634	11.54%
Footpaths & Cycle ways	151,296	5.55%
Roads	1,059,654	38.85%
Sport facilities	63,716	2.34%
Park Open Space/Playground equipment	68,498	2.51%

Asset Category	Current Net Book Value $'000	Percentage of Total Value %
Computers and Telecoms	1,325	0.05%
Plant, machinery and equipment	14,740	0.54%
Artworks	1,369	0.05%
Furniture & fittings	1,169	0.04%
Heritage assets	271	0.01%
Library	3,310	0.12%
Leasehold improvements	3,916	0.14%
Total	**2,727,273**	**100.00%**

The specific details of these major asset categories are:

Description	Details	Inventory
Buildings	Complete inventory listing of Council owned buildings, including community centres, childcare centres, municipal offices, libraries, leisure centres, pavilions, public toilets, sheds, gazebos and animal pounds.	580 units
Council owned land	Complete inventory listing in hectares of council owned land including access ways, vacant land, parks and reserves.	2,650 ha
Bridges and culverts	Complete inventory listing of Council owned bridges and major culverts. Some of these assets may have a shared responsibility with other relevant authorities.	55 units
Drainage pipes	Complete inventory listing in kilometers of Council owned drainage pipes.	1,300 Km
Drainage pits	Compete inventory listing in units of Council owned drainage pits including all GPT's and litter baskets.	44,670 Units
Footpaths	Complete inventory listing in kilometres of Council owned footpath assets.	1,595 Km
Roads	Complete inventory listing in kilometers of Council owned road pavement including all surface pavement types, sealed and unsealed roads.	920 km

5.4.2 Renewal Gap

Over the life of the FP, Council is responsible for community infrastructure replacement which is valued at approximately $2.7 billion. Funding to adequately maintain and renew ageing infrastructure is estimated to have an annual shortfall of $8.5 million. Details are as follows:

Asset Group	Infrastructure Gap (estimated average) $'000
Roads, Kerb & Channel and Footpaths	$185
Facilities	$2,000
Open Space	$2,050
Drainage	$4,300

Asset renewal gap (renewal gap) is the estimated funding shortfall in meeting the need to renew assets over time. This gap exists due to Council's inability to fund asset replacement when assets reach the end of their service life.

Preliminary details of the renewal gap are as follows, including upgrades but excluding carried forward works from previous periods:

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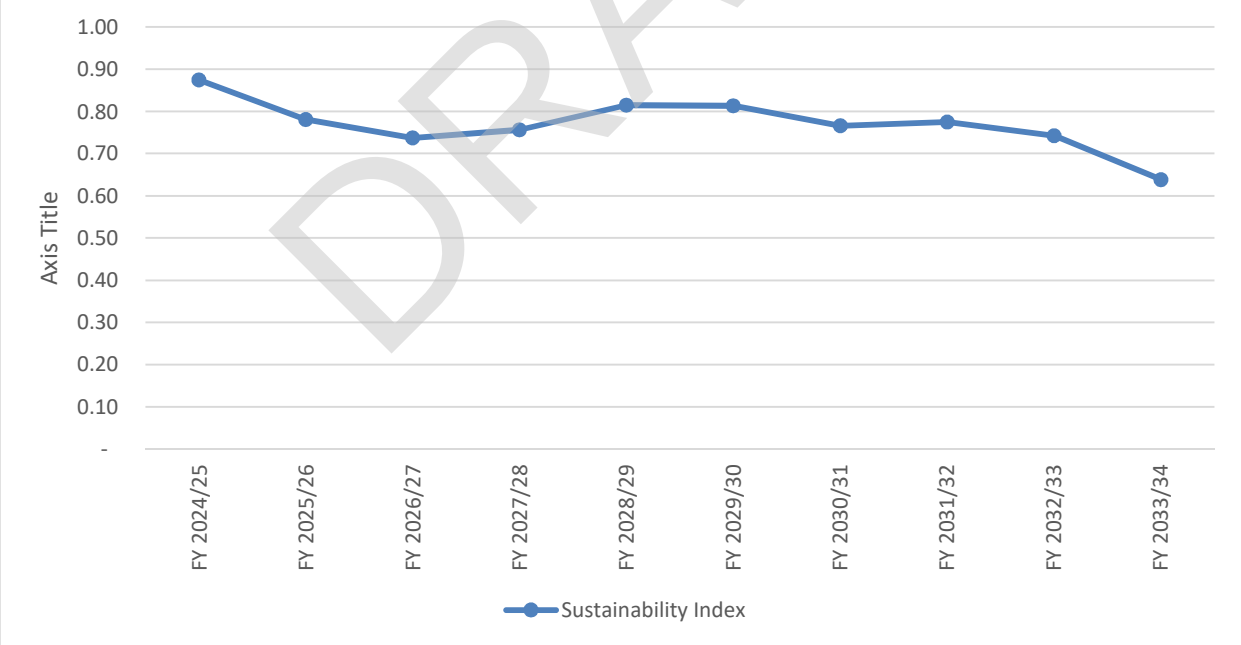
$7.1M
$12.6M
$15.5M
$14.7M
$11.5M
$11.8M
$15.2M
$15.0M
$17.6M
$25.3M
FY 2024/25 FY 2025/26 FY 2026/27 FY 2027/28 FY 2028/29 FY 2029/30 FY 2030/31 FY 2031/32 FY 2032/33 FY 2033/34
Asset Renewal Gap ($M)


1.00
0.90
0.80
0.70
0.60
0.50
0.40
0.30
0.20
0.10
-
Axis Title
FY 2024/25
FY 2025/26
FY 2026/27
FY 2027/28
FY 2028/29
FY 2029/30
FY 2030/31
FY 2031/32
FY 2032/33
FY 2033/34
Sustainability Index

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5.5 SERVICE PROVISION AND PLANNING

Council's budgets over the last few years reflected a strong focus on improving the amenity, liveability, social connectedness and governance of the municipality, both practical and strategic. Past budgets have invested significantly in accelerating these outcomes and have successfully established all services on the ground.

Council has also made significant advances in the planning and delivery of district based community facilities, creating a network of public infrastructure, community facilities and services that deliver on the district based approach.

5.5.1 Operating Expenditure/Revenue

The 2024/25 budgeted operating expenses and revenue budget are $265.5 million and $267.4 million respectively. Council's provision of services includes:

- Children, youth and family services;
- Leisure, cultural and community strengthening;
- Library services;
- Roads, footpaths, drains and building maintenance;
- Parks and open space;
- Waste and recycling;
- Environmental health and immunisation;
- Planning and building services;
- Community regulations; and
- Ageing and inclusion.

5.6 GROWTH OF COUNCIL

5.6.1 Population

The population forecasts indicate that the population will increase over the next 10 years. The salient statistics are:

- The population of Brimbank will be 202,413 in 2024;
- It will increase by 7,981 to 210,394 by 2029; and
- It will increase by a further 8,158 to 218,552 by 2034.

The total population increase for the period 2024 to 2034 is expected to be 16,139.

Figures 1 and 2 below show the changes in the service age groups every five years. The major changes are:

- An increase in the number of residents in the 5 to 11 years age group between 2031 to 2036 of 851.
- An increase in the number of residents in the 25 to 34 years age group between 2031 to 2036 of 1,866.
- An increase in the number of residents in the 70 to 84 years age group between 2026 to 2031 of 1,580.

Figure 1. Number of residents in each age group at 2026, 2031, 2036 and 2041.

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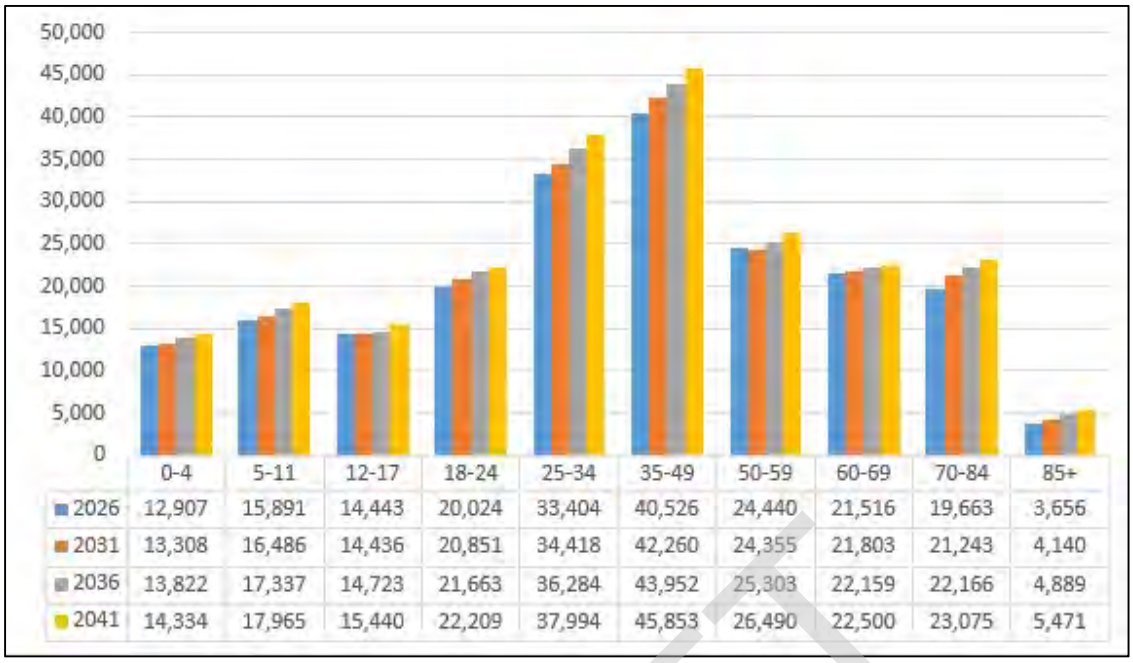
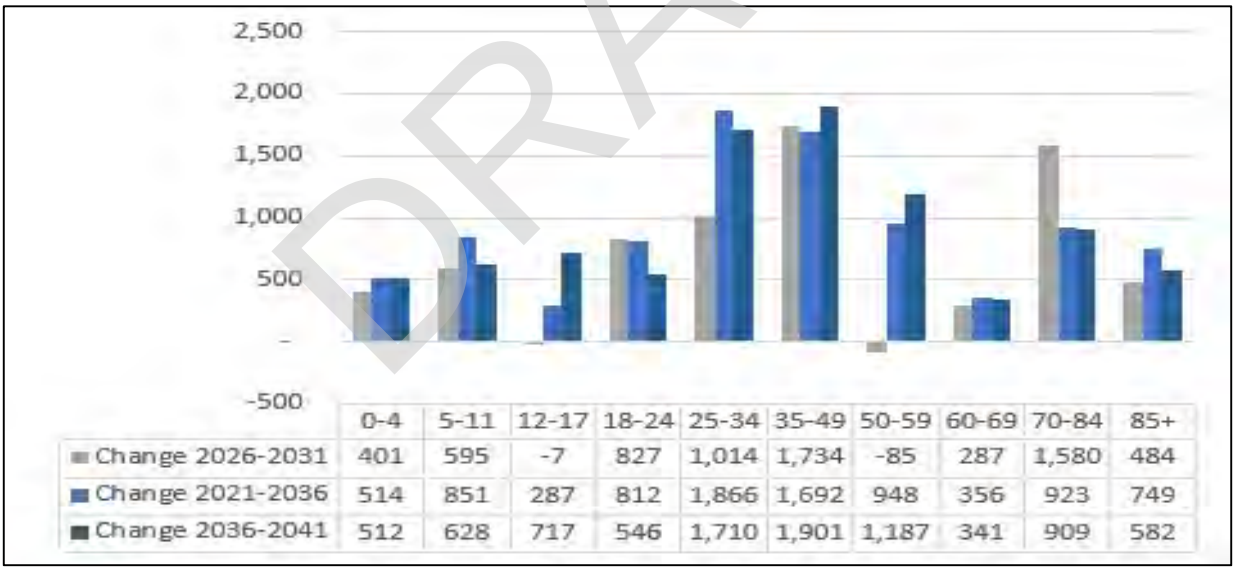


	0-4	5-11	12-17	18-24	25-34	35-49	50-59	60-69	70-84	85+
2026	12,907	15,891	14,443	20,024	33,404	40,526	24,440	21,516	19,663	3,656
2031	13,308	16,486	14,436	20,851	34,418	42,260	24,355	21,803	21,243	4,140
2036	13,822	17,337	14,723	21,663	36,284	43,952	25,303	22,159	22,166	4,889
2041	14,334	17,965	15,440	22,209	37,994	45,853	26,490	22,500	23,075	5,471

Figure 2. Change on number of residents in each service age group every five years.

(Data exported from the .id Consulting website http://forecast.id.com.au/brimbank on 12 March 2024).



	0-4	5-11	12-17	18-24	25-34	35-49	50-59	60-69	70-84	85+
Change 2026-2031	401	595	-7	827	1,014	1,734	-85	287	1,580	484
Change 2021-2036	514	851	287	812	1,866	1,692	948	356	923	749
Change 2036-2041	512	628	717	546	1,710	1,901	1,187	341	909	582

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5.6.2 Private Dwellings

The below outlines the forecasted increase in private dwellings from 2024 to 2034.

Year	Structural private dwellings at end of year
2024	73,437
2029	76,888
2034	80,539

(Data exported from the .id Consulting website http://forecast.id.com.au/brimbank on 12 March 2024).

Based on the forecast population growth being relatively stable and changing demographics, it is assumed that the range of service delivery will change over the life of the FP and will operate within Council's current operating expenditure. Overall, the growth will be serviced in line with Council's continuous improvement, innovation and efficiency. The service level will be reviewed annually through the annual budget process.

Population changes and household formation rates in Brimbank may change, particularly due to external factors including migration rates and economic conditions. The take-up of new forms of higher density housing may also increase over the period of the FP. The population forecasts applied as part of the FP will be regularly reviewed, along with building construction data and other measures of population change.

The process of urban renewal in Brimbank will see a progressive changeover of some former industrial land to residential, commercial or mixed-uses. Following environmental investigations and the rezoning process, the redevelopment of these 'brownfield' sites will result in a change of land uses and the subdivision of land. Areas in Deer Park, St Albans and Sunshine are likely to be the focus for this change.

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Brimbank City Council

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- Speak & Listen **1300 555 727**
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www.brimbank.vic.gov.au

Brimbank City Council

Draft Annual Budget 2024/2025

Acknowledgement of Country

Brimbank City Council respectfully acknowledges and recognises the Wurundjeri and Bunurong Peoples as the Traditional Custodians of this land and pays respect to their Elders, past, present and future.

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Mayor's Introduction

Our 2024-2025 budget delivers the commitments made in our Council Plan, Together We are Brimbank 2021-2025, whilst sustainably balancing the very core responsibilities of council including more funding for services and better infrastructure. It represents our collective progress towards realising our community aspirations and vision for 'a transformed Brimbank that is beautiful, thriving, healthy and connected' to help build a better Brimbank for us all.

Financial sustainability is at the forefront of our planning, particularly as we face ever increasing uncertainty through external challenges such as climate emergency, an increasing cost of living, ageing infrastructure and landfill levies. The State government rate cap poses significant challenges to Council as it is set at 2.75%, well below CPI.

Brimbank City Council will continue to advocate to the State and Federal Governments for increased funding support to ensure we can continue to provide the infrastructure and services our community need.

We are committed to listening and responding to our community. This draft Budget and Council Plan Action Plan have been informed by a deliberative community engagement process undertaken in November and December 2023. Through this process, 121 individuals provided insights about the community priorities of:

- Mental Health and Wellbeing
- Families, Women and Children
- People with additional needs/ and or who are at risk
- Leisure and Sport infrastructure
- Public realm
- Roads and Footpaths
- Parks and Gardens
- Greening and Beautification
- Climate and Conservation
- Employment and Education

And they told us that these priorities are still very much relevant to our community. Community Voice Panel members confirmed that Public Realm, Roads and Footpaths are of upmost importance to them, whilst Climate and Conservation were highest priorities for young people.

In 2024/2025 Council will invest $263.2 million into operations. Our operational budget funds 76 diverse services ranging from arts and culture and maternal and child health, to statutory planning and urban design. Next year we will spend $25.6 million on waste services, $13.6 million on parks services and $8.8 million on libraries. As we look to the future we continue to seek operational efficiencies to deliver best value and service outcomes for our community.

The Draft Annual Budget and Council Plan Action Plan includes key initiatives that respond to community priorities, strengthen community connections, support health and wellbeing and contribute to the overall liveability of our city. Examples of key initiatives to be delivered through our operational budget and in line with priorities identified by our community include:

- Deliver capacity building programs to support youth mental health, such as youth mental health first aid training and partnerships with other services and various programs.
- Provide community education sessions with kindergartens, playgroups and other community groups about identification and early intervention for families and individuals who may be facing family violence.
- Deliver environmental programs with community such as My Smart Garden program and community planting events.
- Provide tailored services, forge partnerships and role model opportunities to support Brimbank residents to access jobs and skills, including for young job seekers and young entrepreneurs.

An investment of $58.7 million will be made into the capital works program in 2024/2025. Highlights include:

- $27.9 million on roads and drainage upgrades
- $5.2 million for playgrounds, parks and gardens
- $2.1 million on walking and cycling paths to connect our city
- $18.8 million on improvements to community facilities including sports and early learning facilities
- $0.9 million on assets including $800,000 for library books, and
- $3.8 million for the cyclical replacement of plant and vehicle fleet.

Our budget strives to focus spending in the right areas, whilst delivering on our plans to support well-being, improve our city, and collaborate with all levels of government to build a better future for the Brimbank community.

On behalf of my fellow Councillors and the organisation, I commend the draft 2024/2025 budget to the community.

Cr Ranka Rasic
Brimbank Mayor

Budget influences

The Budget is influenced by a range of factors, including the following:

- demographic profile, population needs and trends
- use and development of land
- the state of the local economy
- climate change
- Federal and State policy and legislative requirements

Snapshot of Brimbank City Council

Brimbank is a vibrant, growing community in the heart of Melbourne's west, that borders the Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham municipalities. Located between 12 and 23 kilometres west and north-west of the Melbourne CBD and covers an area of 123 square kilometres.

The land that Brimbank now occupies has a human history that began with Aboriginal traditional custodians, the Kulin Nation, including the Wurundjeri, Bunurong and Boon Wurrung peoples, more than 40,000 years before European settlement. The area was originally occupied by the KurungJang-Balluk and Marin-Balluk clans of the native Wurundjeri people. For the Traditional Owners, the lands in the City of Brimbank have always been a significant trading and meeting place. We recognise the Aboriginal and Torres Strait Islander communities continuing spiritual connection to the land and renew our commitment to respect Indigenous beliefs, values and customs, as together we build a cohesive future.

There is a strong acceptance of cultural diversity by Brimbank's residents. Faith and religion factor strongly in the lives of many, with seven out of 10 residents indicating a religious affiliation. The changing migration patterns have led to increases in residents who affiliate with non-Christian religions.

Population

The population of Melbourne's Western Metropolitan Region is growing rapidly, with Brimbank positioned to be at the very heart of its future expansion. While the Western Metropolitan Region currently has a population of approximately 964,000, by 2051 this is projected to rise to 1.75 million most of which will occur in the growth areas directly to the west and north of Brimbank.

The challenges of shifting demographics, government policy and service model reforms, ensuring social equity and access in a constrained fiscal environment are transforming the way in which services and infrastructure are funded and delivered to meet future needs.

Transforming Brimbank

Brimbank and Melbourne's West is about to see billions of dollars of development and infrastructure being delivered over the coming decades in a way that will transform our city. The majority of investment and transformational change is planned to occur on the Sunshine Precinct, which may have up to 43,000 additional residents and an additional 29,000 jobs created by 2051.

The Transforming Brimbank program aims to leverage this investment to deliver meaningful and generational change for our community. Brimbank aims to do this by working closely with key stakeholders as well as the community, to ensure that all investment will direct towards people and places and not just projects.

Climate Change

Climate change is an immediate, real, and all-encompassing threat. An appropriate science-based, coordinated public policy response is the only responsible course of action. Council's declaration of a climate emergency is a bold but necessary action that sees 'socially just' climate action as a necessity, to be undertaken at scale and speed.

In Brimbank, health, equity, energy, infrastructure, the natural environment, and the material economy are the core areas that will be affected by climate change, and by the responsive transition to the new economy.

Social Justice

Brimbank's social, economic and cultural diversity means it needs to prioritise the needs of many different cultures and lifestyles in the community.

Council recognises the need to work towards addressing the many complex issues that arise from systemic disadvantage and has formed many multi-agency partnerships to support our work.

Mental Health and Wellbeing

Some population groups are at higher risk of poor mental health and mental illness because of greater vulnerability to unfavourable social, economic and environmental circumstances, including social isolation and loneliness. COVID-19 has detrimentally impacted residents' mental health and wellbeing, particularly those affected by unemployment or with limited access to income support.

Many Council services, community facilities and programs contribute in some way to help improve mental wellbeing. Council will continue to develop ways to evaluate the collective impact on positive mental wellbeing.

Cultural Diversity

Brimbank prides itself on its cultural diversity, embracing more than 160 nationalities from around the globe.

Diversity is central to our identity – we are proudly multicultural, embracing people from around the world and weaving their stories into our own.

External influences

Shifting demographics, changes to Government policy, service model reforms, and ensuring social equity and access in a constrained financial environment, are creating pressure on the way services and infrastructure are funded and delivered.

The preparation of the draft Annual Budget 2024/2025 has been influenced by the following external factors:

Rate Base:

- The Victorian State Government introduced a cap on rate increases from 2016/17. The cap for 2024/25 has been set at 2.75%. This rate cap poses significant challenges to Council as it is set below CPI.

State Government:

- The landfill levy payable to the State Government upon disposal of waste into landfill has increased from $6.59 million in FY 2023/2024 to $7.61 million in FY 2024/2025, and is included in Council's waste management budget.
- The Fire Services Property Levy is a State Government levy, which is collected by Council on behalf of the State Government.

Legislative Changes:

- The Federal Budget delivered in 2021 announced increases in the Superannuation guarantee percentage for the 2021/22 financial year, moving the rate from 9.5% to 10.0%, and a further 0.5% increase, each financial year, until the rate reaches 12.0% in the 2025/26 financial year. These Superannuation guarantee percentage increases have been factored into the future budget projections.
- Legislative changes have and will continue to have an impact on the operating costs for many Council services, such as Parks Services increased compliance relating to traffic management planning accreditation and provision having a $250,000 per annum impact on service cost.

Cost Shifting:

- As funding from the Federal and State Governments either lessens or remains the same, the 'gap' between the true cost of running Council services and the level of subsidy continues to grow. Recurrent Grant revenue as a proportion of total revenue is budgeted to decrease from 10.38% in 2023/2024 to 9.90% in 2024/2025.

Global influences:

- Due to the global supply chain issues for materials, equipment, and labour that the construction industry relies heavily on, capital works costs have increased from 5% to 15% over baseline (FY2024 to FY 2034 budget). This has increased the average annual spending from $3M (5% uplift) to $8.8M (15%uplift).

Climate Change:

- Impact of Climate Emergency is contributing to increased costs for many Council services. One example is the Parks Service, where prolonged Spring seasons result in greater vegetation growth and more frequent and severe storm events increase maintenance costs.

Borrowing Rates:

- The cost of borrowings are forecast to be significantly impacted by future interest rate movements. The current loan balance as at 30 June 2023 is $88.3m, where the majority of the balance is locked in at historically low rates of less than 2%. The projected 10 year Treasury Corporation of Victoria Bond Rate is expected to reach 4.55%.

Community Expectation:

- The increase in community expectations relating to the use of technology and access to Council services online.

Internal influences

As well as external influences, there are also a number of internal influences which are expected to have a significant impact on the preparation of the Annual Budget 2024/25. These matters have arisen from events occurring in the 2023/24 year resulting in variances between the actual and budgeted results for that year and matters expected to arise in the 2024/25 year. These matters and their financial impact are set out below:

- Ongoing objective to gain operational efficiencies and to achieve long term financial sustainability
- An increasing demand from the community to address ageing infrastructure, improve the appearance of town centres and enhance parks, playgrounds and sporting facilities
- Improving community access to Council.

Budget Considerations

Budget guidelines were set and prepared based on internal influences and budget principles. These include:

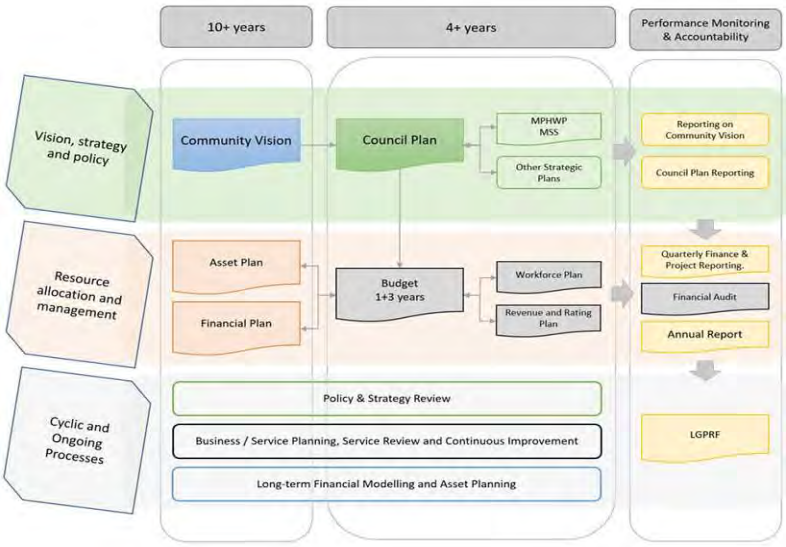
- Grants were based on anticipated funding levels
- New revenue sources were identified where possible
- The effect of rate capping on growth in council rates, in place since financial year 2016/17, has a material impact on council's ability to raise revenue and has had a significant cumulative impact on its rates base – estimated at $126m for the 2024/25 financial year. This rate capped environment has meant Council has had to look for efficiencies to enable us to continue delivery of services during this time. As identifying efficiencies becomes more difficult, Council then needs to consider they type and method of services delivered, into the future
- Employee costs include; on-costs such as superannuation, long service leave, annual leave and work cover, enterprise agreement and performance increments
- Operating expenditure such as administration/program, printing and stationery, materials etc. budgets used a principle of targets based on prior year budget plus indexation, whereby each department's operational expenditure is reviewed comprehensively and material variances from the target budget had to be justified rather than assume automatic increases
- With improvements to systems already creating efficiencies, further improvements are being considered by implementing contemporary systems as an enabler for enhancing productivity and customer service
- An indication of future year's capital works program for the next 10 years based on Council strategic objectives
- Council is committed to continually reviewing services and programs to ensure they meet the needs of our community. This includes a planned program of service reviews.

1. Linkage to the Council Plan

This section describes how the Budget links to the achievement of the Community Vision and Council Plan within an overall integrated strategic planning and reporting framework; as prescribed in the *Local Government Act 2020 (The Act)*. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision and Financial Plan), medium term (Council Plan, Workforce Plan, and Revenue and Rating Plan) and short term (Budget) and then holding itself accountable (Annual Report).

1.1 Legislative planning and accountability framework

The Budget 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 diagram below depicts the integrated strategic planning and reporting framework that applies to local government in Victoria. At each stage of the integrated strategic planning and reporting framework there are opportunities for community and stakeholder input. This is important to ensure transparency and accountability to both residents and ratepayers.



Source: Department of Jobs, Precincts and Regions

The timing of each component of the integrated strategic planning and reporting framework is critical to the successful achievement of the planned outcomes.

1.1.1 Key planning considerations

Service level planning

Although councils have a legal obligation to provide some services— such as animal management, local roads, food safety and statutory planning—most council services are not legally mandated, including some services closely associated with councils, such as libraries, building permits and sporting facilities. Further, over time, the needs and expectations of communities can change. Therefore councils need to have robust processes for service planning and review to ensure all services continue to provide value for money and are in line with community expectations. In doing so, councils should engage with communities to determine how to prioritise resources and balance service provision against other responsibilities such as asset maintenance and capital works.

Community consultation needs to be in line with a councils adopted Community Engagement Policy and Public Transparency Policy.

1.2 Our purpose

Our vision

Council's vision - *"By 2040, the Brimbank community will be healthy and safe and we will be united through a sense of belonging and pride. Our city will be inclusive, resilient, innovative and vibrant and our people will share equally in the City's prosperity and opportunity. The environment will be protected and enhanced and Brimbank's diverse neighbourhoods and housing will offer something for everyone."*

Our purpose

Council's purpose - *"A transformed Brimbank that is beautiful, thriving, healthy and connected."*

Our values

The organisation's values guide our behaviour and underpin everything we do. Our values help us achieve the organisation's vision and improve the quality of the services we offer to our community. Our values are:

- We act with **INTEGRITY**
- We find **BETTER WAYS**
- We are **RESPECTFUL**
- We work **TOGETHER**

Our **Roles** and **Functions**

- Lead and Represent
- Partner and Advocate
- Provide Services
- Build and Maintain
- Plan and Regulate
- Fund and Resource

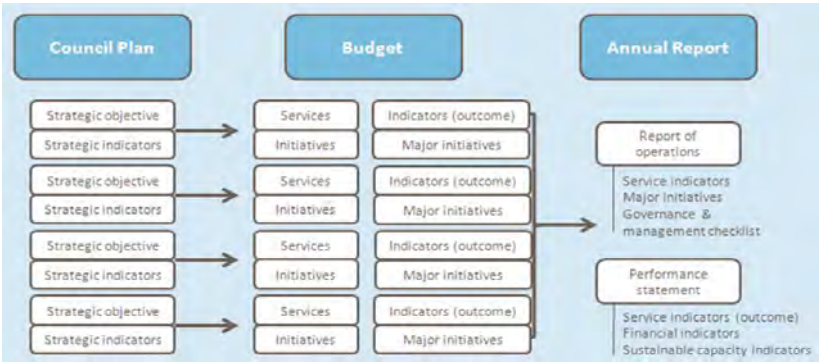
1.3 Strategic Directions

The Council Plan 2021-2025 sets out four goals or Strategic Directions that will enable the Vision to be delivered. Strategic objectives are identified for each of the Strategic Directions that determine what Council is aiming for. Annual actions are determined in accordance with the Annual Budget.

Strategic Directions	Strategic Objectives
1. People and Community	• Wellbeing and Belonging - Responsive services that support mental and physical wellbeing • Pride and Participation - Community and cultural connections built through social and artistic expression
2. Place and Spaces	• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around • Sustainable and Green - Protect natural environments for current and future generations
3. Opportunity and Prosperity	• Growing and Transforming - Optimise community opportunities through infrastructure innovation and investment • Earning and Learning - Everyone has access to education, training and lifelong learning to support their aspirations
4. Leadership and Governance	• Engaged and Responsive - Community insights are valued to enhance connection and engagement with Council • High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community

2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2024/25 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their 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 Jobs, Precincts and Regions

2.1 Strategic Objective: People and Community

- Wellbeing and Belonging - Responsive services that support mental and physical wellbeing
- Pride and Participation - Community and cultural connections built through social and artistic expression

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Service Access		Expenditure	787	689	691
		(Revenue)	-	-	-
		Net Cost	**787**	**689**	**691**
	Service Access provides a single and centralised service access and assessment point for community care services and service information to the community. Sub-services include Maternal & Child Health appointment bookings / Service Outreach and Navigation programs / Resilience and Emergency Management / Community Register Regional Assessment Service for Commonwealth Home Support Programme (CHSP) and Home and Community Care for Young People (HACC PYP).				
Community Care		Expenditure	1783	1409	1388
		(Revenue)	(27)	(15)	(20)
		Net Cost	**1,756**	**1,394**	**1,368**
	Community Care manages and coordinates all Council's programs that support older people, people with disability and carers to maintain their wellbeing and live at home independently with assistance.				
Food Services		Expenditure	854	1,213	1,505
		(Revenue)	(249)	(240)	(329)
		Net Cost	**605**	**973**	**1,176**
	The Food Services (Delivered Meals) aims to support, maintain and enhance the physical, social and emotional well-being of clients. Delivered meals are prepared and delivered to the clients (home or centre-based). Council volunteers deliver the meals.				

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Property Maintenance		Expenditure	445	507	393
		(Revenue)	(87)	(92)	(92)
		Net Cost	**358**	**415**	**301**
	The Property Maintenance service provides minor home modifications and repairs to eligible clients of the Commonwealth Home Support Programme (CHSP) and Home and Community Care (HACC) Program for Young people (PYP) to maintain a safe, secure, healthy home environment.				
Social Support		Expenditure	3,672	3,799	3,068
		(Revenue)	(46)	(134)	(122)
		Net Cost	**3,626**	**3,665**	**2,946**
	Social Support Groups provide a range of activities and provides an opportunity for clients to attend and participate in social interactions which are conducted away from the client's home and in, or from, a fixed base facility or community based settings and culturally specific programs.				
Community Transport		Expenditure	333	491	696
		(Revenue)	-	-	-
		Net Cost	**333**	**491**	**696**
	Council provides a community transport service for people who are transport disadvantaged and are unable to travel on public transport due to age, disability, health, social or geographic isolation or economic circumstances. The majority of clients using the service are older people and people with disabilities. The service is individually tailored and provided as a door-to-door transport service on a group or individual basis.				
Support for Carers Program		Expenditure	63	209	392
		(Revenue)	(133)	(32)	-
		Net Cost	**(70)**	**177**	**392**
	The Support for Carers program is funded by the State Government to provide support for carer health and wellbeing.				
Seniors Support		Expenditure	15	130	77
		(Revenue)	-	-	-
		Net Cost	**15**	**130**	**77**
	To provide support to people with a disability, seniors and carers living in Brimbank through the provision of information, advocacy, advice, activities and events.				
Maternal and Child Health		Expenditure	5,058	5,321	6,507
		(Revenue)	-	(31)	(16)
		Net Cost	**5,058**	**5,290**	**6,491**
	The Universal M&CH Service provides Key Age and Stage (KAS) consultations, flexible services, group sessions, other community strengthening activities and telephone consultations. The Enhanced Maternal and Child Health (EMCH) Service supports families who are experiencing significant risk issues and/or present with multiple risk factors with potential for a significant impact upon the health and wellbeing of children within these families.				
Early Years Services		Expenditure	1,177	1,564	1,689
		(Revenue)	-	-	-
		Net Cost	**1,177**	**1,564**	**1,689**
	Early Years Community Programs supports families in their early childhood journey to access early year's programs through service delivery, sector co-ordination and community partnerships. We provide a range of community-based early education and support programs for children aged 0 - school age and their primary carers.				
Youth Services		Expenditure	1,232	1,310	1,383
		(Revenue)	(11)	-	(3)
		Net Cost	**1,221**	**1,310**	**1,380**
	Youth Services work to enhance the wellbeing of young people by providing a range of primary prevention to early intervention services, using a youth and community development lens, to support positive participation in the community. Youth Services also advocates, in partnership with young people, to ensure young people's ideas and voices are heard around priority areas of need and concern.				

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Arts and Culture		Expenditure	2,546	2,671	2,521
		(Revenue)	(258)	(188)	(172)
		Net Cost	**2,288**	**2,483**	**2,349**
	The Arts and Culture Unit working under the identifier of Creative Brimbank aims to build a vibrant, connected and creative community, bringing together a wide range of creative opportunities for the community and artists of the west. The Unit supports artists' development, connects the community and artists in creative programs and activities, and manages spaces in which creative activity takes place including the St Albans Community Centre (STACC) and Bowery Theatre plus the Council's various galleries and exhibition spaces.				
Leisure Centres		Expenditure	11,154	13,391	15,003
		(Revenue)	(12,126)	(15,071)	(14,358)
		Net Cost	**(972)**	**(1,680)**	**645**
	Brimbank Leisure Centres provide a range of health and fitness programs and services to improve the health and wellbeing of community members across Brimbank. Programs and services include gymnasiums and group fitness classes for exercise, learn to swim classes, recreational swimming and aquatic exercise.				
Sport and Recreation		Expenditure	1,075	926	965
		(Revenue)	(296)	(314)	(324)
		Net Cost	**779**	**612**	**641**
	Sport and Recreation delivers a range of projects, programs and events and supports sporting and recreation clubs in capacity building, business planning and funding applications.				
Keilor Basketball/Netball Stadium		Expenditure	332	453	496
		(Revenue)	(527)	(517)	(543)
		Net Cost	**(195)**	**(64)**	**(47)**
	Council manages the Keilor Basketball and Netball Stadium. The facility offers a range of recreational and competitive sporting options which offer all members of the Brimbank community the opportunity for participation in physical activity and a safe place for social interaction.				
Keilor Golf Course		Expenditure	1,076	1,875	1,775
		(Revenue)	(414)	(1,900)	(1,850)
		Net Cost	**662**	**(25)**	**(75)**
	Keilor Public Golf Course facilities include 18-hole golf course, a 20-bay driving range, pro shop, club and cart hire, and a kiosk. In the past Keilor Public Golf Course has been maintained by Council but managed by an external management company (Belgravia Leisure). In September 2022, Council decided that it would operate both the management and maintenance in house from 1 June 2023. Golf Course Management, Operations, Pro Shop, Driving Range, Bookings, Coaching and Programs will be managed by Leisure and Community Facilities. The maintenance of the Course will continue to be managed by the Brimbank Parks Team.				
Leisure and Community Facilities		Expenditure	1,111	1,198	1,206
		(Revenue)	(387)	(1,889)	(259)
		Net Cost	**724**	**(691)**	**947**
	Leisure and Community Facilities Planning has both operational and strategic units. Community Facilities manages bookings at Council's halls and meeting rooms, supports and develops community groups and manages tenancy agreements for community facilities leases and licences. The strategic unit develops plans, policies and strategies that set the strategic direction for the development and use of council facilities and programs.				
Strengthening Communities		Expenditure	921	864	921
		(Revenue)	-	-	-
		Net Cost	**921**	**864**	**921**
	Working through a human rights lens, the Strengthening Communities Unit works to influence, engage, inform and create inclusion and access opportunities across key life stages, situations and abilities. Through strong partnerships and collaborations the Unit is able to effectively plan and coordinate evidence based programs and services.				

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Connected Communities		Expenditure	1,604	1,638	1,731
		(Revenue)	(10)	(8)	-
		Net Cost	**1,594**	**1,630**	**1,731**
With a focus on equity, social justice and human rights outcomes for Aboriginal and Torres Strait Islander people, and Culturally and Linguistically Diverse communities (CALD), the Connected Communities Unit works to build community capacity, increase participation and drive reconciliation across Brimbank and in our organisation. To support this work, the unit delivers Council's community grants program and leadership and governance training programs for the Brimbank community.					
Social Policy and Research		Expenditure	1,111	1,177	1,176
		(Revenue)	(41)	-	-
		Net Cost	**1,070**	**1,177**	**1,176**
Through social research and evidence-based planning, policy and partnerships, the Social Planning and Research Unit enables Council to make strategic decisions and undertake interventions that will achieve social and health equity for our community. Driven by the Municipal Health and Wellbeing Plan (part of Together We Are Brimbank) and Brimbank's Social Justice Charter, the unit oversees whole of organisation approaches to community health and wellbeing.					
Building Compliance		Expenditure	1,562	2,024	1,775
		(Revenue)	(762)	(812)	(819)
		Net Cost	**800**	**1,212**	**956**
Building Compliance provides administration and enforcement of key parts of the Building Act and Building Regulations within its municipal district and externally where appointed on a commercial basis for ratepayers and customers.					
Environmental Health		Expenditure	2,074	2,267	2,267
		(Revenue)	(1,479)	(1,638)	(1,526)
		Net Cost	**595**	**629**	**741**
Environmental Health implements legislated immunisations and food safety programs through education, advice, service provision and enforcement to ensure a safe and high standard of public health is maintained across Brimbank.					
Strategic Objective: People and Community - Net Total			**23,130**	**22,246**	**27,191**

Initiatives

- Deliver capacity building programs to support youth mental health, such as youth mental health first aid training and partnerships with other services and various programs.
- Provide community education sessions with kindergartens, playgroups and other community groups about identification and early intervention for families and individuals who may be facing family violence.
- Boost life-long health, food security and wellbeing for diverse communities and age groups through a wide range of programs provided by Neighbourhood Houses, community centres and libraries.
- Design streetscapes and public realm that provides safe and inviting spaces for the community using Crime Prevention through Urban Design Principles.
- Implement Year Two actions in the Disability Action Plan including promoting opportunities for local businesses to engage in disability awareness education
- Continue to support the establishment of Cooinda - the first dedicated Aboriginal and Torres Strait Islander Community Centre in Brimbank.
- Provide community grants that enable community members to lead initiatives that celebrate diversity and cultural learning.
- Deliver a Community Events program, which includes ‘We Are Brimbank Awards’ (Brimbank Citizen of the Year and Young Brimbank Citizen of the Year)

Service Performance Outcome Indicators

The following indicators outlines how we intend to measure achievement of service themes.

Services	Indicator	Performance Measure	Computation
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] x 100
		Participation in the 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] x 100
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
Animal Management	Health and safety	**Animal management prosecutions** (number of successful animal management prosecutions)	Number of successful animal management prosecutions
Services	**Indicator**	**Performance Measure**	**Computation**
Food Safety	Health and safety	**Critical and major non-compliance notifications** (percentage of critical and major non-compliance outcome 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] x 100

2.2 Strategic Objective: Places and Spaces

- Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around
- Sustainable and Green - Protect natural environments for current and future generations

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Sustainability		Expenditure	1,373	2,149	2,137
		(Revenue)	(3)	(7)	(50)
		Net Cost	**1,370**	**2,142**	**2,087**

The Sustainability Service Unit develops and coordinates Council's policies, strategies, programs and projects with a key focus on climate change mitigation and adaptation, integrated water management, water sensitive urban design, the circular economy and sustainability education.

Conservation		Expenditure	1,927	2,384	2,481
		(Revenue)	(24)	(136)	(68)
		Net Cost	**1,903**	**2,248**	**2,413**

The primary role of the Conservation unit is to protect and enhance biodiversity across the municipality.

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Western Alliance for Greenhouse Action (WAGA)		Expenditure	351	573	334
		(Revenue)	(125)	(454)	(334)
		Net Cost	**226**	**119**	**-**
Western Alliance Greenhouse Action (WAGA) councils work collaboratively to respond to climate change across the region and encourage their communities – residents and businesses – to make a transition to a low carbon society. WAGA's plans and projects focus on both mitigation of greenhouse gas emissions and adaptation to the impacts of climate change.					
Contaminated Land		Expenditure	628	730	732
		(Revenue)	-	-	-
		Net Cost	**628**	**730**	**732**
The Contaminated Land service coordinates consultants, contractors and resources to deliver works programs and projects to manage contaminated and Potentially Contaminated Land (PCL) to meet Council's statutory responsibilities.					
Statutory Planning		Expenditure	3,122	3,198	3,437
		(Revenue)	(6,130)	(8,466)	(6,712)
		Net Cost	**(3,008)**	**(5,268)**	**(3,275)**
Statutory Planning undertakes Council's statutory role of processing planning and subdivision applications in accordance with the requirements of the Planning and Environment Act 1987 and the Subdivision Act 1988 and providing advice and guidance on these matters. This involves a wide range of applications including multi-unit developments, heritage, liquor licenses, native vegetation removal, industrial and commercial land use and development, reduction of car parking requirements, signage, flood-prone land, contaminated land and subdivision.					
Planning Compliance		Expenditure	467	612	678
		(Revenue)	(182)	(172)	(126)
		Net Cost	**285**	**440**	**552**
Planning Compliance is responsible for enforcing compliance with the Brimbank Planning Scheme and planning permits. The team work both proactively and reactively to bring land use and development into compliance. This may involve issuing Planning Infringement Notices (PINs) or undertaking legal proceedings against offenders through VCAT or the Magistrates Court. The team also provides advice to the Statutory Planners on appropriate and enforceable conditions for planning permits and oversees the implementation of Construction Environmental Management Plans for development sites.					
Animal Management		Expenditure	2,201	2,074	2,568
		(Revenue)	(750)	(810)	(760)
		Net Cost	**1,451**	**1,264**	**1,808**
Animal Management Services provide education, enforcement and animal welfare services under state and local government legislation.					
Local Laws		Expenditure	590	1,003	697
		(Revenue)	(656)	(792)	(640)
		Net Cost	**(66)**	**211**	**57**
Local Laws provides enforcement and compliance activities across Brimbank, under state and Local Government Legislation in the areas of Local Laws, Animal Management, Parking and Litter.					
Event Compliance		Expenditure	3,125	3,511	3,350
		(Revenue)	(3,944)	(4,500)	(4,450)
		Net Cost	**(819)**	**(989)**	**(1,100)**
Event Compliance undertake the provision of Local Law Permits for Public Events and other activities subject to event guidelines under the relevant codes of practice and legislation, including permits to film within the municipality.					

Service area	Description of services provided	2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
School Crossings	Expenditure	1,800	1,964	2,307
	(Revenue)	(40)	(16)	-
	Net Cost	**1,760**	**1,948**	**2,307**
Provision of School Crossing Services during morning and afternoon school crossing times to ensure student and pedestrian safety and also optimise traffic movement.				
Engineering Services	Expenditure	4,574	5,413	4,099
	(Revenue)	(776)	(629)	(735)
	Net Cost	**3,798**	**4,784**	**3,364**
Engineering services manages Council's Capital Works Program and is responsible for planning, design, construction, maintenance and renewal/disposal of local roads, drainage systems and other vital infrastructure in addition to transport planning.				
Spatial Information Services (GIS)	Expenditure	617	666	734
	(Revenue)	(177)	(203)	(270)
	Net Cost	**440**	**463**	**464**
Spatial Information Services provides data, analytics, and mapping services in the areas of social, economic, spatial, demographic, geographic, and environment.				
Asset Management Services (AMIS)	Expenditure	745	677	1,258
	(Revenue)	-	-	-
	Net Cost	**745**	**677**	**1,258**
Asset Management Services provides enterprise infrastructure asset management services as they relate to local government.				
Property Management	Expenditure	453	825	2,841
	(Revenue)	(1,250)	(1,163)	(1,043)
	Net Cost	**(797)**	**(338)**	**1,798**
Property Management provide enterprise support and management of property related matters including management of leases, licenses, tenant partners / tenants, asset sales, property acquisitions, boundary disputes, and illegal encroachments.				
Urban design	Expenditure	2,842	2,504	2,614
	(Revenue)	(3)	(247)	(104)
	Net Cost	**2,839**	**2,257**	**2,510**
Urban Design delivers quality public realm outcomes within streets and activity centres that support community togetherness, active transport and traders. The services works to create a green, resilient urban environment that supports the health and wellbeing of the community while addressing climate change impacts and other shocks like pandemics.				
Open Space	Expenditure	688	607	474
	(Revenue)	(100)	-	-
	Net Cost	**588**	**607**	**474**
The Open Space Design team deliver quality public realm outcomes within parks and reserves that support community togetherness and foster an active community while creating a green, resilient urban environment that supports the health and wellbeing of the community that addresses climate change impacts and other shocks like pandemics.				
Rail Projects	Expenditure	570	370	429
	(Revenue)	(192)	(144)	-
	Net Cost	**378**	**226**	**429**
Transforming Brimbank facilitates communication between Council and Rail Projects Victoria (RPV). This function is fully funded by RPV.				

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Building Maintenance		Expenditure	9,456	10,028	9,698
		(Revenue)	-	-	-
		Net Cost	**9,456**	**10,028**	**9,698**
Building Maintenance is responsible for the maintenance and essential service of Council owned buildings, including public toilets, BBQ's, security services, fire services and graffiti removal.					
Road Maintenance		Expenditure	4,622	4,855	5,070
		(Revenue)	(102)	(253)	-
		Net Cost	**4,520**	**4,602**	**5,070**
Road Maintenance is responsible for the maintenance of Council's Road and Drainage Network and associated infrastructure as per Council's Road Management Plan.					
Cleansing Services		Expenditure	5,321	5,578	5,619
		(Revenue)	(91)	(67)	-
		Net Cost	**5,230**	**5,511**	**5,619**
Cleansing Services work to improve the amenity and livability of Brimbank by maintaining the overall cleanliness of the municipality.					
Parks Services		Expenditure	10,361	14,433	13,630
		(Revenue)	(264)	(193)	(146)
		Net Cost	**10,097**	**14,240**	**13,484**
Parks Services is responsible for maintaining the amenity and appearance of parks, open space, reserves, sporting fields, golf course, streetscapes and road side assets. This assists in creating an urban environment that supports the health and wellbeing of the community.					
Tree Services		Expenditure	3,506	3,135	3,990
		(Revenue)	(69)	(26)	-
		Net Cost	**3,437**	**3,109**	**3,990**
Tree Services provides maintenance and ongoing care for Council's street tree and open space tree assets and follow standards and requirements as set out in the Brimbank Tree Policy 2021.					
Waste Services		Expenditure	21,933	24,876	25,614
		(Revenue)	(70)	(78)	(54)
		Net Cost	**21,863**	**24,798**	**25,560**
Waste Services is responsible for the development of effective waste and resource management strategies and waste disposal and recycling services across Brimbank.					
Pedestrian Facilities		Expenditure	1,590	1,782	1,721
		(Revenue)	(23)	(66)	(41)
		Net Cost	**1,567**	**1,716**	**1,680**
Pedestrian Facilities is responsible for the maintenance, upkeep and safety of the entire footpath network in Brimbank.					
Operations Group Management		Expenditure	834	825	853
		(Revenue)	(12)	-	-
		Net Cost	**822**	**825**	**853**
Operations Group Management is responsible for the overall coordination, administration, planning and monitoring of all services within the Operations department.					
Fleet Management (Procurement and Leasing)		Expenditure	(2,434)	(3,065)	(2,682)
		(Revenue)	(282)	(256)	(259)
		Net Cost	**(2,716)**	**(3,321)**	**(2,941)**
Fleet Management is responsible for annual maintenance schedule, budget and capital works program for Council's passenger and light commercial vehicles and plant and machinery.					

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Fleet Maintenance		Expenditure	3,101	3,422	2,913
		(Revenue)	(23)	-	-
		Net Cost	**3,078**	**3,422**	**2,913**
Fleet Maintenance is responsible for the maintenance and servicing of the entire Council fleet and plant items.					
Strategic Objective: Places and Spaces - Net Total			**69,075**	**76,451**	**81,803**

Initiatives

- Investigate, develop and promote opportunities for public art and street art that contribute to vibrant and engaging places across Brimbank.
- Undertake preliminary work to inform the development of an Open Space Strategy.
- Commence design work on the Dempster Park Children's Centre.
- Finalise and implement Brimbank's new Integrated Water Management Strategy.
- Deliver environmental programs with community such as My Smart Garden program and community planting events.
- Facilitate community capacity building initiatives, including:
  - Delivering an annual Environmental Events Calendar with programs such as 'Healthy food for a healthy planet' and 'Reducing food waste at home'
  - Supporting the community to stay safe during heatwaves
  - Supporting local businesses to access renewable energy and improve energy efficiency.
- Support environment groups and 'Friends of' groups to deliver revegetation or restoration projects within the municipality.

Service Performance Outcome Indicators

The following indicators outlines how we intend to measure achievement of service themes.

Services	Indicator	Performance Measure	Computation
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
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] x 100
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] x 100

2.3 Strategic Objective: Opportunity and Prosperity

- Growing and Transforming - Optimise community opportunities through infrastructure innovation and investment
- Earning and Learning - Everyone has access to education, training and lifelong learning to support their aspirations

Service area	Description of services provided	2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Libraries	Expenditure	7,851	8,178	8,756
	(Revenue)	(130)	(153)	(136)
	Net Cost	**7,721**	**8,025**	**8,620**
Brimbank Libraries provide a universal and inclusive service open to all community members at no charge. Libraries support the learning needs and interests of the local community, residents, visitors, workers and students across all life stages.				
Neighbourhood Houses	Expenditure	2,263	2,667	2,564
	(Revenue)	(316)	(292)	(345)
	Net Cost	**1,947**	**2,375**	**2,219**
Council's six Neighbourhood Houses (NH/CC) provide community strengthening activities and programs that meet the needs and aspirations of local communities with a focus on learning and belonging. They bring people together to connect, learn, create and contribute in their local community.				
Learning and Employment Pathways	Expenditure	705	414	490
	(Revenue)	(79)	(72)	(100)
	Net Cost	**626**	**342**	**390**
Learning and Employment Pathways as well as Libraries and Neighbourhood houses work with individuals and groups in the community to co-design initiatives that contribute towards better education, employment and social outcomes while encouraging lifelong learning.				
Economic Development	Expenditure	1,430	1,622	1,725
	(Revenue)	(320)	(498)	(414)
	Net Cost	**1,110**	**1,124**	**1,311**
Economic Development promotes sustainable economic development and employment outcomes that benefit Brimbank through building business capacity, establishing relationships and partnerships, and attracting and facilitating investment.				
Place Management	Expenditure	465	486	482
	(Revenue)	-	-	-
	Net Cost	**465**	**486**	**482**
Delivery of a program to coordinate revitalisation and place management of the St Albans and Sunshine Town Centres.				
Strategic Planning	Expenditure	1,427	1,790	1,927
	(Revenue)	-	-	-
	Net Cost	**1,427**	**1,790**	**1,927**
Strategic Planning undertakes planning and prepares strategies to guide sustainable land use and development that accommodates current and future community needs, while appropriately protecting the environment, heritage and a range of other assets.				
Transforming Brimbank	Expenditure	479	1,173	1,074
	(Revenue)	(23)	(605)	(45)
	Net Cost	**456**	**568**	**1,029**
The key purpose of Transforming Brimbank is to leverage new investment in Brimbank to deliver meaningful and generational change for the community. The program works to promote, partner and advocate for outcomes described in the Sunshine Priority Precinct 2050 Vision.				
Major Projects	Expenditure	-	898	609
	(Revenue)	(198)	(139)	(135)
	Net Cost	**(198)**	**759**	**474**
Facilities and Major Projects are responsible for the delivery of Council's Facilities Asset Management Plan and Major Projects including the ongoing maintenance of Council's Facilities and Buildings.				
Strategic Objective: Opportunity and Prosperity - Net Total		**13,555**	**15,468**	**16,451**

Initiatives

• Continue to work with the Department of Transport and Planning to finalise the design and further develop the Sunshine Station Masterplan and to develop the Albion Quarter Structure Plan.

• Implement Year Three actions of the Brimbank Economic Development Strategy 2022-2027, including a range of industry and business development activities.

• Progress the implementation of the Housing and Neighbourhood Character Policy to advance a long-term plan to manage housing growth and change across Brimbank.

• Provide tailored services, forge partnerships and role model opportunities to support Brimbank residents to access jobs and skills, including for young job seekers and young entrepreneurs.

• Encourage local employment of people with disability by:
  oPromoting opportunities for local businesses to build capacity through engagement with disability awareness and education activities
  oExploring local partnerships that enable pathways and opportunities for people with disability volunteering in Brimbank.

• Develop and run a range of programs and spaces that teach, encourage and support community members to use digital and other technology, regardless of the barriers they face.

Service Performance Outcome Indicators

The following indicators outlines how we intend to measure achievement of service themes.

Services	Indicator	Performance Measure	Computation
Library Services	Participation	**Active library members** (percentage of the municipal population that are active library members)	[Number of active library members / Municipal population] x 100
		Library collection item loans	Number of items loaned during the reporting period
		Number of library collection items purchased in the last 5 years	Number of library items purchased in the last 5 years.
		Number of visits to the library	Number of visits during the reporting period.

2.4 Strategic Objective: Leadership and Governance

- Engaged and Responsive - Community insights are valued to enhance connection and engagement with Council
- High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Occupational Health and Safety		Expenditure	1,290	1,351	1,104
		(Revenue)	(209)	-	-
		Net Cost	**1,081**	**1,351**	**1,104**
	The Occupational Health and Safety (OHS) service is a strategic partner and change facilitator that provides systems and technical expertise on health, safety and wellbeing matters that impact the operation of the organisation. The OHS service works closely with business leaders and line managers to achieve shared organisational goals via the implementation of the OHS Strategic Plan (in accordance with the People Strategy 2019-2022) in order to comply with the OHS Act 2004 and any other relevant legislation and codes.				
Employee Services		Expenditure	3,109	2,785	2,241
		(Revenue)	-	-	-
		Net Cost	**3,109**	**2,785**	**2,241**
	Employee Services support the organisation and staff by providing end-to-end employment and industrial relations services, business partnering (human resources advice), human resources administration, and payroll and workers compensation management.				

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Organisational Development		Expenditure	76	302	1,687
		(Revenue)	-	-	-
		Net Cost	**76**	**302**	**1,687**
	Organisational Development delivers on the People Strategy Action Plan – which includes orientation and induction of new staff, capability frameworks, Performance and Development Plans (PDPs), Engagement Survey initiative, professional development programs and resources, organisation-wide training, succession planning, leadership capability, recognition and values initiatives, Inclusion, Equity and Diversity (IED) initiatives.				
Organisational Strategy and Change		Expenditure	738	713	45
		(Revenue)	-	-	-
		Net Cost	**738**	**713**	**45**
	Organisational Strategy and Change leads the development and implementation of organisational strategy, enterprise change and internal communications to strengthen staff engagement, alignment and performance. This includes raising awareness and understanding of the organisational vision and strategic priorities and supporting business areas to ensure enterprise wide change is effectively and proactively managed.				
Information Communications and Technology (ICT)		Expenditure	8,475	13,899	16,561
		(Revenue)	(102)	(1)	-
		Net Cost	**8,373**	**13,898**	**16,561**
	Information Communications and Technology (ICT) provides a consistent level of support and service to all council departments to ensure continuity and efficiency in service delivery. ICT offers solution designing, planning and supporting with implementing existing and new specialist System/Applications. ICT team manages hardware and infrastructure including cyber security across council.				
Information Management		Expenditure	942	899	1,099
		(Revenue)	-	-	-
		Net Cost	**942**	**899**	**1,099**
	Information Management encompasses the registration, management, storage, retrieval and destruction of all information received by Council in accordance with Legislative requirements. All service processes are designed around optimal use of digital practices. Information Management also provides internal support for users of the corporate database.				
Financial Accounting		Expenditure	1,017	1,116	1,092
		(Revenue)	-	-	-
		Net Cost	**1,017**	**1,116**	**1,092**
	Financial Accounting provides accounting support to the organisation through the accurate reporting of financial transactions and the day to day management of Council's banking relationship, investment funds and asset accountability. The team also provides compliance with various external financial reporting and taxation requirements of both State and Federal government.				
Revenue		Expenditure	2,187	1,698	1,720
		(Revenue)	(251)	(298)	(354)
		Net Cost	**1,936**	**1,400**	**1,366**
	Revenue Services manage rates and charges in accordance with legislative requirements, Council's Revenue and Rating Plan and Council's Annual Budget. They are also responsible for accounts receivable, daily banking and receipts.				
Management Accounting		Expenditure	598	474	542
		(Revenue)	-	-	-
		Net Cost	**598**	**474**	**542**
	Management Accounting provides Finance Partnering and Performance Reporting for the organisation. It is responsible for the preparation of the Annual Budget, long term financial plan and quarterly financial reporting to Council.				

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Systems Accounting		Expenditure	398	316	361
		(Revenue)	-	-	-
		Net Cost	**398**	**316**	**361**
Systems Accounting are responsible for the management and maintenance of Council's financial and reporting systems.					
Procurement and Contracts		Expenditure	733	394	874
		(Revenue)	-	-	-
		Net Cost	**733**	**394**	**874**
Procurement and Contracts manage and coordinate the delivery of Council's procurement activities in accordance with the Procurement Policy to support strategic goals of council.					
Strategic Advocacy		Expenditure	436	580	683
		(Revenue)	-	-	-
		Net Cost	**436**	**580**	**683**
Strategic Advocacy is responsible for managing the processes that determine Council's advocacy priorities as well as conceiving the advocacy strategy and managing the implementation of this strategy. The Department also plays an important role in engaging with stakeholders and developing partnerships that help achieve Council's desired outcomes.					
Customer Service		Expenditure	2,642	3,104	3,271
		(Revenue)	-	-	-
		Net Cost	**2,642**	**3,104**	**3,271**
Customer Service is Council's front-line point of contact with the community. Providing professional services over the phone, through live chat, face-to-face and through written communications, the team also monitors and analyses customer feedback to better understand the customer experience and to drive service delivery improvement programs.					
Enterprise Performance		Expenditure	369	668	843
		(Revenue)	-	-	-
		Net Cost	**369**	**668**	**843**
The Enterprise Performance Team is responsible for the development, implementation and monitoring of Council Plan and Annual Action Plans. It is also responsible for legislated reporting requirements including Local Government Performance Reporting Framework (LGPRF), Community Satisfaction Survey (CSS) and the Annual Report. The team provides internal executive headline reports to support monitoring and performance, as well as implements the organisation-wide Service Planning and Review Framework.					
Governance and Legal		Expenditure	1,782	2,046	3,826
		(Revenue)	(19)	(41)	(41)
		Net Cost	**1,763**	**2,005**	**3,785**
Governance and Legal support Council to provide good governance for the municipal district, by facilitating good decision making and municipal elections. The service also tracks and measures compliance with Council's legal and regulatory obligations and co-ordinate regulatory activity and the provision of internal legal advice.					
Risk and Compliance		Expenditure	2,415	2,467	2,886
		(Revenue)	(21)	(50)	(52)
		Net Cost	**2,394**	**2,417**	**2,834**
Risk and Compliance manages all risk Management (Strategic and Operation) and Insurance items for Council, Audit and Risk Committee and Internal Audit functions.					
Councillor Support		Expenditure	765	861	856
		(Revenue)	-	-	-
		Net Cost	**765**	**861**	**856**
Supports Councillors in the performance of their roles by providing a high level of administrative support and engagement activities and operating as a liaison point for Council Officers who require Councillor attendance or input at community or external events and meetings.					

Service area	Description of services provided		2022/23 Actual ($'000)	2023/24 Forecast ($'000)	2024/25 Budget ($'000)
Communications and Community Engagement		Expenditure	2,973	3,296	3,249
		(Revenue)	-	-	-
		Net Cost	**2,973**	**3,296**	**3,249**
Communications and Community Engagement leads Council's communication with the community through a variety of methods and channels including mainstream and local media, community newsletters and other publications (print and electronic), design and promotion, website and social media, advertising, strategic advice, consultation and speeches. The team supports genuine and best practice community engagement to enable meaningful and inclusive opportunities for community to be involved and inform decision making processes.					
Civic Events		Expenditure	330	366	361
		(Revenue)	-	-	-
		Net Cost	**330**	**366**	**361**
Civic Events deliver a range of projects/events that engage the community in civic and public life.					
Strategic theme: Leadership and Governance - Net Total			**30,673**	**37,301**	**42,853**

Initiatives

• Deliver the Advocacy Plan 2023-2025 that sets out Brimbank's key advocacy priorities, which include: B582
oTransforming Brimbank
oMental health
oRoad infrastructure
oClimate emergency
oAddressing unemployment
oHousing and homelessness
oMelbourne Airport Third Runway
o Gambling harm
o Major parks
o Libraries.
• Expand and leverage Brimbank's Community Voice Panel for enhanced participation and consultation.
• Report on the outcomes of the annual Local Government Community Satisfaction Survey (CSS) and the Local Government Performance Reporting Framework (LGPRF) through the Brimbank Annual Report 2024 -2025.
• Commence the business case for the Connected Brimbank initiative. This will consider Council's long term information system needs in supporting community engagement, information security and operational excellence and compliance obligations.

Service Performance Outcome Indicators

The following indicators outlines how we intend to measure achievement of service themes.

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	**Satisfaction with Council decisions**	Community satisfaction rating out of 100 with the performance of Council in making decisions in the interest of the community.

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 98 of *the Act* and will be included in the Annual Report.

The Performance Statement will also include reporting on prescribed indicators of financial performance 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

	Net Cost 2024/25 ($'000)	Expenditure 2024/25 ($'000)	(Revenue) 2024/25 ($'000)
Strategic Objective: People and Community	27,191	47,626	(20,435)
Strategic Objective: Place and Spaces	81,803	97,595	(15,793)
Strategic Objective: Opportunity and Prosperity	16,451	17,626	(1,174)
Strategic Objective: Leadership and Governance	42,853	43,300	(447)
Total services and initiatives	**168,298**	**206,147**	**(37,849)**
Added in:			
Depreciation	56,125		
Borrowing costs	2,515		
Finance costs - leases	220		
Other non-attributable*	(12,357)		
Deficit before funding sources	**214,801**		
Funding sources:			
Rates and charges	(187,749)		
Operating grants	(26,225)		
Capital grants	(2,564)		
Total funding sources	**(216,538)**		
Surplus for the year	**(1,737)**		

*Other non-attributable is the net of corporate operations income and expenses that includes interest income, vested assets, net gain on disposal of assets and bad and doubtful debts.

3. Financial Statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2024/25 has been supplemented with projections to 2027/28.

This section includes the following financial statements prepared in accordance with *the Act* and the *Local Government (Planning and Reporting) Regulations 2020*:

Comprehensive Income Statement
Balance Sheet
Statement of Changes in Equity
Statement of Cash Flows
Statement of Capital Works
Statement of Human Resources

Comprehensive Income Statement

For the four years ending 30 June 2028

	Notes	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Projections 2025/26 ($'000)	2026/27 ($'000)	2027/28 ($'000)
Income / Revenue						
Rates and charges	4.1.1	181,060	187,749	193,559	199,551	205,730
Statutory fees and fines	4.1.2	9,255	8,921	9,144	9,372	9,607
User fees	4.1.3	19,785	18,680	19,506	20,179	20,967
Grants - Operating	4.1.4	12,559	26,226	26,457	27,118	27,796
Grants - Capital	4.1.4	3,504	2,564	2,652	3,010	1,160
Contributions - monetary	4.1.5	9,345	5,395	5,530	5,668	5,810
Contributions - non-monetary	4.1.5	3,300	3,057	3,133	3,212	3,292
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	4.1.6	352	495	45	46	47
Other income	4.1.7	11,586	11,820	10,873	10,388	10,800
Total income / revenue		**250,746**	**264,906**	**270,899**	**278,544**	**285,210**
Expenses						
Employee costs	4.1.8	106,587	112,312	115,074	119,431	124,048
Materials and services	4.1.9	86,061	85,215	92,211	93,814	94,196
Allowance for impairment losses	4.1.10	1,100	1,100	1,100	1,100	1,100
Depreciation	4.1.11	55,602	56,125	57,528	58,966	60,441
Depreciation - right of use assets	4.1.12	1,925	1,861	1,476	859	1,390
Borrowing costs	4.1.13	2,383	2,515	2,965	2,149	2,269
Finance costs - leases	4.1.14	308	220	158	101	310
Other expenses	4.1.15	4,385	3,820	3,916	4,014	4,114
Total expenses		**258,351**	**263,168**	**274,428**	**280,436**	**287,867**
Surplus/(deficit) for the year		**(7,605)**	**1,737**	**(3,528)**	**(1,891)**	**(2,657)**
Total comprehensive result		**(7,605)**	**1,737**	**(3,528)**	**(1,891)**	**(2,657)**

Balance Sheet

For the four years ending 30 June 2028

	Notes	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Projections 2025/26 ($'000)	2026/27 ($'000)	2027/28 ($'000)
Assets						
Current assets						
Cash and cash equivalents		74,622	68,822	52,511	51,990	53,684
Trade and other receivables		36,275	35,904	32,443	33,036	33,648
Other financial assets		-	-	-	-	-
Inventories		119	119	119	119	119
Prepayments		808	808	808	808	808
Non-current assets classified as held for sale		-	-	-	-	-
Other assets		625	625	625	625	625
Total current assets	4.2.1	**112,450**	**106,278**	**86,506**	**86,579**	**88,884**
Non-current assets						
Trade and other receivables		70	70	70	70	70
Property, infrastructure, plant & equipment		2,745,089	2,758,627	2,757,080	2,755,802	2,757,433
Right-of-use assets		3,413	2,001	910	667	4,959
Total non-current assets	4.2.1	**2,748,572**	**2,760,698**	**2,758,060**	**2,756,539**	**2,762,462**
Total assets		**2,861,022**	**2,866,976**	**2,844,566**	**2,843,118**	**2,851,346**
Liabilities						
Current liabilities						
Trade and other payables		26,196	26,145	28,397	29,030	29,317
Trust funds and deposits		4,073	4,373	4,673	4,973	5,273
Provisions		23,642	24,310	24,981	25,671	26,381
Interest-bearing liabilities	4.2.3	8,630	9,114	32,480	12,812	14,224
Lease liabilities		1,646	1,697	1,444	977	1,331
Total current liabilities	4.2.2	**64,188**	**65,640**	**91,975**	**73,464**	**76,526**
Non-current liabilities						
Trust funds and deposits		6,605	6,605	6,605	6,605	6,605
Unearned income/revenue		-	-	-	-	-
Provisions		2,568	2,629	2,703	2,778	2,856
Interest-bearing liabilities	4.2.3	77,004	81,405	37,559	57,415	60,279
Lease liabilities		5,640	3,943	2,499	1,522	6,403
Total non-current liabilities	4.2.2	**91,818**	**94,583**	**49,366**	**68,320**	**76,143**
Total liabilities		**156,006**	**160,223**	**141,341**	**141,784**	**152,670**
Net assets		**2,705,017**	**2,706,754**	**2,703,225**	**2,701,334**	**2,698,677**
Equity						
Accumulated surplus		1,110,634	1,115,933	1,130,874	1,128,978	1,126,317
Reserves		1,594,383	1,590,821	1,572,352	1,572,356	1,572,360
Total equity		**2,705,017**	**2,706,754**	**2,703,225**	**2,701,334**	**2,698,677**

Statement of Changes in Equity

For the four years ending 30 June 2028

	Notes	Total ($'000)	Accumulated Surplus ($'000)	Revaluation Reserve ($'000)	Other Reserves ($'000)
2024 Forecast					
Balance at beginning of the financial year		2,712,622	1,119,533	1,555,555	37,534
Surplus/(deficit) for the year		(7,605)	(7,605)	-	-
Net asset revaluation gain/loss		-	-	-	-
Transfers to / from other reserves		-	(1,294)	-	1,294
Balance at end of the financial year		**2,705,017**	**1,110,634**	**1,555,555**	**38,828**
2025 Budget					
Balance at beginning of the financial year		2,705,017	1,110,634	1,555,555	38,828
Surplus/(deficit) for the year		1,737	1,737	-	-
Net asset revaluation gain/loss		-	-	-	-
Transfers to / from other reserves	4.3.1	-	3,562	-	(3,562)
Balance at end of the financial year	4.3.2	**2,706,754**	**1,115,933**	**1,555,555**	**35,266**
2026					
Balance at beginning of the financial year		2,706,754	1,115,933	1,555,555	35,266
Surplus/(deficit) for the year		(3,528)	(3,528)	-	-
Net asset revaluation gain/loss		-	-	-	-
Transfers to / from other reserves		-	18,470	-	(18,470)
Balance at end of the financial year		**2,703,225**	**1,130,874**	**1,555,555**	**16,797**
2027					
Balance at beginning of the financial year		2,703,225	1,130,874	1,555,555	16,797
Surplus/(deficit) for the year		(1,891)	(1,891)	-	-
Net asset revaluation gain/loss		-	-	-	-
Transfers to / from other reserves		-	(4)	-	4
Balance at end of the financial year		**2,701,334**	**1,128,978**	**1,555,555**	**16,801**
2028					
Balance at beginning of the financial year		2,701,334	1,128,978	1,555,555	16,801
Surplus/(deficit) for the year		(2,657)	(2,657)	-	-
Net asset revaluation gain/loss		-	-	-	-
Transfers to / from other reserves		-	(4)	-	4,326
Balance at end of the financial year		**2,698,677**	**1,126,317**	**1,555,555**	**16,805**

Statement of Cash Flows

For the four years ending 30 June 2028

	Notes	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Projections 2025/26 ($'000)	2026/27 ($'000)	2027/28 ($'000)
		Inflows (Outflows)	**Inflows (Outflows)**	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
Cash flows from operating activities						
Rates and charges		181,060	188,120	197,020	198,957	205,118
Statutory fees and fines		9,255	8,921	9,144	9,372	9,607
User fees		19,785	18,680	19,506	20,179	20,967
Grants		12,559	26,226	26,457	27,118	27,796
Grants - capital		3,504	2,564	2,652	3,010	1,160
Contributions - monetary		9,345	5,395	5,530	5,668	5,810
Trust funds and deposits taken		300	300	300	300	300
Other receipts		11,586	11,820	10,873	10,388	10,800
Employee costs		(106,563)	(111,558)	(114,306)	(118,642)	(123,237)
Materials and services		(85,417)	(85,460)	(90,182)	(93,349)	(94,085)
Other payments		(5,485)	(4,920)	(5,016)	(5,114)	(5,214)
Net cash provided by/(used in) operating activities	4.4.1	**49,929**	**60,086**	**61,979**	**57,889**	**59,023**
Cash flows from investing activities						
Payments for property, infrastructure, plant and equipment		(63,349)	(67,730)	(53,487)	(55,560)	(57,895)
Proceeds from sale of property, infrastructure, plant and equipment		1,134	1,221	45	46	47
Net cash provided by/ (used in) investing activities	4.4.2	**(62,215)**	**(66,509)**	**(53,442)**	**(55,513)**	**(57,848)**
Cash flows from financing activities						
Finance costs		(2,221)	(2,346)	(2,766)	(2,005)	(2,116)
Proceeds from borrowings		6,000	14,000	12,000	13,000	18,500
Repayment of borrowings		(8,630)	(9,114)	(32,480)	(12,812)	(14,224)
Interest paid - lease liability		(308)	(220)	(158)	(101)	(310)
Repayment of lease liabilities		(1,646)	(1,697)	(1,444)	(977)	(1,331)
Net cash provided by/(used in) financing activities	4.4.3	**(6,805)**	**622**	**(24,848)**	**(2,896)**	**519**
Net increase/(decrease) in cash & cash equivalents		(19,090)	**(5,801)**	(16,311)	(521)	1,694
Cash and cash equivalents at the beginning of the financial year		93,713	74,622	68,822	52,511	51,990
Cash and cash equivalents at the end of the financial year		**74,622**	**68,822**	**52,511**	**51,990**	**53,684**

Statement of Capital Works

For the four years ending 30 June 2028

	NOTES	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Projections 2025/26 ($'000)	2026/27 ($'000)	2027/28 ($'000)
Property						
Land		50	145	0	0	0
Land improvements		0	0	0	0	0
Total land		**50**	**145**	**0**	**0**	**0**
Buildings		10,055	18,392	11,260	12,877	9,740
Total buildings		**10,055**	**18,392**	**11,260**	**12,877**	**9,740**
Total property		**10,105**	**18,536**	**11,260**	**12,877**	**9,740**
Plant and equipment						
Plant, Machinery and Equipment		5,099	4,905	3,125	3,790	4,302
Computers and Telecommunications		0	80	70	85	85
Library books		802	800	800	800	800
Total plant and equipment		**5,902**	**5,785**	**3,995**	**4,675**	**5,187**
Infrastructure						
Roads		29,039	27,844	26,816	27,897	28,003
Footpaths and cycle-ways		1,886	3,011	1,624	2,541	1,825
Drainage		1,759	1,505	900	1,525	1,050
Recreational, leisure and community facilities		4,144	4,708	3,835	1,500	6,180
Parks, open space and streetscapes		10,514	6,341	5,056	4,545	5,910
Total infrastructure		**47,343**	**43,408**	**38,232**	**38,008**	**42,968**
Total capital works expenditure	4.5.1	**63,349**	**67,730**	**53,487**	**55,560**	**57,895**
Represented by:						
New asset expenditure		33,693	14,964	7,510	11,058	11,021
Asset renewal expenditure		19,005	40,552	37,509	35,813	39,835
Asset upgrade expenditure		10,651	12,214	8,468	8,688	7,039
Total capital works expenditure	4.5.1	**63,349**	**67,730**	**53,487**	**55,560**	**57,895**
Funding sources represented by:						
Grants		3,504	2,564	2,652	3,010	1,160
Contributions		0	0	0	0	0
Council cash		59,845	65,166	50,834	52,550	56,735
Total capital works expenditure	4.5.1	**63,349**	**67,730**	**53,487**	**55,560**	**57,895**

Statement of Human Resources

For the four years ending 30 June 2028

	Forecast	Budget	Projections		
	2023/24 ($'000)	2024/25 ($'000)	2025/26 ($'000)	2026/27 ($'000)	2027/28 ($'000)
Staff expenditure					
Employee costs - operating	106,587	**112,312**	115,074	119,431	124,048
Employee costs - capital	0		0	0	0
	(FTE)	(FTE)	(FTE)	(FTE)	(FTE)
Staff numbers					
Employees	964.2	987.1	984.9	994.8	1004.7
Total staff numbers	**964.2**	**987.1**	**984.9**	**994.8**	**1,004.7**

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Department	Budget 2024/25 ($'000)	Comprises: Permanent Full Time ($'000)	Permanent Part time ($'000)	Casual ($'000)	Temporary ($'000)
CEO & Exec. Services	532	446	86	0	0
Corporate Services	6,937	5,839	163	0	935
People, Partnerships & Performance	12,220	7,811	2,252	33	2,123
Infrastructure and City Services	33,988	29,964	1,244	0	2,780
City Futures	16,800	10,561	2,537	469	3,232
Community Wellbeing	41,836	16,737	14,941	6,540	3,618
Total staff expenditure	**112,312**	**71,359**	**21,222**	**7,043**	**12,688**
Other expenditure	0	0	0	0	0
Capitalised labour costs	0	0	0	0	0
Total expenditure	**112,312**	0	0	0	0

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Department	Budget 2024/25 (FTE)	Comprises: Permanent Full Time (FTE)	Permanent Part time (FTE)	Casual (FTE)	Temporary (FTE)
CEO & Exec. Services	1.6	1.0	0.6	0.0	0.0
Corporate Services	75.6	67.0	1.7	0.0	7.0
People, Partnerships & Performance	94.4	60.8	19.2	0.2	14.2
Infrastructure and City Services	293.1	263.7	10.6	0.0	18.8
City Futures	140.6	84.9	28.9	5.3	21.6
Community Wellbeing	381.8	138.3	143.8	61.1	38.7
Total staff FTE	**987.1**	**615.5**	**204.7**	**66.5**	**100.4**
Other	0.0				
Capitalised labour	0.0				
Total staff	**987.1**				

3.1 Summary of Planned Human Resources Expenditure
For the four years ending 30 June 2028

	2024/25 ($'000)	2025/26 ($'000)	2026/27 ($'000)	2027/28 $'000
Employee Expenses				
Consolidated				
Permanent - Full time	**71,359**	**73,114**	**75,882**	**78,815**
Female	28,751	29,458	30,573	31,755
Male	37,228	38,143	39,587	41,118
Vacant	5,380	5,513	5,721	5,943
Permanent - Part time	**21,222**	**21,744**	**22,568**	**23,440**
	14,074	14,420	14,966	15,545
Female				
Male	4,031	4,130	4,286	4,452
Vacant	3,118	3,194	3,315	3,443
Casuals, temporary and other expenditure	**19,731**	**20,216**	**20,982**	**21,793**
Total Brimbank City Council	**112,312**	**115,074**	**119,431**	**124,048**
Office of the Chief Executive Officer				
Permanent - Full time	**446**	**457**	**475**	**493**
Female	446	457	475	493
Male	0	0	0	0
Vacant	0	0	0	0
Permanent - Part time	**86**	**88**	**91**	**95**
Female	86	88	91	95
Male	0	0	0	0
Vacant	0	0	0	0
Casuals, temporary and other expenditure	**0**	**0**	**0**	**0**
Total Office of the Chief Executive Officer	**532**	**545**	**566**	**588**
Corporate Services				
Permanent - Full time	**5,839**	**5,983**	**6,210**	**6,450**
Female	2,355	2,413	2,504	2,601
Male	2,006	2,055	2,133	2,216
Vacant	1,478	1,515	1,572	1,633
Permanent - Part time	**163**	**167**	**173**	**180**
Female	145	149	154	160
Male	0	0	0	0
Vacant	18	18	19	19
Casuals, temporary and other expenditure	**935**	**958**	**994**	**1,033**
Total Corporate Services	**6,937**	**7,108**	**7,377**	**7,662**
City Futures Division				
Permanent - Full time	**10,561**	**10,821**	**11,231**	**11,665**
Female	5,477	5,611	5,824	6,049
Male	4,854	4,974	5,162	5,362
Vacant	230	236	245	254
Permanent - Part time	**2,537**	**2,600**	**2,698**	**2,802**
Female	1,376	1,410	1,463	1,520
Male	1,073	1,099	1,141	1,185
Vacant	89	91	94	98
Casuals, temporary and other expenditure	**3,701**	**3,792**	**3,936**	**4,088**
Total City Futures Division	**16,800**	**17,213**	**17,865**	**18,555**
Community Wellbeing Division				
Permanent - Full time	**16,737**	**17,149**	**17,798**	**18,486**
Female	11,861	12,152	12,613	13,100
Male	3,994	4,092	4,247	4,411
Vacant	882	904	938	974
Permanent - Part time	**14,941**	**15,308**	**15,888**	**16,502**
Female	9,980	10,226	10,613	11,023
Male	2,321	2,378	2,468	2,563
Vacant	2,640	2,705	2,807	2,916
Casuals, temporary and other expenditure	**10,158**	**10,408**	**10,802**	**11,220**
Total Community Wellbeing Division	**41,836**	**42,865**	**44,488**	**46,207**

People, Partnerships & Performance				
Permanent - Full time	**7,811**	**8,003**	**8,306**	**8,627**
Female	6,295	6,450	6,694	6,953
Male	1,285	1,316	1,366	1,419
Vacant	231	237	246	255
Permanent - Part time	**2,252**	**2,308**	**2,395**	**2,488**
Female	1,968	2,016	2,093	2,174
Male	197	202	210	218
Vacant	87	89	92	96
Casuals, temporary and other expenditure	**2,157**	**2,210**	**2,293**	**2,382**
Total People, Partnerships & Performance	**12,220**	**12,520**	**12,994**	**13,497**
Infrastructure and City Services				
Permanent - Full time	**29,964**	**30,701**	**31,863**	**33,095**
Female	3,296	3,377	3,505	3,640
Male	24,560	25,164	26,117	27,127
Vacant	2,108	2,160	2,242	2,328
Permanent - Part time	**1,244**	**1,275**	**1,323**	**1,374**
Female	612	627	650	675
Male	312	320	332	345
Vacant	320	328	341	354
Casuals, temporary and other expenditure	**2,780**	**2,848**	**2,956**	**3,070**
Total Infrastructure and City Services	**33,988**	**34,824**	**36,142**	**37,539**
Total employee expenses	**112,312**	**115,074**	**119,431**	**124,048**

	2024/25 (FTE)	2025/26 (FTE)	2026/27 (FTE)	2027/28 FTE
Staff FTE Numbers				
Consolidated				
Permanent - Full time	**615.5**	**615.30**	**621.46**	**627.67**
Female	248.0	246.50	248.97	251.45
Male	321.1	322.00	325.22	328.47
Vacant	46.4	46.80	47.27	47.74
Permanent - Part time	**204.7**	**204.08**	**206.12**	**208.18**
Female	135.8	134.9	136.27	137.63
Male	38.9	39.1	39.44	39.83
Vacant	30.1	30.1	30.42	30.72
Casuals, temporary and other expenditure	**166.9**	**165.56**	**167.22**	**168.89**
Total Consolidated	**987.1**	**984.9**	**994.8**	**1,004.7**
Office of the Chief Executive Officer				
Permanent - Full time	**1.0**	**1.0**	**1.0**	**1.0**
Female	1.0	1.0	1.0	1.0
Male	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0
Permanent - Part time	**0.6**	**0.6**	**0.6**	**0.6**
Female	0.6	0.6	0.6	0.6
Male	0.0	0.0	0.0	0.0
Vacant	0.0	0.0	0.0	0.0
Casuals, temporary and other expenditure	**0.0**	**0.0**	**0.0**	**0.0**
Total Office of the Chief Executive Officer	**1.6**	**1.6**	**1.6**	**1.7**
Corporate Services				
Permanent - Full time	**67.0**	**67.6**	**68.3**	**69.0**
Female	27.0	27.27	27.5	27.8
Male	23.0	23.23	23.5	23.7
Vacant	17.0	17.12	17.3	17.5
Permanent - Part time	**1.7**	**1.69**	**1.7**	**1.7**
Female	1.5	1.50	1.5	1.5
Male	0.0	0.00	0.0	0.0
Vacant	0.2	0.18	0.2	0.2
Casuals, temporary and other expenditure	**7.0**	**7.07**	**7.1**	**7.2**
Total Corporate Services	**75.6**	**76.4**	**77.1**	**77.9**

	2024/25 (FTE)	2025/26 (FTE)	2026/27 (FTE)	2027/28 FTE
Staff FTE Numbers				
City Futures Division				
Permanent - Full time	**84.9**	**85.7**	**86.6**	**87.4**
Female	44.0	44.4	44.9	45.3
Male	39.0	39.4	39.8	40.2
Vacant	1.9	1.9	1.9	1.9
Permanent - Part time	**28.9**	**29.2**	**29.4**	**29.7**
Female	15.7	15.8	16.0	16.1
Male	12.2	12.3	12.5	12.6
Vacant	1.0	1.0	1.0	1.0
Casuals, temporary and other expenditure	**26.9**	**27.1**	**27.4**	**27.7**
Total City Futures Division	**140.6**	**142.0**	**143.4**	**144.8**
Community Wellbeing Division				
Permanent - Full time	**138.3**	**133.3**	**134.6**	**136.0**
Female	98.0	95.0	96.0	96.9
Male	33.0	31.0	31.3	31.6
Vacant	7.3	7.3	7.4	7.4
Permanent - Part time	**143.8**	**142.5**	**144.0**	**145.4**
Female	96.0	94.8	95.8	96.7
Male	22.3	22.3	22.6	22.8
Vacant	25.4	25.4	25.7	25.9
Casuals, temporary and other expenditure	**99.8**	**97.8**	**98.8**	**99.8**
Total Community Wellbeing Division	**381.8**	**373.6**	**377.4**	**381.1**
People, Partnerships & Performance				
Permanent - Full time	**60.8**	**61.4**	**62.0**	**62.6**
Female	49.0	49.5	50.0	50.5
Male	10.0	10.1	10.2	10.3
Vacant	1.8	1.8	1.8	1.8
Permanent - Part time	**19.2**	**19.4**	**19.6**	**19.8**
Female	16.8	16.9	17.1	17.3
Male	1.7	1.7	1.7	1.7
Vacant	0.7	0.8	0.8	0.8
Casuals, temporary and other expenditure	**14.4**	**14.6**	**14.7**	**14.9**
Total People, Partnerships & Performance	**94.4**	**95.3**	**96.3**	**97.2**
Infrastructure and City Services				
Permanent - Full time	**263.7**	**266.3**	**269.0**	**271.7**
Female	29.0	29.3	29.6	29.9
Male	216.1	218.3	220.5	222.7
Vacant	18.6	18.7	18.9	19.1
Permanent - Part time	**10.6**	**10.8**	**10.9**	**11.0**
Female	5.2	5.3	5.3	5.4
Male	2.7	2.7	2.7	2.8
Vacant	2.7	2.8	2.8	2.8
Casuals, temporary and other expenditure	**18.8**	**19.0**	**19.2**	**19.4**
Total Infrastructure and City Services	**293.1**	**296.1**	**299.0**	**302.0**
Total staff FTE numbers	**987.1**	**985.0**	**994.8**	**1,004.7**

4. Notes to the financial statements

This section presents detailed information on material components of the financial statements. Council needs to assess which components are material, considering the dollar amounts and nature of these components.

4.1 Comprehensive Income Statement

4.1.1 Rates and charges

Rates and charges are required by the Act and the Regulations to be disclosed in Council's budget.

As per the Local Government Act 2020, Council is required to have a Revenue and Rating Plan which is a four year plan for how Council will generate income to deliver the Council Plan, program and services and capital works commitments over a four-year period.

In developing the Budget, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the financial planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2024/25 the FGRS cap has been set at 2.75%. 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.

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate and the municipal charge will increase by 2.75% in line with the rate cap.

This will raise total rates and charges for 2024/25 to $187.75 million, including $0.85 million generated from supplementary rates.

4.1.1(a) The reconciliation of the total rates and charges to the Comprehensive Income Statement is as follows:

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change $'000	Change %
General rates*	136,396	**141,213**	4,817	**3.53**
Municipal charge*	6,613	**6,807**	194	**2.93**
Public Amenities Cleansing levy	6,941	**7,416**	475	**6.84**
Waste management charge	30,310	**31,463**	1,153	**3.80**
Supplementary rates and rate adjustments	800	**850**	50	**6.23**
Total rates and charges	**181,060**	**187,749**	6,689	**3.69**
Interest on rates and charges	1,200	**1,600**	400	**33.33**
Total rates and charges (incl. interest)	**182,260**	**189,349**	7,089	**3.89**

*These items are subject to the rate cap established under the FGRS

4.1.1(b) The rate in the dollar to be levied as general rates under section 158 of *the Local government Act 1989* for each type or

Type or class of land	Forecast 2023/24 cents/$CIV	Budget 2024/25 cents/$CIV	Change %
General rate for rateable residential properties	0.17387	**0.17467**	**0.46**
General rate for rateable residential flats/units properties	0.17387	**0.17467**	**0.46**
General rate for rateable commercial/industrial properties	0.36707	**0.36875**	**0.46**
General rate for rateable vacant land properties	0.36261	**0.36427**	**0.46**
General rate for rateable commercial/industrial vacant land properties	0.59444	**0.59716**	**0.46**
General rate for rateable retirement village properties	0.16198	**0.16273**	**0.46**
General rate for rateable farm properties	0.14861	**0.14929**	**0.46**
General rate for rateable cultural and recreational land	0.18353	**0.18437**	**0.46**

4.1.1(c) 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	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change $'000	Change %
Residential	67,333	**67,012**	(321)	**(0.48)**
Residential Flats/Units	12,856	**13,256**	400	**3.11**
Commercial/Industrial	47,266	**52,065**	4,799	**10.15**
Vacant Land	3,247	**3,161**	(86)	**(2.65)**
Commercial/Industrial Vacant Land	5,332	**5,299**	(33)	**(0.62)**
Retirement Village	279	**295**	16	**5.73**
Farm	64	**63**	(1)	**(1.56)**
Cultural and Recreational Land	60	**62**	2	**3.33**
Total amount to be raised by general rates	136,437	**141,213**	4,776	**3.50**

4.1.1(d) 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	2023/24 Number	2024/25 Number	Change $'000	Change %
Residential	55,393	**55,376**	(17)	**(0.03)**
Residential flats/Units	15,939	**16,470**	531	**3.33**
Commercial/Industrial	6,638	**6,852**	214	**3.22**
Vacant Land	1,317	**1,220**	(97)	**(7.37)**
Commercial/Industrial Vacant Land	599	**557**	(42)	**(7.01)**
Retirement Village	532	**532**	0	**0.00**
Farm	22	**22**	0	**0.00**
Cultural and Recreational Land	3	**3**	0	**0.00**
Total number of assessments	80,443	**81,032**	589	**(7.85)**

4.1.1(e) The basis of valuation to be used is the Capital Improved Value (CIV).

4.1.1(f) 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	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change $'000	Change %
Residential	38,740,685	**38,363,772**	(376,913)	**(0.97)**
Residential flats/Units	7,672,720	**7,588,493**	(84,227)	**(1.10)**
Commercial/Industrial	13,161,417	**14,119,006**	957,589	**7.28**
Vacant Land	850,958	**867,627**	16,669	**1.96**
Commercial/Industrial Vacant Land	831,031	**887,277**	56,246	**6.77**
Retirement Village	172,479	**181,438**	8,959	**5.19**
Farm	43,260	**42,385**	(875)	**(2.02)**
Cultural and Recreational Land	32,750	**33,825**	1,075	**3.28**
Total value of land	61,505,300	**62,083,823**	578,523	**0.94**

4.1.1(g) The municipal charge under Section 159 of *the Local government Act 1989* compared with the previous financial year:

Type of Charge	Per Rateable Property Forecast 2023/24 $	Per Rateable Property Budget 2024/25 $	Change $	Change %
Municipal	81.75	**84.00**	2	**2.75**

4.1.1(h) The estimated total amount to be raised by municipal charges compared with the previous financial year:

Type of Charge	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change $'000	Change %
Municipal	6,613	**6,807**	194	**2.93**

4.1.1(i) The rate or unit amount to be levied for each type of service rate or charge under Section 162 of *the Local government Act 1989* compared with the previous financial year:

Type of Charge	Per Rateable Property Forecast 2023/24 $	Per Rateable Property Budget 2024/25 $	Change $	Change %
80ltr Environmental Charge	220.48	**231.54**	11	**5.02**
140ltr Environmental Charge	361.03	**379.14**	18	**5.02**
240ltr Environmental Charge	643.55	**675.83**	32	**5.02**
140ltr Green Waste Charge	98.34	**99.26**	1	**0.94**
240ltr Green Waste Charge	109.95	**110.97**	1	**0.93**
Public Amenities Cleansing levy	85.80	**91.75**	6	**6.93**
Total	1,519.15	**1,588.49**	69	**4.56**

4.1.1(j) 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	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change $'000	Change %
80ltr Environmental Charge	785	**832**	47	**6.04**
140ltr Environmental Charge	23,914	**24,918**	1,004	**4.20**
240ltr Environmental Charge	974	**1,020**	46	**4.70**
140ltr Green Waste Charge	1,191	**1,208**	17	**1.44**
240ltr Green Waste Charge	3,446	**3,484**	38	**1.10**
Public Amenities Cleansing levy	6,941	**7,416**	475	**6.84**
Total	37,251	**38,879**	1,628	**4.37**

4.1.1(k) The estimated total amount to be raised by all rates and charges compared with the previous financial year:

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change $'000	Change %
Rates	136,396	**141,213**	4,817	**3.53**
Municipal charge	6,613	**6,807**	194	**2.93**
Service rates and charges	37,251	**38,879**	1,628	**4.37**
Supplementary rates	800	**850**	50	**6.23**
Total Rates and charges	181,060	**187,749**	6,689	**3.69**

4.1.1(l) FGRS Compliance

Brimbank City Council is required to comply with the State Government's FGRS. The table below details the Annual Budget assumptions consistent with the requirements of the FGRS.

	Forecast 2023/24	Budget 2024/25
Total Rates	138,195,911	**$ 144,064,379**
Number of rateable properties	80,443	**81,032**
Base Average Rate	1,718	**$ 1,778**
Maximum Rate Increase (set by the State Government)	3.50%	**2.75%**
Capped Average Rate	1,778	**$ 1,827**
Maximum General Rates and Municipal Charges Revenue	143,032,768	**$ 148,026,149**
Budgeted General Rates and Municipal Charges Revenue	143,013,658	**$ 148,019,983**
Budgeted Supplementary Rates	800,000	**$ 850,000**
Budgeted Total Rates and Municipal Charges Revenue	143,813,658	**$ 148,869,983**

4.1.1(m) 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 (2024/25: estimated $850,000 and 2023/24: $800,000)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes of use of land such that rateable land becomes non-rateable land and vice versa
- Changes of use of land such that residential land becomes business land and vice versa.

4.1.1(n) Differential rates

Rates to be levied:
The rate and amount of rates payable in relation to land in each category of differential are:

- A general rate of 0.17467% (0.17467 cents in the dollar of CIV) for all rateable residential properties;
- A general rate of 0.17467% (0.17467 cents in the dollar of CIV) for all rateable residential flats and units properties;
- A general rate of 0.36875% (0.36875 cents in the dollar of CIV) for all rateable commercial or industrial properties;
- A general rate of 0.36427% (0.36427 cents in the dollar of CIV) for all rateable vacant land properties;
- A general rate of 0.59716% (0.59716 cents in the dollar of CIV) for all rateable commercial/industrial vacant land properties;
- A general rate of 0.16273% (0.16273 cents in the dollar of CIV) for all rateable retirement village properties;
- A general rate of 0.14929% (0.14929 cents in the dollar of CIV) for all rateable farm properties; and
- A general rate of 0.18437% (0.18437 cents in the dollar of CIV) for all rateable cultural and recreational properties.

Each differential rate will be determined by multiplying the CIV of each rateable land (categorised by the characteristics described below) by the relevant percentages indicated above.

Council considers that each differential rate will contribute to the equitable and efficient carrying out of council functions. Details of the objectives of each differential rate, the types of classes of land, which are subject to each differential rate and the uses of each differential rate, are set out below.

Residential Property

Residential property is any property, which is used for private residential purposes, including but not limited to houses and dwellings together with vacant unoccupied houses or dwellings and includes vacant land which is located within the Solomon Heights Estate in North Sunshine which is bounded on the east by the Melbourne to Sydney freight line and is north of Munro Avenue, east of Vermont Avenue and south of Baldwin Avenue. It excludes motels, caravan parks, supported accommodation, accommodation houses, boarding houses and the like.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries. The rate reflects the level of service provided and ensures that reasonable rate relativity is maintained between residential property and other classes of property.

Residential Flat/Unit Property

Residential Flat/Unit property is any property which is used for private residential purposes, including but not limited to flats, units, dual occupancy dwellings together with vacant flats, units, dual occupancy dwellings. It excludes motels, caravan parks, supported accommodation, accommodation houses, boarding houses and the like.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

The rate reflects the level of service provided and ensures that reasonable rate relativity is maintained between residential flat/unit property and other classes of property.

Retirement Village Property

Retirement village property is any property, which is defined as a Retirement Village under the *Retirement Villages Act 1986*. Rateable assessments under the retirement village classification will be charged at a rate of 109% of the lowest rate.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

The rate reflects the level of service provided and ensures that reasonable rate relativity is maintained between retirement village property and other classes of property.

Commercial/Industrial Developed Property

Commercial/Industrial developed land is any land on which a building designed or adapted for occupation is erected to be used for business and/or administrative purposes, which are used primarily for manufacturing processes, including, but not limited to properties used for:

- The sale or hire of goods by retail sales, e.g. shops, auction rooms, hardware stores;
- The manufacture of goods where the goods are sold on the property;
- The provision of entertainment, e.g. theatres, cinemas, amusement parlors, nightclubs;
- Media broadcasting/communication establishments, e.g. television stations, newspaper offices, radio stations, and associated facilities;
- The provision of accommodation other than private residential, e.g. motels, caravan parks, camping grounds, camps, supported accommodation, accommodation houses, hostels, boarding houses;
- The provision of hospitality, e.g. hotels, bottle shops, restaurants, cafés, takeaway food establishments, tearooms;
- Tourist and leisure industry, e.g. flora and fauna parks, gymnasiums, golf courses, indoor sport stadiums, gaming establishments;
- Showrooms, e.g. display of goods;
- Brothels;
- Commercial storage, e.g. mini storage units, wholesale distributors;
- Halls for commercial hire;
- Mixed businesses/milk bars (those operating in a residential type zone under the Brimbank Planning Scheme and nonconforming residential/milk bar properties within industrial zones under the Brimbank Planning Scheme with attached residences, occupied as the principal place of residence of the person(s) operating the mixed business/ milk bar component of the rateable property, will have the residential portion rated as residential);
- The manufacture of goods, equipment, plant, machinery, food or beverage which are generally not sold or consumed on site;
- Warehouse/bulk storage of goods;
- The treatment and storage of industrial waste materials;
- Properties used for the provision of health services, hospitals, nursing homes, rehabilitation, medical practices and dental practices; and
- Properties used as offices.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

The rate is set higher than base rate to recognise that there is generally a higher capacity to pay due to the income capacity of the property.

Vacant Land

Vacant land is any land, which is:

- unimproved land; and
- which does not have the characteristics of:
  - Commercial/Industrial Vacant Land; or
  - Farm Property,

but does not include land which is located within the Solomon Heights Estate in North Sunshine which is bounded on the east by the Melbourne to Sydney freight line and is north of Munro Avenue, east of Vermont Avenue and south of Baldwin Avenue.

This rate is set higher to encourage development of vacant land sites and ensure that vacant land property owners make a fair and reasonable contribution for current and future infrastructure development.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

The rate reflects the level of service provided and ensures that reasonable rate relativity is maintained between vacant land and other classes of land.

Commercial/Industrial Vacant Land

Commercial/Industrial Vacant land is any land on which no building designed or adapted for occupation is erected and is located within:

- Commercial 1, 2 or 3 Zone;
- Industrial 1, 2 or 3 Zone;
- an Activity Centre Zone with an approved precinct plan for commercial or industrial use;
- a Mixed Used Zone;
- a Comprehensive Development Zone with an approved Concept Plan for commercial use; or
- a Special Use Zone.

but does not include land which is located within the Solomon Heights Estate in North Sunshine which is bounded on the east by the Melbourne to Sydney freight line and is north of Munro Avenue, east of Vermont Avenue and south of Baldwin Avenue.

This rate is set higher to encourage development of Commercial/Industrial vacant land sites and ensure that Commercial/Industrial vacant land property owners make a fair and reasonable contribution for current and future infrastructure development.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

The rate reflects the level of service provided and ensures that reasonable rate relativity is maintained between vacant land and other classes of land.

Farm Property

Farm property is any land, which is:

- Not less than 2 hectares in area;
- Used for the carrying of a business of primary production as determined by the Australian Taxation Office; and
- Used primarily for grazing, dairying, pig farming, poultry farming, fish farming, tree farming, bee keeping, viticulture, horticulture, fruit growing, or the growing of crops of any kind or for any combination of these activities.

The farm rate is lower than for other classes of land due to farming operations involving large properties which tend to have significant value and which are often operated as family concerns. Agricultural producers are unable to pass on increases in costs like other businesses. Farm profitability is affected by the fluctuations of weather and international markets. In this sense, farms are seen to be more susceptible or fragile than other commercial and industrial operations.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

Cultural and Recreational Land

Under the Cultural and Recreational Land Act 1963, provision is made for a Council to grant a rating concession to any "recreational lands" which meet the test of being "rateable land" under the Local Government Act 1989.

Rateable assessments that receive a Cultural & Recreational Land rate will be classified as Commercial/Industrial and will be charged at 50% of the Commercial/Industrial rate in the dollar.

The money raised by the differential rate will be applied to the items of expenditure described in the Annual Budget by Council. The level of the rate for this category is considered to provide for an appropriate contribution to Council's budgeted expenditure, having regards to the characteristics of the land.

The geographical location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries.

The rate reflects the level of service provided and ensures that reasonable rate relativity is maintained between recreational land and other classes of land.

4.1.2 Statutory fees and Fines

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Infringements and costs	5,129	4,890	(239)	(4.66)
Court recoveries	38	16	(22)	(57.33)
Town planning fees	1,515	1,534	19	1.28
Permits	379	357	(22)	(5.81)
Land information certificates	125	130	5	3.99
Registrations	2,003	1,918	(85)	(4.26)
Other	65	76	10	15.54
Total statutory fees and fines	**9,255**	**8,921**	**(334)**	**(3.61)**

Statutory fees relate mainly to fees and fines levied in accordance with legislation and include animal registrations, health registrations, planning and building fees and parking fines. Statutory fees are set in accordance with legislative requirements.

Statutory fees and fines are projected to decrease by $0.33 million or 3.61% compared to 2023/24. The decrease is mainly attributable to a decrease in compliance fees driven by lower fines and registrations fees.

A detailed listing of statutory fees and non-statutory fees is included in Section 6.

4.1.3 User fees

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Aged services	477	563	86	18.00
Leisure centre, art and recreation	17,085	15,996	(1,089)	(6.37)
Child care/children's program	18	10	(8)	(43.97)
Planning and compliance	927	959	33	3.54
Building services	264	328	64	24.33
Waste management services	3	0	(3)	(100.00)
Non voter infringements	40	40	0	0.00
Land clearance	1	0	(1)	(100.00)
Local laws	623	516	(106)	(17.09)
Other	348	267	(82)	(23.49)
Total user fees	**19,785**	**18,680**	**(1,105)**	**(5.58)**

User charges relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. These include use of leisure facilities, community facilities and the provision of community wellbeing such as family day care and home help services.

In setting the Annual Budget, the key principle for determining the level of user fees has been to ensure:

- Increases are kept to a minimum or in line with market levels
- They are not charged more than actual expenditure
- They are in compliance with the National Competition Policy
- They are in accordance with the Brimbank Social Justice Charter

User fees are projected to decrease by ($1.01 million) or 5.58% compared to the 2023/24 forecast. This is predominately due to lower income from the Brimbank Aquatic & Wellness Centre (BAWC) as the first full year of operation has held gym memberships higher than expected. In 2024/25, it is anticipated that this trend will not continue, and eventually, health and fitness memberships will decline compared to the initial years of operation. Aquatic member revenue is projected to increase, with aquatic membership retention performing better than fitness.

A detailed listing of fees and charges is included in Section 6.

4.1.4 Grants

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Grants are budgeted to be received in respect of the following:				
Summary of grants				
Commonwealth funded grants	2,810	16,745	13,935	495.86
State funded grants	13,253	15,262	2,009	15.16
Total grants	**16,063**	**32,007**	**15,943**	**99.25**
(a) Operating Grants				
Recurrent - Commonwealth government				
Financial assistance grants	683	15,372	14,689	2,151.57
Arts and cultural development	45	39	(6)	(14.15)
Other	109	204	95	87.71
Recurrent - State government				
Community Health	1,047	1,059	11	1.09
School crossing supervisors	753	768	15	1.99
Maternal and child health	2,885	2,737	(148)	(5.11)
Aged care	3,455	3,117	(337)	(9.77)
Family and children	20	25	5	25.00
Libraries and learning	1,394	1,420	26	1.84
Recreation	497	594	98	19.71
Total recurrent operating grants	**10,888**	**25,336**	**14,448**	**132.70**
Non-recurrent - Commonwealth Government				
Other	0	0	0	0.00
Non-recurrent - State government				
Recreation - State (NR)	114	26	(88)	(76.91)
Planning and development	257	131	(126)	(49.17)
Other	472	362	(110)	(23.32)
Community health and safety	557	321	(236)	(42.33)
Maternal and child health	190	50	(140)	(73.73)
Total non-recurrent operating grants	**1,671**	**890**	**(781)**	**(46.76)**
Total operating grants	**12,559**	**26,226**	**13,667**	**108.82**
(b) Capital Grants				
Recurrent - Commonwealth government				
Roads to recovery	952	1,130	178	18.71
Recurrent - State Government				
Libraries and learning	0	29	29	100.00
Total recurrent capital grants	**952**	**1,159**	**207**	**21.76**
Non recurrent - Commonwealth government				
Roads	1,021	**0**	(1,021)	(100.00)
Non-recurrent - State government				
Buildings	0	**1,405**	4,622	100.00
Parks, open space and streetscapes	114	**0**	(114)	(100.00)
Recreational, leisure and community facilities	1,417	**0**	(1,417)	(100.00)
Total non-recurrent capital grants	**2,552**	**1,405**	**(1,147)**	**(44.95)**
Total capital grants	**3,504**	**2,564**	**(940)**	**(26.83)**
Total grants	**16,063**	**28,790**	**12,726**	**79.23**

For the 2024/25 year, Council is expecting to receive $28.79 million in Grants which is an increase of $12.73 million compared to the 2023/24 forecast.

Operating Grants include all monies received from State and Commonwealth sources for the purposes of funding the delivery of the Council's services to ratepayers. Overall, the operating grant level is projected to increase by $13.67 million compared to the 2023/24 forecast. The 2023/24 forecast reflects lower grants due to the recurrent operating grants (Victorian Grants Commission funding) being paid to Brimbank earlier than anticipated and was recognised in the 2022/23 financial year.

Capital Grants include all monies received from State, Commonwealth and community sources for the purposes of funding the capital works program. Overall, the level of capital grants is projected to decrease by $0.94 million or 26.83% compared to 2023/24 forecast.

A list of operating and capital grants by type and source, classified into recurrent and non-recurrent is included in the table above.

4.1.5 Contributions

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Monetary	9,345	5,395	(3,950)	(42.27)
Non-monetary	3,300	3,057	(243)	(7.37)
Total contributions	**12,645**	**8,452**	**(4,193)**	**(33.16)**

Monetary Contributions relate to monies received from Developer Contributions, State Government, Federal Government, Special Rates schemes and community sources. Contributions monetary are expected to decrease by $3.95 million or 42.27% compared to 2023/24 due to specific funding for capital works projected to be received in 2024/25.

Non–monetary Contributions relate to assets that arise out of new subdivisions within the municipality and are vested to Council.

4.1.6 Net gain/(loss) on disposal of property, infrastructure, plant and equipment

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Net gain/(loss) on disposal of plant and equipment	(352)	(495)	(143)	40.67
Net gain/(loss) on disposal of property and infrastructure	0	0	0	0.00
Total Net gain/(loss) on disposal of property, infrastructure, plant and equipment	**(352)**	**(495)**	**(143)**	**40.67**

Proceeds from the sale of Council assets relate mainly to the sale of Council owned land and the planned cyclical replacement of part of the plant and vehicle fleet.

Council regularly assesses its land holdings to ensure Council owned land best meets the needs of the community. Through this process, land is both purchased and, where it is identified as being surplus to Council's needs, proposed for sale.

4.1.7 Other income

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Interest	5,320	5,980	660	12.41
Rent	2,826	2,262	(564)	(19.95)
Recovery	848	852	4	0.47
Rebates	165	165	(0)	(0.00)
Subdivisional fees	166	305	139	83.78
Legal costs recovery	500	500	0	0.00
Special charges	436	344	(92)	(21.04)
Compensation recovery	217	0	(217)	(100.00)
Insurance recovery	50	52	2	3.51
Other	1,059	1,360	302	28.52
Total other income	**11,586**	**11,820**	**234**	**2.02**

Other income relates to a range of items such as private works, cost recoveries and other miscellaneous income items. It also includes interest revenue on investments and rate arrears.

Other Income is budgeted to increase by $0.23 million or 2.02% compared to the 2023/24 forecast mainly due to interest income.

4.1.8 Employee costs

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Wages and salaries	92,707	97,797	5,089	5.49
WorkCover	4,055	3,159	(895)	(22.09)
Superannuation	9,617	11,156	1,539	16.00
Fringe benefits tax	208	200	(8)	(3.85)
Total employee costs	**106,587**	**112,312**	**5,725**	**5.37**

Employee costs include all labour related expenditure such as wages and salaries, allowances, leave entitlements, employer superannuation, etc. Payments to contract employees are not included in this cost category.

Employee costs are budgeted to increase by $5.73 million or 5.37% compared to the 2023/24 forecast. This is predominately due to:

• EBA increase and reclassification of existing staff positions and band movements across the council.

• The impact of unfilled vacancies across the council in 2023/24. Unfilled positions has resulted in a savings of $1.10 million in the 2023/24 forecast when compared to 2023/24 budget. Much of the vacancies in 2023/24 were backfilled by contract labour (forecasted as Agency costs in materials and services).

• Superannuation Guarantee Contribution increases from 11% to 11.50%

• Workcover premium is expected to decrease by $0.89 million in 2024/25. The Workcover 2023/24 premium increased by $1.73 million compared to the 2023/24 budget due to State Government changes on the 1st July 2023 which led to significant premium increases for Council due to WorkCover rate hikes, industry classifications, and claims experience. Based on the 2024/25 industry assessment, the premium is projected to decrease.

4.1.9 Materials and services

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Contract payments	40,857	38,109	(2,747)	(6.72)
General maintenance	4,817	4,452	(365)	(7.58)
Materials and services	14,141	15,164	1,023	7.24
Consultants	4,868	5,347	479	9.83
Information technology	6,140	6,055	(85)	(1.38)
Insurance	2,868	2,963	95	3.30
Utilities	6,978	6,894	(83)	(1.19)
Other	5,392	6,231	839	15.56
Total materials and services	**86,061**	**85,215**	**(845)**	**(0.98)**

Materials and services include the purchases of consumables, payments to contractors for the provision of services and utility costs.

Material and services are budgeted to decrease by $0.85 million or 0.98% compared to the forecast for 2023/24. The decrease is predominately due to lower contract payments (agency costs) anticipated as vacancies backfilled by contract in 2023/24 are projected to be filled with staff in 2024/25. This is partially offset by Victorian local elections costs, scheduled for October 2024.

4.1.10 Bad and doubtful debts

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Parking infringement debtors and other	1,100	**1,100**	0	0.00
Total bad and doubtful debts	**1,100**	**1,100**	**0**	**-**

Overall, the level of bad and doubtful debts is budgeted to remain the same as the 2023/24 forecast. This is also in keeping with prior year trends.

4.1.11 Depreciation

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Property	5,916	**6,041**	125	2.11
Plant & equipment	3,901	**4,110**	209	5.37
Infrastructure	45,785	**45,974**	188	0.41
Total depreciation	**55,602**	**56,125**	**523**	**0.94**

Depreciation is an accounting measure which attempts to allocate the value of an asset over its useful life for Council's property, plant and equipment including infrastructure assets such as roads and drains.

The increase of $0.52 million or 0.94% compared to 2023/24 forecast is mainly due to the effect of the 2023/24 Capital Works Program on depreciation and the revaluation of several infrastructure asset classes.

4.1.12 Amortisation - right of use assets

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Amortisation - right of use assets	1,925	**1,861**	(64)	(3.33)
Total amortisation - right of use assets	**1,925**	**1,861**	**(64)**	**(3.33)**

The term 'right of use asset' refers to assets leased by an organisation for which they have a contractual right to use. Due to a change in accounting standards the value of Council's leased assets is required to be recognised in Council's accounts as well as subsequent amortization of said assets. It essentially reflects the consumption of a leased asset over its useful life.

4.1.13 Borrowing costs

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Interest on loans	2,383	**2,515**	133	5.58
Total Borrowing costs	**2,383**	**2,515**	**133**	**5.58**

Borrowing costs relate to interest charged by financial institutions on funds borrowed.

4.1.14 Finance costs - leases

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Finance costs - leases	308	**220**	(88)	(28.59)
Total finance costs - leases	**308**	**220**	**(88)**	**(28.59)**

Council is now required to account for the interest component of lease payments separately. The interest component included in lease payments compensates the leasing company for tying up its capital during the lease term.

4.1.15 Other expenses

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Auditors' remuneration - VAGO	67	**68**	2	2.26
Auditors' remuneration - internal	66	**66**	0	0.01
Bank fees and charges	671	**779**	108	16.06
Councillors' allowance	574	**552**	(22)	(3.80)
Special Rate Charge	436	**344**	(92)	(21.04)
Pensioner rebate, waivers and relief	388	**375**	(13)	(3.35)
Environmental protection	680	**680**	0	0.00
Community and business grants	828	**830**	2	0.24
Other	675	**126**	(549)	(81.31)
Total other expenses	**4,385**	**3,820**	**(565)**	**(12.87)**

Other expenses relate to a range of unclassified items including contributions to community groups, advertising, insurances, motor vehicle registrations and other miscellaneous expenditure items.

Other expenses are budgeted to decrease by $0.57 million or 12.87% compared to the 2023/24 forecast, primarily due to the uncertainty of the Infringement Adjustments/Withdrawal outcomes.

4.2 Balance Sheet

4.2.1 Assets

Current Assets

Total current assets in 2024/25 are projected to decrease by ($6.17 million) compared to 2023/24 forecast.

The decrease in current assets is mainly attributable to a decrease in cash and cash equivalents of ($5.80 million). Cash and cash equivalents include cash and investments such as cash held in the bank and in petty cash and the value of investments in deposits or other highly liquid investments with short-term maturities of three months or less.

Trade and Other receivables decrease by $0.37 million. Trade & Other Receivables are monies owed to Council by ratepayers and others.

Other assets includes items such as prepayments for expenses that Council has paid in advance of service delivery, inventories or stocks held for sale or consumption in Council's services and other revenues due to be received in the next 12 months. There are no significant changes expected in these balances.

Non-Current Assets

Total non-current assets are expected to increase by $12.13 million compared to 2023/24.

Property, infrastructure, plant and equipment is the largest component of Council's Non-Current Assets and represents the value of all the land, buildings, roads, vehicles, equipment, etc. which has been built up by Council over many years. The increase in this balance is largely attributable to the Capital Works Program of $67.73 million (which includes carried forward works of $9.05 million from 2023/24), offset by the depreciation of assets ($56.13 million).

4.2.2 Liabilities

Current Liabilities

Total current liabilities, which represent obligations that Council must pay within the next year, are expected to increase by $1.45 million from 2023/24. This is predominantly due to Provisions (including accrued long service leave and annual leave owing to employees) expected to increase by $0.67 million and $0.48 million in interest-bearing liabilities. Interest-bearing liabilities represent the balance of Council's outstanding loans and borrowings.

Non-Current Liabilities

Total non-current liabilities, which represents obligations that Council must pay beyond the next year, are expected to increase by $2.76 million from 2023/24 primarily due to additional interest-bearing loans and borrowings offset by reduction in lease liabilities.

4.2.3 Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)
Amount borrowed as at 30 June of the prior year	88,264	**85,634**
Amount proposed to be borrowed	6,000	**14,000**
Amount projected to be redeemed	(8,630)	**(9,114)**
Amount of borrowings as at 30 June	**85,634**	**90,520**

4.2.4 Leases

As a result of the introduction of AASB 16 Leases, right-of-use assets and lease liabilities have been recognised as outlined in the table below:

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)
Right-of-use assets		
Plant and equipment	3,413	**2,001**
Total right-of-use assets	**3,413**	**2,001**
Lease liabilities		
Current lease Liabilities		
Plant and equipment	1,646	**1,697**
Total current lease liabilities	**1,646**	**1,697**
Non-current lease liabilities		
Plant and equipment	5,640	**3,943**
Total non-current lease liabilities	**5,640**	**3,943**
Total lease liabilities	**10,699**	**7,641**

4.3 Statement of changes in Equity

4.3.1 Reserves

Reserves are budgeted to decrease by a net ($3.56 million) comprising the following movements

- increase in Sinking Fund Reserve $1.30 million;
- decrease in Major Projects Reserve ($4.77 million);
- decrease in Developers Contributions ($0.88 million).

4.3.2 Equity

Total equity is expected to increase by $1.74 million by the end of 2024/25. Total equity is the net of Council's Total Assets less Council's Total Liabilities and is made up of the following components:

- Accumulated surplus - which is an accumulation of Council's operating results since its inception. This is budgeted to increase by $5.30 million by the end of 2024/25.
- Reserves - which represents funding set aside for specific purposes as well as changes in the value of Council's assets after a revaluation takes place. Reserves are budgeted to decrease by ($3.56 million) by the end of 2024/25.

4.4 Statement of Cash Flows

4.4.1 Net cash flows provided by/used in operating activities

Cash flows from operating activities depicts inflows and outflows of cash from ongoing regular business activities. The net cash flows from operating activities does not equal the operating surplus (deficit) for the year as this includes non-cash items such as depreciation which have been excluded from the Cash Flow Statement.

Net cash inflow from operating activities are budgeted to increase by $10.16 million from the 2023/24 forecast mainly due to:

Inflows:

- An increase in Grants by $13.67 million as a result of the Victorian Grants Commission funding budgeted to be received in 2024/25. The 2023/24 forecast reflects lower grants due to the recurrent operating grants (Victorian Grants Commission funding) being paid to Brimbank earlier than anticipated and was recognised in the 2022/23 financial year.
- An increase in inflows for Rates and charges of $7.06 million.

Outflows:

- An increase in cash outflows of $4.99 million for employee expenses as a result of EBA increase, Superannuation Guarantee Contribution increases.

4.4.2 Net cash flows provided by/used in investing activities

Cash flows from investing activities depicts inflows and outflows of cash related to the acquisition and disposal of Council assets. Assets are deemed to be an 'investment' in the business hence the term 'investment activities'.

Net cash outflows from investing activities are budgeted to increase by ($4.29 million) from 2023/24 forecast primarily due a increase in Property, plant and equipment outflows of ($4.38 million) offset by the cash inflows from the proceeds of sale of property, infrastructure, plant and equipment of $0.87 million.

4.4.3 Net cash flows provided by/used in financing activities

Cash flows from investing activities depicts inflows and outflows of cash related to the acquisition and redemption of financial loans as well as interest payments and principal repayments of loans.

Net cash from financing activities is budgeted to end the 2024/25 year with a net inflow of cash of $0.62 million after forecasting to end the 2023/24 year with net outflow of ($6.81 million). This represents an overall inflow of $7.43 million over the course of the 2024/25 year. This is primarily attributable to an increase in Proceeds from borrowings of $8.00 million (from $6.00 million forecast in 2023/24 to $14.00 million budgeted for 2024/25).

4.5 Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2024/25 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

4.5.1 Summary

	Forecast 2023/24 ($'000)	Budget 2024/25 ($'000)	Change ($'000)	Change %
Property	10,105	**18,536**	8,432	**83.45**
Plant and equipment	5,902	**5,785**	(116)	**(1.97)**
Infrastructure	47,343	**43,408**	(3,934)	**(8.31)**
Total	**63,349**	**67,730**	**4,381**	**6.92**

Council's proposed Capital Works Program for 2024/25 will be $67.73 million, which includes $9.05 million of carried forward from 2023/24.

	Project Cost	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contrib.	Council cash
	($'000)	($'000)	($'000)	($'000)	($'000)	($'000)	($'000)
Property	18,536	2,966	9,147	6,423	1,405	0	17,131
Plant and equipment	5,785	1,190	4,595	0	29	0	5,756
Infrastructure	43,408	10,807	26,810	5,791	1,130	0	42,278
Total	**67,730**	**14,964**	**40,552**	**12,214**	**2,564**	**0**	**65,166**

A distinction is made between expenditure on new assets, asset renewal, and upgrade. Asset renewal relates to expenditure on

4.5.2 Current Budget

2024-25

Capital Works Area	Project Cost	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contrib.	Council cash
	($'000)	($'000)	($'000)	($'000)	($'000)	($'000)	($'000)
PROPERTY							
Land	0	0	0	0	0	0	0
Land Improvements	0	0	0	0	0	0	0
Buildings	16,126	1,471	9,090	5,565	1,405	0	14,721
Building Improvements	0	0	0	0	0	0	0
Leasehold Improvements	0	0	0	0	0	0	0
Heritage buildings	0	0	0	0	0	0	0
TOTAL PROPERTY	**16,126**	**1,471**	**9,090**	**5,565**	**1,405**	**0**	**14,721**
PLANT AND EQUIPMENT							
Plant, Machinery and Equipment	3,820	25	3,795	0	0	0	3,820
Computers and Telecommunications	80	80	0	0	0	0	80
Library books	800	0	800	0	29	0	771
TOTAL PLANT AND EQUIPMENT	**4,700**	**105**	**4,595**	**0**	**29**	**0**	**4,671**
INFRASTRUCTURE							
Roads	26,468	2,660	20,851	2,957	1,130	0	25,338
Footpaths and Cycle-ways	2,075	1,195	400	480	0	0	2,075
Drainage	1,450	690	720	40	0	0	1,450
Recreational, Leisure & Community Facilities	2,670	0	2,054	616	0	0	2,670
Parks, Open Space and Streetscapes	5,190	2,375	1,664	1,152	0	0	5,190
TOTAL INFRASTRUCTURE	**37,853**	**6,920**	**25,689**	**5,244**	**1,130**	**0**	**36,723**
TOTAL CAPITAL WORKS	**58,679**	**8,496**	**39,374**	**10,809**	**2,564**	**0**	**56,115**

PROPERTY comprises land, buildings, and building improvements including community facilities, municipal offices and sports pavilions.
For the 2024/25 year, $16.13 million will be expended on Property projects. The more significant projects include:
- Sunshine Leisure Centre ($4.40 million)
- Lionheart Reserve, Tennis Pavilion Upgrade ($3.73 million)
- Inclusive Facilities Upgrades ($1.15 million)
- Community Battery Installation Program ($0.85 million)
- Modular Kindergarten & MCH at Epalock Crescent Kindergarten ($0.75 million)
- Lloyd Reserve, Sunshine - Soccer / Cricket Pavilion Upgrade ($0.68 million)
- Replacement of Irrigation System at keilor Golf Course ($0.63 million)
- Driving Range & Shed at Keilor Public Golf Course ($0.60 million)
- De-gasification of Keilor Community Hub ($0.53 million)
- Various projects under $500k ($2.81 million)

PLANT & EQUIPMENT includes plant, machinery, vehicles and equipment, computers and telecommunications and library
For the 2024/25 year, $4.70 million will be expended on:
- Replacement of Major Plant/Machinery ($2.58 million)
- Replacement of Passenger/Light Commercial ($1.22 million)
- Replacement of Library Collection items ($0.80 million)
- Replacement of IT equipment ($0.06 million)
- Various projects under $100k ($0.04 million)

INFRASTRUCTURE includes roads, bridges, footpaths, bikeways, drainage, recreation facilities, parks, open space and streetscapes, off street car parks and other structures. For the 2024/25 year a total of $37.85 million will be spent on Infrastructure comprising:

Roads $26.47 million. The most significant projects include:
- Road rehabilitation projects - various locations ($15.13 million)
- Road pavement asphalt overlay projects - various locations ($5.10 million)
- Footpath rehabilitation program - various locations ($3.20 million)
- PM Fees not included in Business Case ($1.87 million)
- Local Area Traffic Management Projects ($0.32 million)
- Kerb Replacement for property access ($0.30 million)
- Road Rehab forward design program ($0.25 million)
- Bridge & Culvert Renewal Program ($0.15 million)
- Various projects under $100k ($0.15 million)

Footpaths and Cycleway $2.08 million. The most significant projects include:
- Cycling & Walking Strategy implementation - Sydenham Rail Corridor Bicycle Track ($0.60 million)
- Cycling & Walking Strategy implementation - Taylors Lakes Easement Shared User Path ($0.60 million)
- Cycling & Walking Strategy implementation: Jones Creek trail ($0.44 million)
- Creating Streets for People Implementation ($0.20 million)
- Various projects $100k or under ($0.24 million)

Drainage projects $1.45 million including:
- Installation of Gross Pollutant Traps ($0.65 million)
- Underground drainage upgrades - various ($0.50 million)
- Water Sensitive Urban Design Asset Rectifications and Renewals ($0.20 million)
- Minor Drainage improvement works ($0.10 million)

Recreational, Leisure & Community Facilities projects $2.67 million. The most significant projects include:
- Sports Ground Lighting ($0.80 million)
- Sports Shade and Cover ($0.45 million)
- Sports Reserve Fence Replacement ($0.40 million)
- Sports Netting replacement program ($0.40 million)
- Sports Ground Irrigation Upgrade/Installation ($0.37 million)
- Tennis Court Resurfacing Program ($0.10 million)
- Various projects under $100k or under ($0.15 million)

Parks, Open Space and Streetscapes $5.19 million. The more significant projects include:

- Flagship Renewal Program ($0.98 million)
- Skate, Scooter & BMX Facilities ($0.75 million)
- St. Albans Town Centre - Streetscape upgrades ($0.60 million)
- Neigbourhood Park upgrade program ($0.48 million)
- Dog Off-leash spaces ($0.43 million)
- Sydenham Park, Keilor North - Share User Trail - Stage 2 Works ($0.35 million)
- Sunshine Energy Park, Albion and Carrington Drive Reserve, Albion ($0.35 million)
- Local Activity Centres - streetscape and public realm upgrades ($0.30 million)
- Oasis Park ($0.18 million)
- Various projects $100k or under ($0.77 million)

Capital Works Area	Project Cost	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contrib.	Council
	($'000)	($'000)	($'000)	($'000)	($'000)	($'000)	($'000)
PROPERTY							
Land	145	145	0	0	0	0	145
Land Improvements	0	0	0	0	0	0	0
Buildings	2,266	1,351	57	858	0	0	2,266
Building Improvements	0	0	0	0	0	0	0
Heritage buildings	0	0	0	0	0	0	0
TOTAL PROPERTY	**2,410**	**1,495**	**57**	**858**	**0**	**0**	**2,410**
PLANT AND EQUIPMENT							
Plant, Machinery and Equipment	1,085	1,085	0	0	0	0	1,085
Fixtures, Fittings and Furniture	0	0	0	0	0	0	0
Computers and Telecommunications	0	0	0	0	0	0	0
Heritage Plant and Equipment	0	0	0	0	0	0	0
Library books	0	0	0	0	0	0	0
TOTAL PLANT AND EQUIPMENT	**1,085**	**1,085**	**0**	**0**	**0**	**0**	**1,085**
INFRASTRUCTURE							
Roads	1,376	318	882	176	0	0	1,376
Bridges	0	0	0	0	0	0	0
Footpaths and Cycle-ways	936	936	0	0	0	0	936
Drainage	55	0	44	11	0	0	55
Recreational, Leisure & Community Facilities	2,038	1,712	69	256	0	0	2,038
Waste Management	0	0	0	0	0	0	0
Parks, Open Space and Streetscapes	1,151	921	126	103	0	0	1,151
Aerodromes	0	0	0	0	0	0	0
Off Street Car Parks	0	0	0	0	0	0	0
Other Infrastructure	0	0	0	0	0	0	0
TOTAL INFRASTRUCTURE	**5,555**	**3,887**	**1,121**	**547**	**0**	**0**	**5,555**
TOTAL CARRIED FORWARD CAPITAL	**9,051**	**6,468**	**1,178**	**1,405**	**0**	**0**	**9,051**

For the budget year 2024/25 an amount of $9.05 million has been budgeted to be carried forward from the 2023/24 year. These projects are either incomplete or have not commenced due to factors including weather delays and extended consultation. Some of the more material projects being carried forward include:

- New sportsground development program ($3.28 million)
- Flagship Park renewal program ($0.70 million)
- Flagship Park renewal program ($0.50 million)
- Lloyd Reserve, Sunshine - Soccer/ Cricket pavilion upgrade ($0.45 million)
- Sydenham Rail Corridor Bicycle Track ($0.45 million)

4.6 Summary of Planned Capital Works Expenditure
For the four years ending 30 June 2028

2024/25	Asset Expenditure Types				Funding Sources				
	Total	New	Renewal	Upgrade	Total	Recurrent Grants	Non Recurrent Grants	Contributions	Council Cash
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property									
Land	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0
Total Land	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Buildings	16,126	1,471	9,090	5,565	16,126	0	1,405	0	14,721
Heritage Buildings	0	0	0	0	0	0	0	0	0
Building improvements	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0
Total Buildings	**16,126**	**1,471**	**9,090**	**5,565**	**16,126**	**0**	**1,405**	**0**	**14,721**
Total Property	**16,126**	**1,471**	**9,090**	**5,565**	**16,126**	**0**	**1,405**	**0**	**14,721**
Plant and Equipment									
Heritage plant and equipment	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	3,820	25	3,795	0	3,820	0	0	0	3,820
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0
Computers and telecommunications	80	80	0	0	80	0	0	0	80
Library books	800	0	800	0	800	0	29	0	771
Total Plant and Equipment	**4,700**	**105**	**4,595**	**0**	**4,700**	**0**	**29**	**0**	**4,671**
Infrastructure									
Roads	26,468	2,660	20,851	2,957	26,468	0	1,130	0	25,338
Bridges	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	2,075	1,195	400	480	2,075	0	0	0	2,075
Drainage	1,450	690	720	40	1,450	0	0	0	1,450
Recreational, leisure and community facilities	2,670	0	2,054	616	2,670	0	0	0	2,670
Waste management	0	0	0	0	0	0	0	0	0
Parks, open space and streetscapes	5,190	2,375	1,664	1,152	5,190	0	0	0	5,190
Aerodromes	0	0	0	0	0	0	0	0	0
Off street car parks	0	0	0	0	0	0	0	0	0
Other infrastructure	0	0	0	0	0	0	0	0	0
Total Infrastructure	**37,853**	**6,920**	**25,689**	**5,244**	**37,853**	**0**	**1,130**	**0**	**36,723**
Total Capital Works Expenditure	**58,679**	**8,496**	**39,374**	**10,809**	**58,679**	**0**	**2,564**	**0**	**56,115**

2025/26	Asset Expenditure Types				Funding Sources				
	Total	New	Renewal	Upgrade	Total	Recurrent Grants	Non Recurrent Grants	Contributions	Council Cash
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property									
Land	0	0	0	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0	0	0	0
Total Land	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Buildings	11,260	1,383	6,647	3,230	11,260	0	1,493	0	9,767
Heritage Buildings	0	0	0	0	0	0	0	0	0
Building improvements	0	0	0	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0	0	0	0
Total Buildings	**11,260**	**1,383**	**6,647**	**3,230**	**11,260**	**0**	**1,493**	**0**	**9,767**
Total Property	**11,260**	**1,383**	**6,647**	**3,230**	**11,260**	**0**	**1,493**	**0**	**9,767**
Plant and Equipment									
Heritage plant and equipment	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	3,125	20	3,105	0	3,125	0	0	0	3,125
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0
Computers and telecommunications	70	70	0	0	70	0	0	0	70
Library books	800	0	800	0	800	0	0	0	800
Total Plant and Equipment	**3,995**	**90**	**3,905**	**0**	**3,995**	**0**	**0**	**0**	**3,995**
Infrastructure									
Roads	26,816	2,886	20,852	3,078	26,816	1,160	0	0	25,657
Bridges	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	1,624	1,224	100	300	1,624	0	0	0	1,624
Drainage	900	190	670	40	900	0	0	0	900
Recreational, leisure and community facilities	3,835	0	3,291	544	3,835	0	0	0	3,835
Waste management	0	0	0	0	0	0	0	0	0
Parks, open space and streetscapes	5,056	1,737	2,044	1,276	5,056	0	0	0	5,056
Aerodromes	**0**	0	0	0	0	0	0	0	0
Off street car parks	**0**	0	0	0	0	0	0	0	0
Other infrastructure	**0**	0	0	0	0	0	0	0	0
Total Infrastructure	**38,232**	**6,037**	**26,957**	**5,238**	**38,232**	**1,160**	**0**	**0**	**37,072**
Total Capital Works Expenditure	**53,487**	**7,510**	**37,509**	**8,468**	**53,487**	**1,160**	**1,493**	**0**	**50,834**

2026/27	Asset Expenditure Types				Funding Sources				
	Total	New	Renewal	Upgrade	Total	Recurrent Grants	Non Recurrent Grants	Contributions	Council Cash
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property									
Land	0	0	0	0	**0**	0	0	0	0
Land improvements	**0**	0	0	0	**0**	0	0	0	0
Total Land	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Buildings	12,877	4,615	5,582	2,680	12,877	0	1,850	0	11,027
Heritage Buildings	**0**	0	0	0	**0**	0	0	0	0
Building improvements	**0**	0	0	0	**0**	0	0	0	0
Leasehold improvements	**0**	0	0	0	**0**	0	0	0	0
Total Buildings	**12,877**	**4,615**	**5,582**	**2,680**	**12,877**	**0**	**1,850**	**0**	**11,027**
Total Property	**12,877**	**4,615**	**5,582**	**2,680**	**12,877**	**0**	**1,850**	**0**	**11,027**
Plant and Equipment									
Heritage plant and equipment	**0**	0	0	0	**0**	0	0	0	0
Plant, machinery and equipment	3,790	25	3,765	0	3,790	0	0	0	3,790
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0
Computers and telecommunications	85	85	0	0	85	0	0	0	85
Library books	800	0	800	0	800	0	0	0	800
Total Plant and Equipment	**4,675**	**110**	**4,565**	**0**	**4,675**	**0**	**0**	**0**	**4,675**
Infrastructure									
Roads	27,897	2,972	21,750	3,174	27,897	1,160	0	0	26,737
Bridges	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	2,541	1,551	10	980	2,541	0	0	0	2,541
Drainage	1,525	690	795	40	1,525	0	0	0	1,525
Recreational, leisure and community facilities	1,500	100	1,055	345	1,500	0	0	0	1,500
Waste management	0	0	0	0	0	0	0	0	0
Parks, open space and streetscapes	4,545	1,020	2,056	1,469	4,545	0	0	0	4,545
Aerodromes	**0**	0	0	0	**0**	0	0	0	0
Off street car parks	**0**	0	0	0	**0**	0	0	0	0
Other infrastructure	**0**	0	0	0	**0**	0	0	0	0
Total Infrastructure	**38,008**	**6,333**	**25,666**	**6,008**	**38,008**	**1,160**	**0**	**0**	**36,848**
Total Capital Works Expenditure	**55,560**	**11,058**	**35,813**	**8,688**	**55,560**	**1,160**	**1,850**	**0**	**52,550**

2027/28	Asset Expenditure Types				Funding Sources				
	Total	New	Renewal	Upgrade	Total	Recurrent Grants	Non Recurrent Grants	Contributions	Council Cash
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property									
Land	0	0	0	0	0	0	0	0	0
Land improvements	**0**	0	0	0	**0**	0	0	0	0
Total Land	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Buildings	9,740	2,171	6,692	877	9,740	0	0	0	9,740
Heritage Buildings	**0**	0	0	0	**0**	0	0	0	0
Building improvements	**0**	0	0	0	**0**	0	0	0	0
Leasehold improvements	**0**	0	0	0	**0**	0	0	0	0
Total Buildings	**9,740**	**2,171**	**6,692**	**877**	**9,740**	**0**	**0**	**0**	**9,740**
Total Property	**9,740**	**2,171**	**6,692**	**877**	**9,740**	**0**	**0**	**0**	**9,740**
Plant and Equipment									
Heritage plant and equipment	0	0	0	0	0	0	0	0	0
Plant, machinery and equipment	4,302	25	4,277	0	4,302	0	0	0	4,302
Fixtures, fittings and furniture	0	0	0	0	0	0	0	0	0
Computers and telecommunications	85	85	0	0	85	0	0	0	85
Library books	800	0	800	0	800	0	0	0	800
Total Plant and Equipment	**5,187**	**110**	**5,077**	**0**	**5,187**	**0**	**0**	**0**	**5,187**
Infrastructure									
Roads	28,003	3,055	21,812	3,136	28,003	1,160	0	0	26,843
Bridges	0	0	0	0	0	0	0	0	0
Footpaths and cycleways	1,825	1,625	100	100	1,825	0	0	0	1,825
Drainage	1,050	190	820	40	1,050	0	0	0	1,050
Recreational, leisure and community facilities	6,180	900	3,665	1,615	6,180	0	0	0	6,180
Waste management	0	0	0	0	0	0	0	0	0
Parks, open space and streetscapes	5,910	2,970	1,669	1,271	5,910	0	0	0	5,910
Aerodromes	**0**	0	0	0	**0**	0	0	0	0
Off street car parks	**0**	0	0	0	**0**	0	0	0	0
Other infrastructure	**0**	0	0	0	**0**	0	0	0	0
Total Infrastructure	**42,968**	**8,740**	**28,066**	**6,162**	**42,968**	**1,160**	**0**	**0**	**41,808**
Total Capital Works Expenditure	**57,895**	**11,021**	**39,835**	**7,039**	**57,895**	**1,160**	**0**	**0**	**56,735**

5. 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 interpreted in the context of the organisation's objectives.

5a. Target Performance Indicators

Targeted Performance Indicators - Service

Indicator	Measure	Notes	Actual	Forecast	Target	Target Projections			Trend
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	+/o/-
Governance									
Satisfaction with community consultation and engagement	Community satisfaction rating out of 100 with the consultation and engagement efforts of Council	1	55	59	60	60	61	61	+
Roads									
Sealed local roads below the intervention level	Number of kms of sealed local roads below the renewal intervention level set by Council / Kms of sealed local roads	2	92.82%	90.00%	90.00%	90.00%	90.00%	90.00%	o
Statutory planning									
Planning applications decided within the relevant required time	Number of planning application decisions made within the relevant required time / Number of planning application decisions made	3	70.03%	70.00%	70.00%	70.00%	70.00%	70.00%	o
Waste management									
Kerbside collection waste diverted from landfill	Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins	4	42.22%	42.42%	42.84%	43.27%	43.84%	44.27%	+

Target Performance Indicators - Financial

Indicator	Measure	Notes	Actual	Forecast	Budget	Strategic Resource Plan Projections			Trend
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	+/o/-
Liquidity									
Working Capital	Current assets / current liabilities	2	206.14	175.19	161.91	94.05	117.85	116.15	-
Obligations									
Asset renewal	Asset renewal & Upgrade expenses / Asset depreciation	5	72.24	53.34	94.02	79.92	75.47	77.55	-
Stability									
Rates concentration	Rate revenue / adjusted underlying revenue	6	71.84	76.35	73.95	74.23	74.51	74.51	o
Efficiency									
Expenditure level	Total expenses/ no. of property assessments		2,864	3,188	3,248	3,361	3,409	3,474	+

5b. Financial Performance Indicators

Operating position									
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	4.88	(9.68)	(3.18)	(5.25)	(4.71)	(4.26)	-
Liquidity									
Unrestricted cash	Unrestricted cash / current liabilities	3	98.92	83.20	85.99	43.30	54.86	54.48	-
Obligations									
Loans and borrowings *(Debt compared to Rates)*	Interest bearing loans and borrowings / rate revenue	4	51.37	47.30	48.21	36.19	35.19	36.21	+
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		7.03	5.99	6.10	18.21	7.43	7.94	-
Indebtedness	Non-current liabilities / own source revenue		37.14	38.56	36.88	18.82	25.34	27.58	+
Stability									
Rates effort	Rate revenue / CIV of rateable properties in the municipality		0.00	0.00	0.00	0.00	0.00	0.00	o
Efficiency									
Revenue level	Residential rate revenue / no. of residential property assessments		1,168	1,121	1,117	1,137	1,156	1,176	+

+ 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

1. Adjusted underlying result
An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. The 'Adjusted underlying result' ratio forecast (9.68) is lower than the budgeted amount of 0.12, indicated that for the Forecast we are not generating enough internally sourced revenue to fund the operations.

2. Working Capital
The proportion of current liabilities represented by current assets. It is a general measure of the organisation's liquidity and its ability to meet its commitments as and when they fall due. Working capital is expected to decrease from 175.19 in 2023/24 Forecast to 157.17 in 2024/25.

3. Unrestricted Cash
This represents cash funds which are free of all specific Council commitments and are available to meet daily cash flow requirements, unexpected short term needs and any Budget commitments. Council's unrestricted cash includes total cash balances less (1) allocations for carry forward of capital projects, (2) amounts transferred to reserve for open space developer contributions and (3) amounts transferred to reserves to meet future principal repayments for interest only debt obligations.

4. Debt compared to rates
This indicator observes Council's ability to repay its debts using its key source of income, Rates. The ratio is forecasted to be at 47.30 then increase to 48.21 for the 2024-2025 Budget therefore a increase in the level of debt.

5. Asset renewal
This ratio 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. The asset renewal ratio will go from a 2023-24 Forecast of 53.34 to a 2024-2025 Budget of 74.07.

6. Rates concentration
Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates Council will continue to be reliant on rate revenue compared to all other revenue sources.

Section 6

Fees and 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 2024/2025 year.
Fees and charges are based on information available at the time of publishing and may vary during the financial year subject to any changes in Brimbank's policy or legislation.
All figures are inclusive of GST where GST is applicable.

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
ARTS & CULTURE						
THE BOWERY THEATRE						
Commercial - Performance	For a week	Non-Statutory	$5,995.30	$6,235.10	$239.80	4%
Commercial - Performance	For a day	Non-Statutory	$1,198.40	$1,246.30	$47.90	4%
Commercial - Performance	For half a day	Non-Statutory	$905.30	$941.50	$36.20	4%
Commercial (local) - Performance	For a week	Non-Statutory	$5,095.40	$5,299.20	$203.80	4%
Commercial (local) - Performance	For a day	Non-Statutory	$1,017.70	$1,058.40	$40.70	4%
Commercial (local) - Performance	For half a day	Non-Statutory	$770.10	$800.90	$30.80	4%
Commercial - Rehearsal	For a week	Non-Statutory	$3,743.40	$3,893.10	$149.70	4%
Commercial - Rehearsal	For a day	Non-Statutory	$748.50	$778.40	$29.90	4%
Commercial - Rehearsal	For half a day	Non-Statutory	$561.40	$583.90	$22.50	4%
Commercial (local) - Rehearsal	For a week	Non-Statutory	$3,059.90	$3,182.30	$122.40	4%
Commercial (local) - Rehearsal	For a day	Non-Statutory	$613.30	$637.80	$24.50	4%
Commercial (local) - Rehearsal	For half a day	Non-Statutory	$460.70	$479.10	$18.40	4%
Community(subsided) - Performance	For a week	Non-Statutory	$4,053.80	$4,216.00	$162.20	4%
Community(subsided) - Performance	For a day	Non-Statutory	$806.80	$839.10	$32.30	4%
Community(subsided) - Performance	For half a day	Non-Statutory	$607.90	$632.20	$24.30	4%
Community (subsided, local) - Performance	For a week	Non-Statutory	$2,439.00	$2,536.60	$97.60	4%
Community (subsided, local) - Performance	For a day	Non-Statutory	$486.70	$506.20	$19.50	4%
Community (subsided, local) - Performance	For half a day	Non-Statutory	$367.70	$382.40	$14.70	4%
Community(subsided) - Rehearsal	For a week	Non-Statutory	$2,433.60	$2,530.90	$97.30	4%
Community(subsided) - Rehearsal	For a day	Non-Statutory	$485.70	$505.10	$19.40	4%
Community(subsided) - Rehearsal	For half a day	Non-Statutory	$362.30	$376.80	$14.50	4%
Community (subsided, local) - Rehearsal	For a week	Non-Statutory	$1,460.20	$1,518.60	$58.40	4%
Community (subsided, local) - Rehearsal	For a day	Non-Statutory	$292.00	$303.70	$11.70	4%
Community (subsided, local) - Rehearsal	For half a day	Non-Statutory	$216.30	$225.00	$8.70	4%
Bowery Theatre bond		Non-Statutory	$540.80	$560.00	$19.20	4%
ST ALBANS COMMUNITY CENTRE (STACC)						
Subsidised use (reduced fees / bonds / booking fees) of community facilities will be considered on one-off basis by application and approval by Council based on the following eligibility:						
1. Be locally based non-profit group with limited financial resources;						
2. Demonstrate that activities will be targeted to Brimbank residents;						
3. Be a special needs group(i.e. financially disadvantaged, disability, CALD, refugee group, new and emerging community);						
4. Not already be in receipt of significant financial support from Council.						
Level 1 - Senior Citizens Clubs, older people, older CALD, frail aged, people with disabilities and/or carers. Fees apply to all bookings.						
Level 2 - Non-profit community groups or agencies within Brimbank.						
Level 3 - Commercial or recreation groups which are selling or taking fees from participants.						
Level 4 - All function hire (inclusive of booking fee).						
Regular - Consistent booking, same day, time, space over calendar year.						
Flexible Spaces **Level 1 – Seniors**						
One room per session (5 hours)						
Regular	Per session	Non-Statutory	$11.30	$11.80	$0.50	4%
Casual	Per session	Non-Statutory	$11.30	$11.80	$0.50	4%
Two rooms per session(5 hours)						
Regular	Per session	Non-Statutory	$15.70	$16.30	$0.60	4%
Casual	Per session	Non-Statutory	$15.70	$16.30	$0.60	4%
Three rooms per session(5 hours)						
Regular	Per session	Non-Statutory	$22.00	$22.90	$0.90	4%
Casual	Per session	Non-Statutory	$22.00	$22.90	$0.90	4%
Flexible Spaces						
One room						
Regular	Per hour	Non-Statutory	$11.30	$11.80	$0.50	4%
Casual	Per hour	Non-Statutory	$22.00	$22.90	$0.90	4%
Two rooms						
Regular	Per hour	Non-Statutory	$22.00	$22.90	$0.90	4%
Casual	Per hour	Non-Statutory	$32.60	$33.90	$1.30	4%
Three rooms						
Regular	Per hour	Non-Statutory	$32.60	$33.90	$1.30	4%
Casual	Per hour	Non-Statutory	$43.00	$44.70	$1.70	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Level 3 - Commercial / For-Profit						
One room						
Regular	Per hour	Non-Statutory	$37.80	$39.30	$1.50	4%
Casual	Per hour	Non-Statutory	$46.70	$48.60	$1.90	4%
Two rooms						
Regular	Per hour	Non-Statutory	$46.50	$48.40	$1.90	4%
Casual	Per hour	Non-Statutory	$52.90	$55.00	$2.10	4%
Three rooms						
Regular	Per hour	Non-Statutory	$57.50	$59.80	$2.30	4%
Casual	Per hour	Non-Statutory	$70.50	$73.30	$2.80	4%
Level 4 – Functions						
One room	Per hour	Non-Statutory	$89.40	$93.00	$3.60	4%
One room - seniors rate (level 1)	Per hour	Non-Statutory	$56.00	$58.20	$2.20	4%
Two rooms	Per hour	Non-Statutory	$102.50	$106.60	$4.10	4%
Two rooms - seniors rate (level 1)	Per hour	Non-Statutory	$64.20	$66.80	$2.60	4%
Three rooms	Per hour	Non-Statutory	$117.20	$121.90	$4.70	4%
Three rooms - seniors rate (level 1)	Per hour	Non-Statutory	$73.20	$76.10	$2.90	4%
Bond		Non-Statutory	$540.80	$560.00	$19.20	4%
Booking Fee		Non-Statutory	$103.00	$107.10	$4.10	4%
Meeting Rooms 1 and 2						
Level 1 - Seniors						
Regular	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 2 - Not-For-Profit						
Regular	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - For-Profit						
Regular	Per hour	Non-Statutory	$37.80	$39.30	$1.50	4%
Casual	Per hour	Non-Statutory	$46.70	$48.60	$1.90	4%
Art Studio						
Level 1 - Seniors						
Regular	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 2 - Not-For-Profit						
Regular	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - For-Profit						
Regular	Per hour	Non-Statutory	$37.80	$39.30	$1.50	4%
Casual	Per hour	Non-Statutory	$46.70	$48.60	$1.90	4%
Dance Studio						
Level 1 - Seniors						
Regular	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 2 - Not-For-Profit						
Regular	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - For-Profit						
Regular	Per hour	Non-Statutory	$37.80	$39.30	$1.50	4%
Casual	Per hour	Non-Statutory	$46.70	$48.60	$1.90	4%
Programs Room						
Level 1 - Seniors						
Regular	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 2 - Not-For-Profit						
Regular	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Casual	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - For-Profit						
Regular	Per hour	Non-Statutory	$37.80	$39.30	$1.50	4%
Casual	Per hour	Non-Statutory	$46.70	$48.60	$1.90	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Rehearsal Room(no regular bookings)						
Level 1 - Seniors						
Casual	Per session	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 2 - Not-For-Profit						
Casual	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - For-Profit						
Casual	Per hour	Non-Statutory	$46.70	$48.60	$1.90	4%
Sunshine Art Spaces	Per week	Non-Statutory	$31.20	$32.50	$1.30	4%
Deer Park Art Spaces	Per week	Non-Statutory	$33.00	$34.30	$1.30	4%
Keilor Hub Art Space	Per week	Non-Statutory	$33.00	$34.30	$1.30	4%
Overnewton Gatehouse	Per week	Non-Statutory	$33.00	$34.30	$1.30	4%
ART EXHIBITIONS - GALLERY SPACE						
St Albans Community Centre (STACC) Gallery Space		Non-Statutory	10% commission on sales	10% commission on sales	n/a	n/a
Sunshine Art Spaces Gallery		Non-Statutory	10% commission on sales	10% commission on sales	n/a	n/a
VISY CARES HUB - BRIMBANK LEARNING FUTURES						
Rate A - This rate applies to non-commercial non-profit groups.						
Rate B - This rate applies to commercial for profit groups, attendees charged a fee.						
PLEASE NOTE: Brimbank Learning Futures at the Visy Cares Hub is a facility focused on delivering programs with a learning focus for young people and others. Casual hire applications for all bookings will be considered by written application by the Brimbank Learning Futures Coordinator.						
Community Studio 1						
Rate A	Per hour	Non-Statutory	$21.00	$21.80	$0.80	4%
Rate B	Per hour	Non-Statutory	$30.50	$31.70	$1.20	4%
Community Studio 2						
Rate A	Per hour	Non-Statutory	$21.00	$21.80	$0.80	4%
Rate B	Per hour	Non-Statutory	$30.50	$31.70	$1.20	4%
Community Studio 1 & 2						
Rate A	Per hour	Non-Statutory	$41.10	$42.70	$1.60	4%
Rate B	Per hour	Non-Statutory	$58.80	$61.20	$2.40	4%
Auditorium						
Rate A	Per hour	Non-Statutory	$21.00	$21.80	$0.80	4%
Rate B	Per hour	Non-Statutory	$30.50	$31.70	$1.20	4%
Open Learning Space						
Rate A	Per hour	Non-Statutory	$21.00	$21.80	$0.80	4%
Rate B	Per hour	Non-Statutory	$22.60	$23.50	$0.90	4%
Kitchen						
Rate A	Per hour	Non-Statutory	$21.00	$21.80	$0.80	4%
Rate B	Per hour	Non-Statutory	$30.40	$31.60	$1.20	4%
IT suite						
Rate A	Per hour	Non-Statutory	$18.00	$18.70	$0.70	4%
Rate B	Per hour	Non-Statutory	$33.80	$35.20	$1.40	4%
Regular Hire Fees						
PLEASE NOTE: Brimbank Learning Futures at the Visy Cares Hub is a facility focused on delivering programs with a learning focus for young people and others.						
Regular hire applications for all bookings will be considered by written application by the Manager Community Learning & Participation.						
Community Studio 1						
Rate A	Per hour	Non-Statutory	$11.70	$12.20	$0.50	4%
Rate B	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$327.10	$340.20	$13.10	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%
Community Studio 2						
Rate A	Per hour	Non-Statutory	$11.70	$12.20	$0.50	4%
Rate B	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$327.10	$340.20	$13.10	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%
Community Studio 1 & 2						
Rate A	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate B	Per hour	Non-Statutory	$46.80	$48.70	$1.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$1,311.40	$1,363.90	$52.50	4%
Auditorium						
Rate A	Per hour	Non-Statutory	$11.70	$12.20	$0.50	4%
Rate B	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$327.10	$340.20	$13.10	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Open Learning Space						
Rate A	Per hour	Non-Statutory	$11.70	$12.20	$0.50	4%
Rate B	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$327.10	$340.20	$13.10	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%
Kitchen						
Rate A	Per hour	Non-Statutory	$11.70	$12.20	$0.50	4%
Rate B	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$327.10	$340.20	$13.10	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%
IT suite						
Rate A	Per hour	Non-Statutory	$11.70	$12.20	$0.50	4%
Rate B	Per hour	Non-Statutory	$23.30	$24.20	$0.90	4%
Rate A - Weekly Hire	Per Week	Non-Statutory	$327.10	$340.20	$13.10	4%
Rate B - Weekly Hire	Per Week	Non-Statutory	$654.20	$680.40	$26.20	4%
Function Hire						
Function Hire applies to bookings after hours and will only be considered for activities that have a learning focus – please note curfew times below. Bookings are primarily for learning focussed youth events/activities that may be considered by written application and approval by the Manager Community Learning & Participation.						
PLEASE NOTE: Visy Cares Hub does not accept function hires such as birthdays, parties, celebrations etc.						
Community Studio 1 & 2						
Hire Fee	Per hour	Non-Statutory	$35.00	$36.40	$1.40	4%
Booking Fee		Non-Statutory	$90.00	$93.60	$3.60	4%
Bond		Non-Statutory	$374.40	$389.40	$15.00	4%
Auditorium						
Hire Fee	Per hour	Non-Statutory	$82.20	$85.50	$3.30	4%
Booking Fee		Non-Statutory	$90.00	$93.60	$3.60	4%
Bond		Non-Statutory	$561.60	$584.10	$22.50	4%
Curfew Hours for After Hour Functions:						
Friday 5.00pm to 10.00pm						
Saturday 9.00am to 10.00pm						
Sunday 9.00am to 5.00pm						
BRIMBANK LIBRARY SERVICES						
Printing and Photocopying Charges						
B & W (A4)	Per copy	Non-Statutory	$0.20	$0.20	$0.00	0%
B & W (A3)	Per copy	Non-Statutory	$0.40	$0.40	$0.00	0%
Colour (A4)	Per copy	Non-Statutory	$0.75	$0.75	$0.00	0%
Colour (A3)	Per copy	Non-Statutory	$1.50	$1.50	$0.00	0%
Interlibrary Loan						
Administration Cost		Non-Statutory	$3.50	$3.60	$0.10	3%
From an academic library		Non-Statutory	$28.50	$29.60	$1.10	4%
Library Items						
Replacement borrower's card		Non-Statutory	$3.10	$3.20	$0.10	3%
Minor Repairs to Damaged Items		Non-Statutory	$7.00	$7.30	$0.30	4%
Headphones		Non-Statutory	$3.60	$3.70	$0.10	3%
Charging cable		Non-Statutory	$7.30	$7.60	$0.30	4%
Maker Space Material						
3D Printing	1 - 10 grams equals one unit	Non-Statutory	$1.00	$1.00	$0.00	0%
3D Printing	2 units (11 - 20 grams)	Non-Statutory	$1.00	$1.00	$0.00	0%
3D Printing	3 units (21 - 30 grams)	Non-Statutory	$1.00	$1.00	$0.00	0%
Circuit Vinyl	30x30cm sheet	Non-Statutory	$5.00	$5.00	$0.00	0%
Infusible Ink	Per unit (up to 10cm x 20cm sheet equals one unit)	Non-Statutory	$2.00	$2.00	$0.00	0%
Sublimation mugs	per item	Non-Statutory	$3.00	$3.00	$0.00	0%
Laser Acrylic	Small sheet (21cm x 29.7cm)	Non-Statutory	$5.00	$5.00	$0.00	0%
Laser Acrylic	large sheet (30cm x 60cm)	Non-Statutory	$10.00	$10.00	$0.00	0%
Laser plywood	Small sheet (21cm x 29.7cm)	Non-Statutory	$5.00	$5.00	$0.00	0%
Laser plywood	Large sheet (30cm x 60cm)	Non-Statutory	$15.00	$15.00	$0.00	0%
Badges 25mm	per item	Non-Statutory	$0.10	$0.10	$0.00	0%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
NEIGHBOURHOOD HOUSES/ COMMUNITY CENTRES						
Printing and Photocopying Charges PLEASE NOTE: Applies to all Neighbourhood Houses						
B & W (A4)	Per copy	Non-Statutory	$0.20	$0.20	$0.00	0%
B & W (A3)	Per copy	Non-Statutory	$0.40	$0.40	$0.00	0%
Colour (A4)	Per copy	Non-Statutory	$1.00	$1.00	$0.00	0%
Colour (A3)	Per copy	Non-Statutory	$2.10	$2.20	$0.10	5%
CAIRNLEA COMMUNITY HUB						
Community Hall Hire - capacity 80 people maximum						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$20.10	$20.90	$0.80	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$46.80	$48.70	$1.90	4%
Community Room Hire - capacity 40 people maximum						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$13.40	$13.90	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$37.40	$38.90	$1.50	4%
DELAHEY COMMUNITY CENTRE						
Hall Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$20.10	$20.90	$0.80	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$46.80	$48.70	$1.90	4%
Community Room Hire – capacity 20 people maximum						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$13.40	$13.90	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$37.50	$39.00	$1.50	4%
Computer Room Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
Function Hire						
Community Hall						
Full Day	8 hours	Non-Statutory	$467.20	$485.90	$18.70	4%
Bond*		Non-Statutory	$608.30	$632.60	$24.30	4%
Community Room						
Full Day	8 hours	Non-Statutory	$278.40	$289.50	$11.10	4%
Bond*		Non-Statutory	$608.30	$632.60	$24.30	4%
Community Kitchen Hire						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 2 – Community (For Profit)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
**Party hirers are required to pay a $75.00 non-refundable deposit to confirm bookings. This deposit is included in the total hire cost.*						
SYDENHAM COMMUNITY HUB - WATERGARDENS						
Community Hall Hire - capacity over 40 people						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$20.10	$20.90	$0.80	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$46.80	$48.70	$1.90	4%
Community Room Hire - capacity under 40 people						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$13.40	$13.90	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$37.50	$39.00	$1.50	4%
Computer Room Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
Function Hire						
Community Room (use of 3 Community Rooms)						
Level 4 - Functions	1pm - 12 midnight Saturday	Non-Statutory	$706.60	$734.90	$28.30	4%
Bond*		Non-Statutory	$562.40	$584.90	$22.50	4%
**Party hirers are required to pay a $75.00 non-refundable deposit to confirm bookings. This deposit is included in the total hire cost.*						

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
WEST SUNSHINE COMMUNITY CENTRE						
Multipurpose Room 1 Hire - capacity over 40 people						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$20.10	$20.90	$0.80	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$46.80	$48.70	$1.90	4%
Function Hire/Special Events						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$58.40	$60.70	$2.30	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$122.00	$126.90	$4.90	4%
Booking Fee		Non-Statutory	$111.00	$115.40	$4.40	4%
Bond		Non-Statutory	$562.40	$584.90	$22.50	4%
Multipurpose Room 2 Hire - capacity under 40 people						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$13.40	$13.90	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$37.50	$39.00	$1.50	4%
Function Hire/Special Events						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$31.70	$33.00	$1.30	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$77.00	$80.10	$3.10	4%
Booking Fee		Non-Statutory	$111.00	$115.40	$4.40	4%
Bond		Non-Statutory	$562.40	$584.90	$22.50	4%
Multipurpose Room 1 & 2 – Both Rooms						
Function Hire/Special Events						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$111.00	$115.40	$4.40	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$251.80	$261.90	$10.10	4%
Booking Fee		Non-Statutory	$111.00	$115.40	$4.40	4%
Bond		Non-Statutory	$562.40	$584.90	$22.50	4%
Computer Room Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
Community Kitchen Hire						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 2 – Community (For Profit)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
Childcare Centre						
Casual Hire						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.90	$22.80	$0.90	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$32.60	$33.90	$1.30	4%
Regular Hire						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$12.10	$12.60	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$23.10	$24.00	$0.90	4%
Stadium-All						
Casual Hire						
Weekend Surcharge	Per booking	Non-Statutory	$72.70	$75.60	$2.90	4%
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$53.10	$55.20	$2.10	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$56.80	$59.10	$2.30	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$69.50	$72.30	$2.80	4%
Regular Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$44.20	$46.00	$1.80	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$45.20	$47.00	$1.80	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$57.30	$59.60	$2.30	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$57.30	$59.60	$2.30	4%
Under 18 years old	Per person/hour	Non-Statutory	$2.70	$2.80	$0.10	4%
>18 years old	Per person/hour	Non-Statutory	$6.00	$6.20	$0.20	3%
Tennis Court						
Casual Hire						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$24.20	$25.20	$1.00	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$36.20	$37.60	$1.40	4%
Regular Hire						
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$12.90	$13.40	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$25.50	$26.50	$1.00	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
WESTVALE COMMUNITY CENTRE						
Community Room Hire - double room over 40 capacity						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$20.10	$20.90	$0.80	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$46.80	$48.70	$1.90	4%
Community Room Hire - under 40 people capacity						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$13.40	$13.90	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$37.50	$39.00	$1.50	4%
Computer Room Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 - Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
Community Kitchen Hire						
Level 2 - Community (Not for Profit Groups)	Per hour	Non-Statutory	$21.40	$22.30	$0.90	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$52.20	$54.30	$2.10	4%
Westvale Community Gardens						
8m x 4m Plot	Per annum	Non-Statutory	$104.90	$109.10	$4.20	4%
8m x 2.1m Plot	Per annum	Non-Statutory	$73.70	$76.60	$2.90	4%
8m x 2.5m Plot	Per annum	Non-Statutory	$73.70	$76.60	$2.90	4%
4m x 1m Plot	Per annum	Non-Statutory	$40.70	$42.30	$1.60	4%
Raised Plot – Large (3.5m x 2m)	Per annum	Non-Statutory	$56.50	$58.80	$2.30	4%
Raised Plot – Large (4m x 1m)	Per annum	Non-Statutory	$56.50	$58.80	$2.30	4%
Raised Plot – Small (2.5m x 1m)	Per annum	Non-Statutory	$33.00	$34.30	$1.30	4%
HUNT CLUB COMMUNITY AND ARTS CENTRE						
PADLEY PARK COMMUNITY GARDEN						
Community Garden Plots	Per annum	Non-statutory	$104.90	$109.10	$4.20	4%
All Rooms						
Regular Hire - under 40 people capacity						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.90	$12.40	$0.50	4%
Level 2 – Community (Not for Profit Groups)	Per hour	Non-Statutory	$13.40	$13.90	$0.50	4%
Level 3 – Standard (For Profit Groups)	Per hour	Non-Statutory	$37.50	$39.00	$1.50	4%
ART EXHIBITIONS - GALLERY SPACE						
Hunt Club Community Arts Centre		Non-Statutory	10% commission on sales	10% commission on sales	n/a	n/a
KILN FIRING POTTERY STUDIO						
Bisque Firing - Medium Kiln	Per Kiln	Non-Statutory	$97.30	$101.20	$3.90	4%
Bisque Firing - Large Kiln	Per Kiln	Non-Statutory	$146.00	$151.80	$5.80	4%
Glaze Firing - Medium Kiln	Per Kiln	Non-Statutory	$97.30	$101.20	$3.90	4%
Glaze Firing - Large Kiln	Per Kiln	Non-Statutory	$146.00	$151.80	$5.80	4%
Individual Pieces - Glaze Firing	Per kilo	Non-Statutory	$12.10	$12.60	$0.50	4%
Individual Pieces - Bisque Firing	Per kilo	Non-Statutory	$12.10	$12.60	$0.50	4%
Multiple small pieces	1-4 pieces	Non-Statutory	$12.10	$12.60	$0.50	4%
Multiple small pieces	5-10 pieces	Non-Statutory	$24.30	$25.30	$1.00	4%
Multiple small pieces	11-20 pieces	Non-Statutory	$36.40	$37.90	$1.50	4%
LEISURE & COMMUNITY FACILITIES						
BRIMBANK COMMUNITY AND CIVIC CENTRE						
Meeting Rooms hire *Including the following facilities:* *Meeting Room 2.1* *Meeting Room 2.2* *Meeting Room 3.1* *Meeting Room 3.2* *Meeting Room 4.1* *Meeting Room 5.1* *Meeting Room 5.2*						
Casual Hire						
Level 1 - Seniors rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - Standard rate	Per hour	Non-Statutory	$45.80	$47.60	$1.80	4%
Bond	Per booking	Non-Statutory	$52.00	$52.00	$0.00	0%
Level 6 Events Space						
Bond	Per booking	Non-Statutory	$52.00	$52.00	$0.00	0%
Level 2 - Community	Per hour	Non-Statutory	$75.90	$78.90	$3.00	4%
Level 3 - Standard rate	Per hour	Non-Statutory	$94.60	$98.40	$3.80	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
KEILOR COMMUNITY HUB						
Including the following facilities: *Arts & Crafts Room (Ground Floor)* *Community Program Room 1 (Gound Floor)* *Community Program Room 2 (Ground Floor)* *Community Program Room 1 & 2 (Ground Floor)* *Large Community Room (First Floor)*						
Casual Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$45.80	$47.60	$1.80	4%
Bond	Per booking	Non-Statutory	$52.00	$52.00	$0.00	0%
Regular Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$33.80	$35.20	$1.40	4%
HALLS AND MEETING ROOMS - UP TO 100 CAPACITY						
Includes the following facilities: *1. Albanvale Meeting Room** *2. Biggs Street Meeting Room** *3. Keilor Downs Hall - Meeting Room 2** *4. Dempster Park Hall** *5. Grantham Green Hall* *6. Glengala Hall - PAG Room** *7. Kealba Hall** *8. Keilor Park Hall* *9. Old Shire Hall - Keilor Meeting Place ** *10. Old Shire Hall - Main Hall* *11 Overnewton Gatehouse Hall* *12. Sunshine Meeting Space** *13. Taylors Lakes Hall* **Not available for function hire*						
Level 4 - Function Rate	Per hour	Non-Statutory	$33.80	$35.20	$1.40	4%
Booking Fee		Non-Statutory	$104.50	$108.70	$4.20	4%
Bond		Non-Statutory	$350.00	$350.00	$0.00	0%
Bond (additional requirements)		Non-Statutory	$1,000.00	$1,000.00	$0.00	0%
Security	Per guard per hour (minimum 4 hours)	Non-Statutory	Various as determined by contract	Various as determined by contract	Various as determined by contract	Various as determined by contract
Casual Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community Not-For-Proft Rate	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$45.80	$47.60	$1.80	4%
Bond		Non-Statutory	$52.00	$52.00	$0.00	0%
Regular Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community Not-For-Proft Rate	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$33.80	$35.20	$1.40	4%
HALLS AND MEETING ROOMS - OVER 100 CAPACITY						
Includes the following facilities: *1. Deer Park Hall** *2. Deer Park Senior Citizens Centre** *3. Glengala Hall* *4. Keilor Downs Hall** *5. Sassella Park Hall* *6. St Albans Senior Citizens Centre** **Not available for function hire* *Main Hall*						
Function Hire						
Level 4 - Function Rate	Per hour	Non-Statutory	$85.30	$88.70	$3.40	4%
Booking Fee		Non-Statutory	$104.50	$108.70	$4.20	4%
Bond		Non-Statutory	$540.00	$540.00	$0.00	0%
Bond (additional requirements)		Non-Statutory	$1,000.00	$1,000.00	$0.00	0%
Security	Per guard per hour (minimum 4 hours)	Non-Statutory	Various as determined by contract	Various as determined by contract	Various as determined by contract	Various as determined by contract
Casual Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community Not-For-Proft Rate	Per hour	Non-Statutory	$33.80	$35.20	$1.40	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$52.50	$54.60	$2.10	4%
Bond		Non-Statutory	$52.00	$52.00	$0.00	0%
Regular Hire						
Level 1 – Seniors	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 – Community	Per hour	Non-Statutory	$21.20	$22.00	$0.80	4%
Level 3 – Standard	Per hour	Non-Statutory	$52.80	$54.90	$2.10	4%
Lease & Licence		Non-Statutory	Various	Various	N/A	N/A

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
PAVILIONS						
Includes the following facilities:						
1. Arthur Beachley Pavilion						
2. Balmoral Sports Pavilion						
3. Castely Sports Pavilion						
4. Errington Pavilion						
5. Green Gully Sports Pavilion						
6. New John McLeod Pavilion						
7. Keilor Lodge Pavilion						
8. Kevin Flint Pavilion						
9. Bon Thomas Pavilion						
10. Delahey Pavilion						
11. More Park Sports Pavilion						
Casual Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community Rate	Per hour	Non-Statutory	$22.90	$23.80	$0.90	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$45.80	$47.60	$1.80	4%
Bond		Non-Statutory	$52.00	$52.00	$0.00	0%
Regular Hire						
Level 1 - Seniors Rate	Per 5 hour session	Non-Statutory	$11.30	$11.80	$0.50	4%
Level 2 - Community Rate	Per hour	Non-Statutory	$11.80	$12.30	$0.50	4%
Level 3 - Standard Rate	Per hour	Non-Statutory	$33.80	$35.20	$1.40	4%
Keilor Basektball Netball Stadium						
Crèche	Per visit	Non-Statutory	$5.50	$5.80	$0.30	5%
Casual Visit	Per visit	Non-Statutory	$5.20	$5.40	$0.20	4%
Court Hire						
Peak Time Court Hire	Per Court	Non-Statutory	$49.70	$51.50	$1.80	4%
Off Peak Court Hire	Per Court	Non-Statutory	$41.00	$42.50	$1.50	4%
Community Court Hire	Per Court	Non-Statutory	$41.00	$42.50	$1.50	4%
Creche/ Multi-Purpose Room						
Community Rate (New Fee)	Per hour	Non-Statutory	$23.10	$24.00	$0.90	4%
Community Rate (New Fee)	Per hour	Non-Statutory	$34.10	$35.50	$1.40	4%
Basketball						
Daytime Basketball - Team Administration	2 seasons/year	Non-Statutory	$22.00	$22.00	$0.00	0%
Daytime Basketball – Team Sheet	Per team	Non-Statutory	$70.00	$72.00	$2.00	3%
Competition Fee						
Walkover Fee AM <48hrs	Per team	Non-Statutory	$145.20	$145.20	$0.00	0%
Walkover Fee AM >48hrs	Per team	Non-Statutory	$94.50	$94.50	$0.00	0%
Program						
Walking Football	Per person	Non-Statutory	$2.00	$2.00	$0.00	0%
SPORTING GROUP LICENCE						
Annual		Non-Statutory	Various	Various	n/a	n/a
Winter Season		Non-Statutory	Various	Various	n/a	n/a
Summer Season		Non-Statutory	Various	Various	n/a	n/a
SYNTHETIC SPORTS FIELDS						
Brimbank Schools	$Hour/Field	Non-Statutory	$31.20	$33.00	$1.80	6%
Council Temporarily Located Club	$Hour/Field	Non-Statutory	$46.80	$50.00	$3.20	7%
Brimbank Club	$Hour/Field	Non-Statutory	$77.00	$79.00	$2.00	3%
Group recognised as needing support through the Social Justice Charter	$Hour/Field	Non-Statutory	$31.20	$32.00	$0.80	3%
Commercial/ Non Brimbank Club / School	$Hour/Field	Non-Statutory	$155.20	$155.00	($0.20)	0%
Commercial/ Non Brimbank Club / School – Bond	Per Booking	Non-Statutory	$1,200.00	$1,500.00	$300.00	25%
Access to change rooms	Per Use	Non-Statutory	$21.00	$23.50	$2.50	12%
Late Key Fee	Per Day	Non-Statutory	$10.00	$10.40	$0.40	4%
CASUAL SPORTS FIELDS						
Non Brimbank School Sportsground	Per Hour	Non-Statutory	$28.10	$29.20	$1.10	4%
Non Brimbank School Access to change rooms	Per Use	Non-Statutory	$22.40	$23.30	$0.90	4%
Group recognised as needing support through the Social Justice Charter	Per Hour	Non-Statutory	$31.20	$32.40	$1.20	4%
Commercial Community Benefit - Sportsground	Per Hour	Non-Statutory	$56.20	$58.40	$2.20	4%
Commercial Community Benefit - Access to Change rooms	Per Use	Non-Statutory	$22.00	$22.90	$0.90	4%
Errington Multi Purpose Court - Community Program/Event	Per 4 Hour	Non-Statutory	$12.00	$12.50	$0.50	4%
Casual Sportsground Lighting Fee	Per Hour	Non-Statutory	$12.00	$12.50	$0.50	4%
ATHLETICS TRACK						
Brimbank School	Per event	Non-Statutory	$425.00	$450.00	$25.00	6%
Non Brimbank School	Per event	Non-Statutory	$530.00	$555.00	$25.00	5%
Non School Group	Per hour	Non-Statutory	$630.00	$665.00	$35.00	6%
Brimbank Club/School Training	Per hour	Non-Statutory	$59.30	$62.00	$2.70	5%
Non Brimbank Club/School Training	Per hour	Non-Statutory	$73.80	$75.00	$1.20	2%
Personal Trainer/Coach	Per hour	Non-Statutory	$88.40	$91.90	$3.50	4%
Non-Brimbank User Bond	Per booking	Non-Statutory	$1,200.00	$1,248.00	$48.00	4%

Description of Fee or Charge LEISURE SERVICES - SUNSHINE LEISURE CENTRE	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
NON-MEMBERS						
Swim						
Adult	Per person	Non-Statutory	$7.50	$7.80	$0.30	4%
Child (5-15 years)	Per person	Non-Statutory	$5.60	$5.80	$0.20	4%
Concession/Student Card Holder	Per person	Non-Statutory	$6.00	$6.20	$0.20	3%
Family	2 adults & 3 children	Non-Statutory	$19.60	$20.40	$0.80	4%
Adult Multi Swim Card	10 Sessions	Non-Statutory	$67.50	$70.20	$2.70	4%
Adult Multi Swim Card	20 Sessions	Non-Statutory	$135.00	$140.40	$5.40	4%
Concession/Student Multi Swim Card	10 Sessions	Non-Statutory	$56.70	$59.00	$2.30	4%
Concession/Student Multi Swim Card	20 Sessions	Non-Statutory	$113.40	$117.90	$4.50	4%
Child Multi Swim Card	10 Sessions	Non-Statutory	$53.10	$55.20	$2.10	4%
Child Multi Swim Card	20 Sessions	Non-Statutory	$106.20	$110.40	$4.20	4%
Swim/Steam/Spa						
Adult	Per person	Non-Statutory	$12.40	$12.90	$0.50	4%
Concession/Student Card holder	Per person	Non-Statutory	$9.90	$10.30	$0.40	4%
Multi Swim/Steam/Spa Card – Adult	10 Sessions	Non-Statutory	$111.60	$116.10	$4.50	4%
Multi Swim/Steam/Spa Card – Adult	20 Sessions	Non-Statutory	$223.20	$232.10	$8.90	4%
Multi Swim/Steam/Spa Card – Concession/Student	10 Sessions	Non-Statutory	$94.50	$98.30	$3.80	4%
Multi Swim/Steam/Spa Card – Concession/Student	20 Sessions	Non-Statutory	$189.10	$196.70	$7.60	4%
Swimming Lessons						
Swimming Lessons, per class during school term (Discount scale applies to families with 2 or more children enrolled)	Per person	Non-Statutory	$16.30	$17.30	$1.00	6%
Swimming Lessons, per class during school term (Discount scale applies to families with 2 or more children enrolled) - Concession	Per person	Non-Statutory	$13.90	$13.90	$0.00	0%
Squad. 10 week school term 1 session per week only	Per person	Non-Statutory	$16.30	$17.30	$1.00	6%
Private Swim lessons						
For Specific Needs (1 session) - DD	Per person	Non-Statutory	$38.90	$41.40	$2.50	6%
Concession Card Holder (1 session) - DD	Per person	Non-Statutory	$33.10	$33.10	$0.00	0%
Semi Private Swim Lessons						
10 week school term (1 session)	Per person	Non-Statutory	$29.20	$31.00	$1.80	6%
Concession - 10 week school term (1 session)	Per person	Non-Statutory	$24.80	$24.80	$0.00	0%
Pool Hire						
Lane hire – includes up to 10 swim entries	Per lane/hour	Non-Statutory	$73.50	$76.40	$2.90	4%
Whole pool – up to 100 swimmers	Per hour	Non-Statutory	$227.10	$236.20	$9.10	4%
Aquatic Facility Hire – Sunshine						
Additional Lifeguard Fee	Per person/hour	Non-Statutory	$59.00	$61.40	$2.40	4%
Pool Inflatable Hire	Per hour- 2 hrs minimum	Non-Statutory	$245.60	$255.40	$9.80	4%
School and Group Programs						
Swim instructor/lessons ratio 1 : 6 - 30min lesson	Per Person	Non-Statutory	$11.60	$12.10	$0.50	4%
Swim instructor/lessons ratio 1 : 8 - 30min lesson	Per Person	Non-Statutory	$9.40	$9.80	$0.40	4%
Swim instructor/lessons ratio 1 : 10 - 30min lesson	Per Person	Non-Statutory	$8.20	$8.50	$0.30	4%
Swim instructor/lessons ratio 1 : 6 - 45min lesson	Per Person	Non-Statutory	$14.00	$14.60	$0.60	4%
Swim instructor/lessons ratio 1 : 8 - 45min lesson	Per Person	Non-Statutory	$12.30	$12.80	$0.50	4%
Swim instructor/lessons ratio 1 : 10 - 45min lesson	Per Person	Non-Statutory	$10.60	$11.00	$0.40	4%
School/Junior sport club fitness session, group fitness or aqua class (max 15 gym, 25 class)	Per session	Non-Statutory	$158.10	$164.40	$6.30	4%
Senior sport club fitness session, group fitness or aqua class (max 15 gym, 25 class) *(new fee structure)*	Per session	Non-Statutory	$215.50	$224.10	$8.60	4%
Attendant support Initiative Program	per hour	Non-Statutory	$40.00	$40.00	NA	N/A
Gym						
Casual visit (including pool) - Adult	Per session	Non-Statutory	$13.80	$14.40	$0.60	4%
Personal training - 1 visit pass (30min member)	Per session	Non-Statutory	$45.00	$46.80	$1.80	4%
Personal training - 5 visit pass (30min member)	Per 5 sessions	Non-Statutory	$210.00	$218.40	$8.40	4%
Personal training - 10 visit pass (30min member)	Per 10 sessions	Non-Statutory	$400.00	$416.00	$16.00	4%
Personal training - 1 visit pass (60min member)	Per session	Non-Statutory	$70.00	$72.80	$2.80	4%
Personal training - 5 visit pass (60min member)	Per 5 sessions	Non-Statutory	$320.00	$332.80	$12.80	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Personal training - 10 visit pass (60min member)	Per 10 sessions	Non-Statutory	$600.00	$624.00	$24.00	4%
Personal training - 1 visit pass (30min non-member)	Per session	Non-Statutory	$54.00	$56.20	$2.20	4%
Personal training - 5 visit pass (30min non-member)	Per 5 sessions	Non-Statutory	$250.00	$260.00	$10.00	4%
Personal training - 10 visit pass (30min non-member)	Per 10 sessions	Non-Statutory	$480.00	$499.20	$19.20	4%
Personal training - 1 visit pass (60min non Member)	Per session	Non-Statutory	$82.00	$85.30	$3.30	4%
Personal training - 5 visit pass (60min non Member)	Per 5 sessions	Non-Statutory	$370.00	$384.80	$14.80	4%
Personal training - 10 visit pass(60min non Member)	Per 10 sessions	Non-Statutory	$700.00	$728.00	$28.00	4%
Group Fitness Classes (Includes Aqua Aerobics)						
Per Class	Per Class	Non-Statutory	$18.20	$18.90	$0.70	4%
Per Class Concession/Student	Per Class	Non-Statutory	$15.50	$16.10	$0.60	4%
10 session card	Per 10 session	Non-Statutory	$163.80	$170.40	$6.60	4%
10 session card Concession/Student	Per 10 session	Non-Statutory	$139.50	$145.10	$5.60	4%
Room Hire						
Level 2 (Community Not for Profit Groups)	Per hour	Non-Statutory	$23.10	$24.00	$0.90	4%
Level 3 (Community For Profit Groups)	Per hour	Non-Statutory	$34.10	$35.50	$1.40	4%
Tenant partner room hire (50% discount)	per hour		$17.10	$17.80	$0.70	4%
Daily Rate	Per Day	Non-Statutory	$231.10	$240.30	$9.20	4%
Casual Liability Cover	Per session	Non-Statutory	$25.50	$26.50	$1.00	4%
NEW MEMBERS						
Fortnightly Direct Debit Payment						
Joining Fee - applies to all Memberships - One off payment required on joining.						
Adult	One off payment	Non-Statutory	$59.80	$59.80	$0.00	0%
Concession/Senior	One off payment	Non-Statutory	$49.00	$49.00	$0.00	0%
Full Access Membership; Gym and Swim – Minimum 3 months ongoing.						
Adult - Includes 24 Hour Access Gym	Fortnightly	Non-Statutory	$42.60	$44.30	$1.70	4%
Concession - Includes 24 Hour Access Gym	Fortnightly	Non-Statutory	$34.10	$35.50	$1.40	4%
Youth	Fortnightly	Non-Statutory	$21.30	$22.20	$0.90	4%
Term Sunshine Leisure Centre	Annual	Non-Statutory	$1,107.60	$1,151.90	$44.30	4%
Term Sunshine Leisure Centre Concession	Annual	Non-Statutory	$886.60	$922.10	$35.50	4%
Term Sunshine Leisure Centre Youth	Annual	Non-Statutory	$553.80	$576.00	$22.20	4%
Aqua Membership - Full Aquatic Access at both centre Minimum 3 months ongoing						
Adult	Fortnightly	Non-Statutory	$29.20	$30.40	$1.20	4%
Concession	Fortnightly	Non-Statutory	$23.35	$24.30	$0.95	4%
Youth	Fortnightly	Non-Statutory	$14.60	$15.20	$0.60	4%
Term Aquatic 12 month	Annual	Non-Statutory	$759.20	$789.60	$30.40	4%
Term Aquatic Concession 12 month	Annual	Non-Statutory	$759.20	$789.60	$30.40	4%
Term Aquatic Senior 12 month	Annual	Non-Statutory	$607.36	$631.70	$24.34	4%
Term Aquatic Youth 12 month	Annual	Non-Statutory	$379.60	$394.80	$15.20	4%
Leisure Services - Brimbank Aquatic and Wellness Centre						
NON-MEMBERS						
Swim						
Adult	Per person	Non-Statutory	$8.20	$8.50	$0.30	4%
Child (5-15 years)	Per person	Non-Statutory	$6.15	$6.40	$0.25	4%
Concession/Student Card Holder	Per person	Non-Statutory	$6.55	$6.80	$0.25	4%
Family	2 adults & 3 children	Non-Statutory	$21.50	$22.40	$0.90	4%
Adult Multi Swim Card	10 Sessions	Non-Statutory	$73.80	$76.80	$3.00	4%
Adult Multi Swim Card	20 Sessions	Non-Statutory	$147.60	$153.50	$5.90	4%
Concession/Student Multi Swim Card	10 Sessions	Non-Statutory	$62.10	$64.60	$2.50	4%
Concession/Student Multi Swim Card	20 Sessions	Non-Statutory	$124.20	$129.20	$5.00	4%
Child Multi Swim Card	10 Sessions	Non-Statutory	$58.50	$60.80	$2.30	4%
Child Multi Swim Card	20 Sessions	Non-Statutory	$117.00	$121.70	$4.70	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Swim/Steam/Spa						
Adult	Per person	Non-Statutory	$14.00	$14.60	$0.60	4%
Concession/Student Card holder	Per person	Non-Statutory	$10.90	$11.30	$0.40	4%
Multi Swim/Steam/Spa Card – Adult	10 Sessions	Non-Statutory	$126.00	$131.00	$5.00	4%
Multi Swim/Steam/Spa Card – Adult	20 Sessions	Non-Statutory	$252.00	$262.10	$10.10	4%
Multi Swim/Steam/Spa Card – Concession/Student	10 Sessions	Non-Statutory	$98.10	$102.00	$3.90	4%
Multi Swim/Steam/Spa Card – Concession/Student	20 Sessions	Non-Statutory	$196.20	$204.00	$7.80	4%
Waterslides						
Adult waterslide	Per person	Non-Statutory	$17.60	$18.30	$0.70	4%
Child waterslide(5-15 years)	Per person	Non-Statutory	$13.20	$13.70	$0.50	4%
Concession waterslide	Per person	Non-Statutory	$14.10	$14.70	$0.60	4%
Family waterslide	2 adults & 3 children	Non-Statutory	$46.20	$48.00	$1.80	4%
Adult waterslide add-on	Per person	Non-Statutory	$9.40	$9.80	$0.40	4%
Child waterslide(5-15 years) add-on	Per person	Non-Statutory	$7.05	$7.30	$0.25	4%
Concession waterslide add-on	Per person	Non-Statutory	$7.55	$7.90	$0.35	5%
Family waterslide add-on	2 adults & 3 children	Non-Statutory	$24.70	$25.70	$1.00	4%
Swimming Lessons						
Swimming Lessons, per class during school term (Discount scale applies to families with 2 or more children enrolled)	Per person	Non-Statutory	$16.30	$17.30	$1.00	6%
Swimming Lessons, per class during school term (Discount scale applies to families with 2 or more children enrolled) - Concession	Per person	Non-Statutory	$13.90	$13.90	$0.00	0%
Squad. 1 session per week only	Per person	Non-Statutory	$16.30	$17.30	$1.00	6%
Private Swim lessons						
For Specific Needs (1 session) - DD	Per person	Non-Statutory	$38.90	$41.40	$2.50	6%
Concession Card Holder (1 session) - DD	Per person	Non-Statutory	$33.10	$33.10	$0.00	0%
Semi Private Swim Lessons						
10 week school term (1 session)	Per person	Non-Statutory	$29.20	$31.00	$1.80	6%
Concession - 10 week school term (1 session)	Per person	Non-Statutory	$24.80	$24.80	$0.00	0%
Pool Hire						
Lane hire - 25m pool	Per lane/hour	Non-Statutory	$79.50	$82.70	$3.20	4%
Lane hire - 50m pool	Per lane/hour	Non-Statutory	$79.50	$82.70	$3.20	4%
Whole pool – 50m pool	Per hour	Non-Statutory	$368.30	$383.00	$14.70	4%
Warm water pool	Per hour	Non-Statutory	$108.20	$112.50	$4.30	4%
Aquatic Facility Hire – St Albans (BAWC)						
Additional Staff Fee - deck supervisor	Per person/hour	Non-Statutory	$59.00	$61.40	$2.40	4%
Pool Inflatable Hire	Per hour- 2 hrs minimum	Non-Statutory	$245.60	$255.40	$9.80	4%
School and Group Programs						
Swim instructor/lessons ratio 1 : 6 - 30min lesson	Per Person	Non-Statutory	$11.60	$12.10	$0.50	4%
Swim instructor/lessons ratio 1 : 8 - 30min lesson	Per Person	Non-Statutory	$9.40	$9.80	$0.40	4%
Swim instructor/lessons ratio 1 : 10 - 30min lesson	Per Person	Non-Statutory	$8.20	$8.50	$0.30	4%
Swim instructor/lessons ratio 1 : 6 - 45min lesson	Per Person	Non-Statutory	$14.00	$14.60	$0.60	4%
Swim instructor/lessons ratio 1 : 8 - 45min lesson	Per Person	Non-Statutory	$12.30	$12.80	$0.50	4%
Swim instructor/lessons ratio 1 : 10 - 45min lesson	Per Person	Non-Statutory	$10.60	$11.00	$0.40	4%
School/Junior sport club fitness session, group fitness or aqua class (max 15 gym, 25 class)	Per session	Non-Statutory	$158.10	$164.40	$6.30	4%
Senior sport club fitness session, group fitness or aqua class (max 15 gym, 25 class) *(new fee structure)*	Per session	Non-Statutory	$215.50	$224.10	$8.60	4%
Gym						
Casual visit (including pool) - Adult	Per session	Non-Statutory	$20.00	$20.80	$0.80	4%
Casual visit (including pool) - concession	Per session	Non-Statutory	$15.90	$16.50	$0.60	4%
Personal training - 1 visit pass (30min member)	Per session	Non-Statutory	$45.00	$46.80	$1.80	4%
Personal training - 5 visit pass (30min member)	Per 5 sessions	Non-Statutory	$210.00	$218.40	$8.40	4%
Personal training - 10 visit pass (30min member)	Per 10 sessions	Non-Statutory	$400.00	$416.00	$16.00	4%
Personal training - 1 visit pass (60min member)	Per session	Non-Statutory	$70.00	$72.80	$2.80	4%
Personal training - 5 visit pass (60min member)	Per 5 sessions	Non-Statutory	$320.00	$332.80	$12.80	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Personal training - 10 visit pass (60min member)	Per 10 sessions	Non-Statutory	$600.00	$624.00	$24.00	4%
Personal training - 1 visit pass (30min non-member)	Per session	Non-Statutory	$54.00	$56.20	$2.20	4%
Personal training - 5 visit pass (30min non-member)	Per 5 sessions	Non-Statutory	$250.00	$260.00	$10.00	4%
Personal training - 10 visit pass (30min non-member)	Per 10 sessions	Non-Statutory	$480.00	$499.20	$19.20	4%
Personal training - 1 visit pass (60min non Member)	Per session	Non-Statutory	$82.00	$85.30	$3.30	4%
Personal training - 5 visit pass (60min non Member)	Per 5 sessions	Non-Statutory	$370.00	$384.80	$14.80	4%
Personal training - 10 visit pass(60min non Member)	Per 10 sessions	Non-Statutory	$700.00	$728.00	$28.00	4%
Group Fitness Classes (Includes Aqua Aerobics)						
Per Class	Per Class	Non-Statutory	$20.00	$20.80	$0.80	4%
Per Class Concession/Student	Per Class	Non-Statutory	$15.90	$16.50	$0.60	4%
10 session card	Per 10 session	Non-Statutory	$180.00	$187.20	$7.20	4%
10 session card Concession/Student	Per 10 session	Non-Statutory	$143.10	$148.80	$5.70	4%
Premium Group Fitness Class	Per Class	Non-Statutory	$36.40	$37.90	$1.50	4%
Premium Group Fitness Class Concession	Per Class	Non-Statutory	$29.10	$30.30	$1.20	4%
Premium Group Fitness Class Youth (13-17)	Per Class	Non-Statutory	$18.20	$18.90	$0.70	4%
Children Programs						
Crèche - Per session	Per child	Non-Statutory	$6.00	$6.20	$0.20	3%
Crèche - 10 session card	Per child	Non-Statutory	$54.60	$56.80	$2.20	4%
Crèche - 20 session card	Per child	Non-Statutory	$109.30	$113.70	$4.40	4%
Crèche - Cancellation Fee less than 24hrs notice		Non-Statutory	$6.00	$6.20	$0.20	3%
Occasional Care - centre user	Per hour	Non-Statutory	$12.10	$12.60	$0.50	4%
Occasional Care	Per hour	Non-Statutory	$17.80	$18.50	$0.70	4%
Occasional Care - second child	Per hour	Non-Statutory	$12.10	$12.60	$0.50	4%
Room Hire						
Level 2 (Community Not for Profit Groups)	Per hour	Non-Statutory	$23.10	$24.00	$0.90	4%
Level 3 (Community For Profit Groups)	Per hour	Non-Statutory	$34.10	$35.50	$1.40	4%
Daily Rate	Per Day	Non-Statutory	$231.10	$240.30	$9.20	4%
Casual Liability Cover	Per session	Non-Statutory	$25.50	$26.50	$1.00	4%
Fortnightly Direct Debit Payment						
Joining Fee - applies to all Memberships - One off payment required on joining.						
Adult	One off payment	Non-Statutory	$59.80	$59.80	$0.00	0%
Concession	One off payment	Non-Statutory	$49.00	$49.00	$0.00	0%
Full Access Membership; Gym and Swim – Minimum 3 months ongoing.						
Brimbank Leisure Premium	Fortnightly	Non-Statutory	$88.65	$88.70	$0.05	0%
Brimbank Leisure Premium Concession	Fortnightly	Non-Statutory	$70.90	$70.90	$0.00	0%
Brimbank Leisure Premium Youth	Fortnightly	Non-Statutory	$44.30	$44.30	$0.00	0%
Brimbank Leisure	Fortnightly	Non-Statutory	$44.30	$46.10	$1.80	4%
Brimbank Leisure Concession	Fortnightly	Non-Statutory	$35.46	$36.90	$1.44	4%
Brimbank Leisure Youth	Fortnightly	Non-Statutory	$22.15	$23.00	$0.85	4%
Premium Term	Annual	Non-Statutory	$2,397.10	$2,493.00	$95.90	4%
Premium Concession Term	Annual	Non-Statutory	$1,917.66	$1,994.40	$76.74	4%
Premium Youth Term	Annual	Non-Statutory	$1,198.55	$1,246.50	$47.95	4%
Term Brimbank Leisure	Annual	Non-Statutory	$1,318.20	$1,370.90	$52.70	4%
Term Brimbank Leisure Concession	Annual	Non-Statutory	$1,054.56	$1,096.70	$42.14	4%
Term Brimbank Leisure Youth	Annual	Non-Statutory	$659.10	$685.50	$26.40	4%
Aqua Membership - Full Aquatic Access at both centre Minimum 3 months ongoing						
Adult	Fortnightly	Non-Statutory	$30.35	$31.60	$1.25	4%
Concession	Fortnightly	Non-Statutory	$25.30	$26.30	$1.00	4%
Youth	Fortnightly	Non-Statutory	$15.20	$15.80	$0.60	4%
Term Aquatic 12 month	Annual	Non-Statutory	$789.60	$821.20	$31.60	4%
Term Aquatic Concession 12 month	Annual	Non-Statutory	$631.40	$656.70	$25.30	4%
Term Aquatic Youth 12 month	Annual	Non-Statutory	$394.80	$410.60	$15.80	4%
Leisure Services - Keilor Publlic Golf Course						
Golf rounds - over the counter						
Adult 9 holes - weekday	per session	Non-Statutory	$25.90	$26.90	$1.00	4%
Pensioner/Junior 9 holes - weekday	per session	Non-Statutory	$17.20	$17.90	$0.70	4%
Seniors card 9 holes - weekday	per session	Non-Statutory	$22.60	$23.50	$0.90	4%
Adult 9 holes - Weekend	per session	Non-Statutory	$27.60	$28.70	$1.10	4%
Adult 18 holes - weekday	per session	Non-Statutory	$31.30	$32.60	$1.30	4%
Pensioner/Junior 18 holes - weekday	per session	Non-Statutory	$20.40	$21.20	$0.80	4%
Seniors card 18 holes - weekday	per session	Non-Statutory	$29.10	$30.30	$1.20	4%
Adult 18 holes - Weekend	per session	Non-Statutory	$34.80	$36.20	$1.40	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Golf rounds - online booking						
Adult 9 holes - weekday	per session	Non-Statutory	$22.75	$23.70	$0.95	4%
Pensioner/Junior 9 holes - weekday	per session	Non-Statutory	$15.46	$16.10	$0.64	4%
Seniors card 9 holes - weekday	per session	Non-Statutory	$20.06	$20.90	$0.84	4%
Adult 9 holes - Weekend	per session	Non-Statutory	$22.75	$23.70	$0.95	4%
Adult 18 holes - weekday	per session	Non-Statutory	$28.51	$29.70	$1.19	4%
Pensioner/Junior 18 holes - weekday	per session	Non-Statutory	$17.95	$18.70	$0.75	4%
Seniors card 18 holes - weekday	per session	Non-Statutory	$26.30	$27.40	$1.10	4%
Adult 18 holes - Weekend	per session	Non-Statutory	$30.43	$31.60	$1.17	4%
Driving Range						
25 balls	Per bucket	Non-Statutory	$6.72	$7.00	$0.28	4%
60 balls	Per bucket	Non-Statutory	$14.02	$14.60	$0.58	4%
110 balls	Per bucket	Non-Statutory	$19.01	$19.80	$0.79	4%
Hire equipment						
Golf cart - 9 holes	per session	Non-Statutory	$26.00	$30.00	$4.00	15%
Golf cart - 18 holes	per session	Non-Statutory	$41.60	$45.00	$3.40	8%
Golf cart (snrs/Pens) - 9 holes	per session	Non-Statutory	$15.60	$15.60	$0.00	0%
Golf cart (snrs/Pens) - 18 holes	per session	Non-Statutory	$26.00	$26.00	$0.00	0%
Pull buggy	per session	Non-Statutory	$5.20	$5.00	($0.20)	-4%
Club hire (9 holes)	per session	Non-Statutory	$15.60	$20.00	$4.40	28%
Club hire (18 holes)	per session	Non-Statutory	$26.00	$20.00	($6.00)	-23%
Memberships - DIRECT DEBIT						
5-day membership	Fortnightly	Non-Statutory	$17.20	$17.90	$0.70	4%
7-day membership	Fortnightly	Non-Statutory	$24.40	$25.40	$1.00	4%
7-day membership (under 30s)	Fortnightly	Non-Statutory	$20.80	$21.60	$0.80	4%
Joining fee (under 30s only)	One off payment	Non-Statutory	$124.80	$129.80	$5.00	4%
Memberships - 12 month upfront						
5-day membership	Annual	Non-Statutory	$894.40	$930.20	$35.80	4%
7-day membership	Annual	Non-Statutory	$1,268.80	$1,319.60	$50.80	4%
7-day membership (under 30s)	Annual	Non-Statutory	$1,081.60	$1,124.90	$43.30	4%
Joining fee (under 30s only)	One off payment	Non-Statutory	$124.80	$129.80	$5.00	4%
Driving Range membership	Annual	Non-Statutory	$104.00	$108.20	$4.20	4%
WASTE SERVICES						
Domestic Service						
Supply of second 240 litre Recyclable Bin		Non-Statutory	$99.40	$103.40	$4.00	4%
Delivery charge for second Recyclable Bin		Non-Statutory	$26.90	$28.00	$1.10	4%
Additional hard waste collections tipping fee (included as part of total user pays cost of service $60.00		Non-Statutory	$15.70	$16.30	$0.60	4%
STATUTORY PLANNING						
Advertising						
Advertising (including up to 20 notices)		Non-Statutory	$256.90	$267.20	$10.30	4%
Advertising – each additional notice over 20	Per notice	Non-Statutory	$8.80	$9.20	$0.40	5%
Advertising – preparation and erection of first sign on site	One sign	Non-Statutory	$190.30	$197.90	$7.60	4%
Advertising – preparation and erection of additional signs on site	Per sign	Non-Statutory	$47.80	$49.70	$1.90	4%
Advertising - supply of sign for applicant to erect onsite	Per sign	Non-Statutory	N/A	$33.00	$33.00	100%
Estension of time to planning permit - Vicsmart application	Per application	Non-Statutory	$324.50	$500.00	$175.50	54%
Extension of time to planning permit - where cost of development is up to $250,000	Per application	Non-Statutory	$324.50	$1,000.00	$675.50	208%
Extension of time to planning permit - where cost of development is between $250,001 and $1,000,000	Per application	Non-Statutory	$324.50	$1,500.00	$1,175.50	362%
Extension of time to planning permit - where cost of development is over $1,000,000	Per application	Non-Statutory	$324.50	$3,000.00	$2,675.50	824%
Condition 1 plans assessment - for each subsequent assessment	Per lodgement	Non-Statutory	NA	$330.00	$330.00	100%
Secondary consent - where cost of development is up to $250,000	Per application	Non-Statutory	$915.20	$500.00	($415.20)	-45%
Secondary consent - where cost of development is between $250,001 and $1,000,000	Per application	Non-Statutory	$915.20	$1,000.00	$84.80	9%
Secondary consent - where cost of development is over $1,000,000	Per application	Non-Statutory	$915.20	$1,660.00	$744.80	81%
General Enquiries						
Written advice on planning controls - residential	Per specific site	Non-Statutory	$194.50	$200.00	$5.50	3%
Written advice on planning controls – commercial	Per specific site	Non-Statutory	$238.20	$250.00	$11.80	5%
Copy of permit/endorsed plans - cost for up to 3 permits. Additional fees apply for additional permits.	Per specific site	Non-Statutory	$220.00	$228.80	$8.80	4%
Section 29A report and consent for demolition		Statutory	Statutory fee	Statutory fee	Statutory fee	Statutory fee
Withdrawal of Application						
Withdrawal of application when no work undertaken		Non-Statutory	½ refund	½ refund	n/a	n/a
Withdrawal of application after request for further information given or advertising commenced		Non-Statutory	No refund	No refund	n/a	n/a
Withdrawal of planning information request, demolition request or extension of time request - before response is provided	Per application	Non-Statutory	½ refund	1/2 refund	n/a	n/a
Withdrawal of planning information request, demolition request or extension of time request - after response is provided	Per application	Non-Statutory	No refund	No refund	n/a	n/a
Pre-application Meetings						
First pre-application meeting relating to a particular site plus one follow-up meeting - residential up to 2 dwellings	Per meeting	Non-Statutory	No fee for First pre-application Meeting	$280.00	$280.00	100%
First pre-application meeting relating to a particular site plus one follow-up meeting - residential 3 to 9 dwellings	Per meeting	Non-Statutory	No fee for First pre-application Meeting	$550.00	$550.00	100%
First pre-application meeting relating to a particular site plus one follow-up meeting - non-residential and residential for 10+ dwellings	Per meeting	Non-Statutory	No fee for First pre-application Meeting	$800.00	$800.00	100%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Valuations						
Valuation for public open space contribution purposes - first valuation	Per valuation	Non-statutory	Free	Free	n/a	n/a
Valuation for public open space contribution purposes - second or subsequent valuation	Per valuation	Non-statutory	Actual Cost	Actual cost plus $180.00 admin fee	n/a	n/a
Subdivision inspections						
Second inspection if it is determined that the works have not been satisfactorily undertaken on the first inspection		Non-Statutory	$135.20	$140.60	$5.40	4%
Landscaping inspections						
Second inspection if it is determined that the landscaping has not been satisfactorily undertaken on the first inspection.		Non-Statutory	10% of the bond amount	10% of the bond amount	n/a	n/a
Construction Environment Management Plans (CEMP)						
Assessment of CEMP – residential under 3 storeys. Includes pre-start inspection	Per site	Non-Statutory	$468.00	$486.70	$18.70	4%
Assessment of CEMP – residential 3+ storeys and all commercial/industrial. Includes pre-start inspection	Per site	Non-Statutory	$988.00	$1,027.50	$39.50	4%
Pre-application meeting for CEMP applications	Per site	Non-Statutory	$130.00	$135.20	$5.20	4%
Application fee for temporary amendment to hours of works approved under CEMP	Per application	Non-Statutory	$130.00	$135.20	$5.20	4%
Application to amend CEMP (other than for temporary change of hours of works)	Per application	Non-Statutory	$468.00	$486.70	$18.70	4%
Daily fee for approved "Out of Hours" works under a CEMP	Per day	Non-Statutory	$130.00	$135.20	$5.20	4%
Fast Track application fee for temporary amendment to CEMP	Per application	Non-Statutory	$260.00	$270.40	$10.40	4%
Retrospective applications						
Additional fee above statutory fee for processing retrospective applications or applications that are the result of compliance action	Per application	Non-Statutory	NA	$300.00	$300.00	100%
Preparation of Section 173 Agreements						
Preparation of Section 173 Agreements	Per Agreement	Non-Statutory	Actual legal cost	Actual legal cost plus $180.00 admin fee		
Peer review of Section 173 Agreement not prepared by Council's appointed lawyers	Per Agreement	Non-Statutory	Actual legal cost	Actual legal cost plus $180.00 admin fee		
BUILDING SERVICES						
Commercial Permit Fee Structure (unless otherwise quoted or determined in accordance with the Council policy)						
Additional fee for applications outside of Brimbank		Non-Statutory	$135.00	$140.40	$5.40	4%
Building permit fee for Class 10 structures						
Carports, verandahs, pergolas and decks up to $16,000 - includes two mandatory inspections	Registered practitioner	Non-Statutory	NA	$880.00	$880.00	100%
Carports, verandahs, pergolas and decks up to $16,000 - includes two mandatory inspections	Owner-Builder	Non-Statutory	NA	$990.00	$990.00	100%
Fences, masts, poles, post, signs upto $16,000 - includes two mandatory inspections	Registered practitioner	Non-Statutory	NA	$770.00	$770.00	100%
Fences, masts, poles, post, signs upto $16,000 - includes two mandatory inspections	Owner-Builder	Non-Statutory	NA	$880.00	$880.00	100%
Sheds and non-brick garages up to $16,000 - includes two mandatory inspections	Registered practitioner	Non-Statutory	NA	$1,100.00	$1,100.00	100%
Sheds and non-brick garages up to $16,000 - includes two mandatory inspections	Owner-Builder	Non-Statutory	NA	$1,320.00	$1,320.00	100%
Sheds and non-brick garages from $16,000 to $30,000 - includes two mandatory inspections	Registered practitioner	Non-Statutory	NA	$1,540.00	$1,540.00	100%
Sheds and non-brick garages from $16,000 to $30,000 - includes two mandatory inspections	Owner-Builder	Non-Statutory	NA	$1,870.00	$1,870.00	100%
Brick garages up to $40,000 - includes two mandatory inspections	Registered practitioner	Non-Statutory	NA	$2,440.00	$2,440.00	100%
Brick garages up to $40,000 - includes two mandatory inspections	Owner-Builder	Non-Statutory	NA	$2,750.00	$2,750.00	100%
Building Permit fee for Class 1a dwelling, alterations and additions						
Small alterations not increasing floor area - up to $25,000 - includes two mandatory inspections. Additional fee applies for footing inspection.	Registered practitioner	Non-Statutory	NA	$1,540.00	$1,540.00	100%
Small alterations not increasing floor area - up to $25,000 - includes two mandatory inspections. Additional fee applies for footing inspection.	Owner-Builder	Non-Statutory	NA	$1,870.00	$1,870.00	100%
Small additions single storey - up to $50,000 - includes three mandatory inspections.	Registered practitioner	Non-Statutory	NA	$2,970.00	$2,970.00	100%
Small additions single storey - up to $50,000 - includes three mandatory inspections.	Owner-Builder	Non-Statutory	NA	$3,300.00	$3,300.00	100%
Any work outside of this fee structure will require price upon application – complexity review required		Non-Statutory	NA	Price upon application	n/a	n/a
Additional fee - Fire Engineering/or design for Applications where the drawings indicate non compliance with the National Construction Code Deemed to Satisfy Provisions. For more than 2 units the fee is 1.5X.	Per DTS performance clause	Non-Statutory	$175.40	$182.40	$7.00	4%
Additional fee- to include a swimming pool		Non-Statutory	$409.40	$425.80	$16.40	4%
Building permit fee for new Class 1 buildings						
Small single unit up to $280,000 - includes four mandatory inspections	Registered practitioner	Non-Statutory	NA	$3,960.00	$3,960.00	100%
Small single unit up to $280,000 - includes four mandatory inspections	Owner-Builder	Non-Statutory	NA	$4,400.00	$4,400.00	100%
New single dwelling – flat block of land up to $400,000 - includes four mandatory inspections	Registered practitioner	Non-Statutory	NA	$3,960.00	$3,960.00	100%
New single dwelling – flat block of land up to $400,000 - includes four mandatory inspections	Owner-Builder	Non-Statutory	NA	$4,400.00	$4,400.00	100%
Any work outside of this fee structure (including multi unit developments) will require price upon application – complexity review required			NA	By Quotation	n/a	n/a
Additional fee- to include a swimming pool		Non-Statutory	$409.40	$425.80	$16.40	4%
Additional fee - Fire Engineering/or design for Applications where the drawings indicate non compliance with the National Construction Code Deemed to Satisfy Provisions. For more than 2 units the fee is 1.5X.	Per DTS performance clause	Non-Statutory	$175.40	$182.40	$7.00	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Building Permit fee for Class 1b boarding houses (includes mandatory Inspections listed on the building permit)						
Class 1B Boarding house - single storey	Per Application	Non-Statutory	Apply class 1a fee schedule + $526.40 Minimum fee to be applied is $1345.30	Apply class 1a fee schedule + $547.50 Minimum fee to be applied is $1399.10	n/a	n/a
Class 1B Boarding house - two storey	Per Application	Non-Statutory	To be determined in accordance with Council Policy	To be determined in accordance with Council Policy	n/a	n/a
Building permit fee for new Class 2 to Class 9 buildings						
All development types and costs other than specified above	Per Application	Non-Statutory	NA	By Quotation	n/a	n/a
Building Permit fee for Class 10 buildings (includes mandatory Inspections listed on the building permit)						
Swimming pool and swimming pool barrier		Non-Statutory	$1,277.80	$1,328.90	$51.10	4%
Home occupation- Commercial use inside existing dwelling		Non-Statutory	Apply class 1a fee schedule	Apply class 1a fee schedule	n/a	n/a
Home occupation - Commercial use inside existing garage or other class 10 building		Non-Statutory	To be determined in accordance with Council Policy	To be determined in accordance with Council Policy	n/a	n/a
Additional fee- to include a swimming pool		Non-Statutory	$409.40	$425.80	$16.40	4%
Additional fee - Fire Engineering/or design for Applications where the drawings indicate non compliance with the National Construction Code Deemed to Satisfy Provisions.		Non-Statutory	$175.40	$182.40	$7.00	4%
Class 2 to 9 Buildings (includes mandatory Inspections listed on the building permit)						
Additional fee - Fire Engineering/or design for Applications where the drawings indicate non compliance with the National Construction Code Deemed to Satisfy Provisions. For more than 2 units the fee is 1.5X.	Per DTS performance clause	Non-Statutory	$528.70	$549.80	$21.10	4%
Change of Use						
Change of use to a existing building		Non-Statutory	To be determined in accordance with Council Policy	To be determined in accordance with Council Policy	n/a	n/a
Training rooms		Non-Statutory	$1,293.60 plus $1.50 per m2	$1,293.60 plus $1.50 per m2	$49.75 plus $0.05	n/a
Commercial Building Services-Auxiliary						
Inspection Fee (cost for each inspection other than mandatory inspections included on the building permit i.e. additional stage inspections)						
Same stage Reinspection fee within Brimbank (once allowed inspections expended)		Non-Statutory	0	$213.00	n/a	n/a
Same stage Reinspection fee external to Brimbank (once allowed inspections expended)		Non-Statutory	$0.00	$304.10	n/a	n/a
Extra mandatory inspection fee within Brimbank (once allowed inspections expended)		Non-Statutory	$204.80	$213.00	$8.20	4%
Extra Mandatory fee external to Brimbank (once allowed inspections expended)		Non-Statutory	$292.40	$304.10	$11.70	4%
Inspection Fee - out of hours mandatory inspections requested by the owner or agent						
Inspection requested after hours, weekends or public holidays		Non-Statutory	Fee based on overtime calculation or fee	Fee based on overtime calculation or fee charged	n/a	n/a
Applications for occupancy permits (not in relation to building permits)						
Prescribed temporary structures		Non-Statutory	$803.10	$835.20	$32.10	4%
Places of public entertainment (concert, etc.)		Non-Statutory	$2,890.90	$3,006.50	$115.60	4%
Amendment of an occupancy permit for a place of public entertainment or temporary structure		Non-Statutory	$1,043.80	$1,085.60	$41.80	4%
Change of Plan (Variation)						
All Classes: minor work/variation in relation to a direction to fix (inspection) OR processing of paperwork required under permit conditions OR other building surveying work due to minor changes.		Non-Statutory	Cost included as part of fees and duties under permit fees paid	Cost included as part of fees and duties under permit fees paid	n/a	n/a
All classes: Minor variations that involve new works/ checking for design changes.		Non-Statutory	$157.50	$163.80	$6.30	4%
All Classes: Substantial Variations that involve major changes and require substantial rechecking		Non-Statutory	$326.20	$339.20	$13.00	4%
All Classes: Major design changes that involve whole redesign or new works into the permit	per hour	Non-Statutory	To be quoted by Building Surveyor	To be quoted by Building Surveyor	n/a	n/a

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Extension of Time to building permit expiry						
Class 1 and Class 10	6 months	Non-Statutory	$295.80	$307.60	$11.80	4%
Class 1 and Class 10	1 year	Non-Statutory	$592.80	$616.50	$23.70	4%
Class 2 - 9	6 months	Non-Statutory	$295.80	$307.60	$11.80	4%
Class 2 - 9	1 year	Non-Statutory	$592.80	$616.50	$23.70	4%
Expired Permits - expired up to 6 months and only a final inspection is required and all previous inspections have been approved						
Class 1 Buildings		Non-Statutory	$314.90	$327.50	$12.60	4%
Class 10 Buildings		Non-Statutory	$314.90	$327.50	$12.60	4%
Class 2-9 buildings		Non-Statutory	$314.90	$327.50	$12.60	4%
Expired Permits - expired over 6 months OR where previous inspections have not been approved						
Class 1 Buildings		Non-Statutory	$922.40	$959.30	$36.90	4%
Class 10 Buildings		Non-Statutory	$528.70	$549.80	$21.10	4%
Class 2-9 buildings		Non-Statutory	$888.70	$924.20	$35.50	4%
Expired permits and works incomplete		Non-Statutory	A new Building Permit is required, fee is based on value of work to be completed or minimum fees in the schedule	A new Building Permit is required, fee is based on value of work to be completed or minimum fees in the schedule	n/a	n/a
Building Permit to Demolition						
Inspection of buildings to be relocated from with the Municipal district		Non-Statutory	$492.60	$512.30	$19.70	4%
Demolition permit- residential single storey: class 10 ancillary building only (i.e. sheds, garages, verandas etc.)		Non-Statutory	$802.00	$834.10	$32.10	4%
Demolition permit- residential single storey: whole site cleared of all buildings		Non-Statutory	$1,035.90	$1,077.30	$41.40	4%
Demolition permit- residential two storey, whole site cleared of all buildings		Non-Statutory	$1,462.30	$1,520.80	$58.50	4%
Demolition permit- any other building		Non-Statutory	To be determined in accordance with Council Policy	To be determined in accordance with Council Policy	n/a	n/a
Other Fees						
Section 137b owner builder reports		Non-Statutory	$866.10	$900.70	$34.60	4%
For inspection of report (relating to subdivision of existing buildings)		Non-Statutory	$173.30 per unit (Class 1&10) for Other Classes up to 500m2	$180.20 per unit (Class 1&10) for Other Classes up to 500m2 floor area	$6.90 per unit	n/a
Obtaining owners title particulars and plan of subdivision at owner's request		Non-Statutory	Full cost reimbursement as per title invoice	Full cost reimbursement as per title invoice plus $80 admin fee	$80 admin fee	n/a
Hoarding / footpath permits						
Report and Consent (Regulation 116)		Statutory	Statutory fee	Statutory fee	n/a	n/a
Hoarding / Footpath Occupation Permit		Non-Statutory	$180.00	$187.20	$7.20	4%
Hoarding / Footpath Permit Renewal		Non-Statutory	$90.00	$93.60	$3.60	4%
Occupation Fee (minimum week)	**per square metre per week**	Non-Statutory	$4.10	$4.30	$0.20	5%
Car-bay Occupation (restricted parking)	**per bay per day**	Non-Statutory	$73.10	$76.00	$2.90	4%
Car-bay Occupation (non-restricted parking)	**per bay per day**	Non-Statutory	$39.40	$41.00	$1.60	4%
Swimming Pool Inspection / Compliance (New Service)						
Information search fee (if applicable)		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Fee for lodging a certificate of barrier compliance with council		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Fee for lodging a certificate of barrier non-compliance with council		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Swimming Pool Inspection and Certificate of barrier compliance. (this includes up two inspections and certificate of barrier compliance. Lodgement fee (statutory fee) is an additional charge and will be		Non-Statutory	$432.60 (plus a $108.20 follow up inspection if inspections exceed	$450.00 (plus a $112.50 follow up inspection if inspections exceed two)	$17.40 $4.30	4%
STATUTORY BUILDING						
Copies of Plans						
Search fee for copies of plans all documents						
Class 1 and Class 10, Class 2 to Class 9 (less than 10 years old)		Non-Statutory	$220 Class 1 & 10 See photocopy fees below.	$228.80 Class 1 & 10	$8.80	4%
Multi-dwelling permit (Unit development, apartment, townhouses etc.)		Non-Statutory	$275.00	$286.00	$11.00	4%
Commercial / industrial permits cost for up to 3 permits for Commercial. Additional fees apply for more than than 3 permits.		Non-Statutory	$350.00	$364.00	$14.00	4%
Re-issue TRIM Link for plans and Documents within three months of original request. Any request to issue to reissue outside three months of original request must reapply and pay full fees.		Non-Statutory	$75.90	$78.90	$3.00	4%
Copies of Documents						
Occupancy permit/certificate of final inspection Building permit/approval/application form Notice Order		Non-Statutory	$88.60	$92.10	$3.50	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Solicitors Enquiries – Written Confirmation						
Building within the last 10 years		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Property Information		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Building Inspection Approval Dates		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Request for Council Report and Consent					n/a	n/a
Statutory Fee		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
Report & Consent Extension		Statutory	Half Statutory Fee	Half Statutory Fee	n/a	n/a
Report & Consent Variation		Statutory	Half Statutory Fee	Half Statutory Fee	n/a	n/a
Additional charge if Council is required to obtain adjoining owner's consent (including any Inspection)		Non-Statutory	$379.60	$394.80	$15.20	4%
Inspections						
Statutory inspections - for those not specifically covered by the permit fees as described		Non-Statutory	$225.00	$234.00	$9.00	4%
Statutory re-inspections		Non-Statutory	$110.20	$213.00	$102.80	93%
Lodgement Fees						
For works with a value of more than $5,000		Statutory	Statutory Fee	Statutory Fee	n/a	n/a
ENVIRONMENTAL HEALTH						
Food Act-Premises registration renewal (Fixed/Temporary/Mobile)						
Class 1		Non-Statutory	$974.80	$1,043.00	$68.20	7%
Class 2		Non-Statutory	$962.20	$1,030.00	$67.80	7%
Class 3A (new fee)		Non-Statutory	$865.10	$926.00	$60.90	7%
Class 3		Non-Statutory	$768.00	$822.00	$54.00	7%
Class 4		Non-Statutory	No Fee - Notification required	No Fee - Notification required	n/a	n/a
Temporary food stall single event (Class 2 or 3)		Non-Statutory	$153.00	$164.00	$11.00	7%
Community Group, Not For Profit, Run by Volunteers		Non-Statutory	50% of applicable registration fee	50% of applicable registration fee	n/a	n/a
Food Act – New Premise Application (Fixed/Temporary/Mobile)						
Class 1 Premise Application/Registration		Non-Statutory	$1,234.30	$1,321.00	$86.70	7%
Class 2 Premise Application/Registration		Non-Statutory	$1,218.50	$1,304.00	$85.50	7%
Class 3A Premises Application/Registration (new fee)		Non-Statutory	$1,136.20	$1,216.00	$79.80	7%
Class 3 Premise Application/Registration		Non-Statutory	$1,055.00	$1,129.00	$74.00	7%
Class 4 Premise Notification		Non-Statutory	No Fee - Notification required	No Fee - Notification required	n/a	n/a
Community Group, Not For Profit, Run by Volunteers		Non-Statutory	50% of applicable registration fee	50% of applicable registration fee	n/a	n/a
Class 4 – Temporary food stall – Community food activities one off events		Non-Statutory	No Fee - Notification required	No Fee - Notification required	n/a	n/a
Public Health and Wellbeing Act 2008, *Swimming Pool Registration* (From Dec 2020)		Non-Statutory	$359.70 + $137.10 per additional pool/spa	$385 + $147 per additional pool/spa	$25.30 & $9.90	7%
Public Health and Wellbeing Act **- Registration renewal**						
Medium risk – Hairdressers, Barbers or businesses undertaking beauty treatments (i.e. Ear-piercing with gun, exfoliation, nail treatment, waxing, hair removal, colonic irrigation etc.)		Non-Statutory	$320.70	$343.00	$22.30	7%
High risk - Skin penetration (i.e. Tattooists, body piercing, premises not using disposable skin penetration equipment etc.)		Non-Statutory	$385.10	$412.00	$26.90	7%
Public Health and Wellbeing Act **- New Premises Application**						
Medium risk – Hairdressers, Barbers or businesses undertaking beauty treatments (i.e. Ear-piercing with gun, exfoliation, nail treatment, waxing, hair removal, colonic irrigation etc.)		Non-Statutory	$641.40	$686.00	$44.60	7%
High risk - Skin penetration (i.e. Tattooists, body piercing, premises not using disposable skin penetration equipment etc.)		Non-Statutory	$705.80	$755.00	$49.20	7%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
***Public Health and Wellbeing Act* - Hairdressing and low risk beauty therapy - on-going registration**						
Low risk - Solely provide hairdressing and/or low risk beauty therapy services (Registration of business for the duration of a single ownership/operation of premises) (does not include Barber shops or hairdressers where cutthroat razors are used)		Non-Statutory	$770.10	$824.00	$53.90	7%
Other Fees						
Additional Inspections	Per hour or part thereof	Non-Statutory	$190.30	$198.00	$7.70	4%
Request for replacement copy of certificate of registration	Per certificate	Non-Statutory	$60.30	$63.00	$2.70	4%
Failed sample – Resample fee	Per sample	Non-Statutory	Actual Cost, Submission and analysis	Actual Cost, Submission and analysis	n/a	n/a
Immunisation history request - Digital record	Per request	Non-Statutory	$23.90	$25.00	$1.10	5%
Immunisation history request - Hard archive search	Per request	Non-Statutory	$60.30	$63.00	$2.70	4%
Transfer Fee		Non-Statutory	50% of Registration Fee	50% of Registration Fee	n/a	n/a
Request for Inspection (10 working days)(formally 5 days)		Non-Statutory	$316.20	$329.00	$12.80	4%
Request for Inspection (5 working days)(formally 48 hrs)		Non-Statutory	$506.50	$527.00	$20.50	4%
Seizure of items	Per hour or part thereof	Non-Statutory	$190.30	$198.00	$7.70	4%
Seized items storage and disposal costs		Non-Statutory	Actual Cost	Actual Cost	n/a	n/a
Caravan Parks						
New Caravan Park application (including fixed statutory site fee)(provision available for a granting a 3 year registration period)	Per site	Statutory	Maximum fee prescribed in the Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2012	Maximum fee prescribed in the Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2012	n/a	n/a
Caravan Park (fixed statutory fee) (provision available for a granting a 3 year registration period)	Per site	Statutory	Maximum fee prescribed in the Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2012	Maximum fee prescribed in the Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2012	n/a	n/a
Domestic wastewater and grey water systems						
Domestic wastewater & grey water systems – New application to construct install or alter OWMS		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Additional inspection fee		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Minor alteration		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Transfer of a wastewater permit		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Amend a permit		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Renewal of a permit		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Exemption of application		Statutory	Fee as prescribed in the Environment Protection Regulations 2021	Fee as prescribed in the Environment Protection Regulations 2021	n/a	n/a
Septic tank plan search/ copy of plans		Non Statutory	$64.50	$67.00	$2.50	4%
3 boarders or less		Non-Statutory	Exempt	Exempt	n/a	n/a
Base Rate - 4 boarders		Non-Statutory	$256.40	$274.00	$17.60	7%
Additional fee – (over 4)	Per Boarder	Non-Statutory	$29.50	$32.00	$2.50	8%
Refunding of Registration Fee due to closure of business		Non-Statutory	No Refunds	No Refunds	n/a	n/a

CITY COMPLIANCE

New Class 1-3 premise application / registration

Includes registration fee and cost recovery for the assessment of any information or plans submitted and inspections required to determine that new premises are suitability

Public Health & Wellbeing premises application / registration: Hairdressers etc. / Skin penetration/ Swimming pool etc.

Fixed Premises

• Standard Classification Registration fee for Business (Fee Includes fixed operating/storage premise + 1 point of sale)

Temporary/Mobile Stall/Vehicle/Premise Fees

Fee categories to meet requirements of state-wide Temporary/Mobile premise registration. Applications for registration are processed and entered into the State-wide "Street Mobile (Vehicles and Temporary Stalls)

• Standard Classification Registration fee for mobile operator (Fee Includes fixed operating/storage premise + 1 point of sale) Note: 1 point of sale = mobile vehicle (1) or stall (1) or door sales if permitted by planning (1)

• 50% of applicable Registration Fee for each extra mobile point of sale associated with Business.

Vending Machines

• Standard Classification Registration fee for vending machine operator (Fee Includes fixed operating/storage premise + 1 point of sale) Note: 1 point of sale = Vending machine (1) or door sales if permitted by planning (1)

General Local Laws Permit Fees

Note* e.g. of standard Local Laws permits : Blasting, business promotion, heavy vehicles, open air burning, etc.

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee	2024/25 Fee	Fee Increase /	Fee Increase /
Application Fee on **ALL PERMITS**		Non-Statutory	$82.20	$85.50	$3.30	4%
Local Laws Permits - unless individually specified		Non-Statutory	$342.20	$356.00	$13.80	4%
Animals - more than 2 Cats or Dogs		Non-Statutory	$62.40	$65.00	$2.60	4%
Sidewalk Cafes	Per table with 4 chairs	Non-Statutory	$170.60	$177.50	$6.90	4%
Goods for Sale	Per display (max width 1.3m)	Non-Statutory	$170.60	$177.50	$6.90	4%
Mobile Roadside Trading		Non-Statutory	$836.20	$869.50	$33.30	4%
Signs for Community Events		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Signs On or Over Council Property-Real Estate Agents only	Initial Office	Non-Statutory	$664.60	$691.00	$26.40	4%
Signs On or Over Council Property-Real Estate Agents only	Additional Offices - Per Office	Non-Statutory	$342.20	$356.00	$13.80	4%
Special Activities		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Busking		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Special Activities - Fundraising		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Special Events on Council Property		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Reserve Function		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Events - Class 1		Non-Statutory	N/A	$125.00	n/a	n/a
Events - Class 2		Non-Statutory	N/A	$285.00	n/a	n/a
Events - Class 3		Non-Statutory	N/A	$590.00	n/a	n/a
Events - Class 4		Non-Statutory	N/A	Application fee only	n/a	n/a
Reserve Fitness Trainiing		Non-Statutory	From $73	From $75.00	n/a	n/a
Filiming -Commercial Film Shoots		Non-Statutory	From $230	From $230	n/a	n/a
Waste Container (Skip Bins)		Non-Statutory	Application Fee Only	Application Fee Only	n/a	n/a
Commercial Waste Container	First Year Free	Non-Statutory	$342.20	$356.00	$13.80	4%
Permit Fees Other						
Animal Business Registration - (extra cost may apply)		Non-Statutory	$291.20	$303.00	$11.80	4%
Local Law Impound Fee	per item	Non-Statutory	$108.20	$112.50	$4.30	4%
Annual Resident Parking Permit	max 2 per household - 1 free	Non-Statutory	$40.60	$42.50	$1.90	5%
Service Parking Permit - Residential	per week (max 2 weeks)	Non-Statutory	$27.00	$28.00	$1.00	4%
Work Zone Parking Permit - Residential	per week (max frontage 21m)	Non-Statutory	$54.10	$56.50	$2.40	4%
Work Zone Parking Permit - Commercial/Industrial	per week (max frontage 21m)	Non-Statutory	$108.20	$112.50	$4.30	4%
Work Zone Parking Permit - Signage costs	per sign	Non-Statutory	$270.40	$281.00	$10.60	4%
Service Parking Permit - Commercial/Industrial area	per week (max 2 weeks)	Non-Statutory	$54.10	$56.50	$2.40	4%
Vacant Land Clearance						
Administration Fee		Non-Statutory	$332.80	$346.00	$13.20	4%
Clearing Costs		Non-Statutory	Contractor cost	Contractor cost	n/a	n/a
Dog Registrations						
Dogs - Reduced Fee		Non-Statutory	$58.00	$60.00	$2.00	3%
Dogs - Full Fee		Non-Statutory	$182.00	$190.00	$8.00	4%
Dangerous, Menacing or Guard Dogs		Non-Statutory	$320.00	$350.00	$30.00	9%
Customs/Department/Service (Assistance) Dogs		Statutory	Free	Free	n/a	n/a
Greyhound (registered with GRV)		Non-Statutory	Free	Free	n/a	n/a
Dogs - Pensioner discount		Statutory	50% of Fees	50% of Fees	n/a	n/a
Tag fee		Non-Statutory	$9.90	$9.90	$0.00	0%
Foster Carer Registration - dog + tag fee (above)		Non-Statutory	$9.90	$9.90	$0.00	0%
Cat Registrations						
Cats - Reduced Fee		Non-Statutory	$31.00	$32.00	$1.00	3%
Cats - Full Fee		Non-Statutory	$94.00	$98.00	$4.00	4%
Cats - Pensioner discount		Non-Statutory	50% of Fees	50% of Fees	n/a	n/a
Tag fee		Non-Statutory	$9.90	$9.90	$0.00	0%
Foster Carer Registration - cat + tag fee (above)		Non-Statutory	$9.90	$9.90	$0.00	0%
Dog Surrender		Non-Statutory	$144.60	$150.50	$5.90	4%
Cat Surrender		Non-Statutory	$82.20	$85.50	$3.30	4%
Dog Release Fee		Non-Statutory	$144.60	$150.50	$5.90	4%
Cat Release Fee		Non-Statutory	$82.20	$85.50	$3.30	4%
Livestock Impound Fee (plus any additional costs incurred)		Non-Statutory	$292.20	$304.00	$11.80	4%
Sustenance charge	Per day	Non-Statutory	$62.40	$65.00	$2.60	4%
Cat Cage Hire		Non-Statutory	$67.60	$70.00	$2.40	4%
Dangerous Dogs – Collars		Non-Statutory	$84.20	$87.50	$3.30	4%
Dangerous Dogs – Warning Signs		Non-Statutory	$104.00	$108.00	$4.00	4%
Derelict Vehicles						
Impound Fee - Towing & Storage Fees		Non-Statutory	Contractor Cost	Contractor Cost	n/a	n/a

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Infringement Local Law						
General Local Law penalty - penalty units as specified in Local Law		Statutory	1 penalty unit $100.00	1 penalty unit $100.00	n/a	n/a
Infringement Parking						
Parking Infringement – Offence Codes 701-714		Statutory	0.5 penalty units	0.5 penalty units	n/a	n/a
COMMONWEALTH HOME SUPPORT PROGRAMME (CHSP) AND HACCPYP FEES AND CHARGES						
Home Care						
Low Rate	Per hour	Non-Statutory	$6.70	$6.30	($0.40)	-6%
Medium Rate	Per hour	Non-Statutory	$9.90	$10.50	$0.60	6%
High Rate – no GST	Per hour	Non-Statutory	$40.90	$42.50	$1.60	4%
Personal Care						
Low Rate	Per hour	Non-Statutory	$6.70	$7.00	$0.30	4%
Medium Rate	Per hour	Non-Statutory	$9.90	$10.50	$0.60	6%
High Rate – no GST	Per hour	Non-Statutory	$43.00	$45.00	$2.00	5%
Respite Care						
Low Rate	Per hour	Non-Statutory	$5.20	$5.50	$0.30	6%
Medium Rate	Per hour	Non-Statutory	$6.70	$7.00	$0.30	4%
High Rate – no GST	Per hour	Non-Statutory	$47.90	$50.00	$2.10	4%
Delivered Meals – Home and Centre Based						
Low Rate	Per meal	Non-Statutory	$9.30	$9.40	$0.10	1%
Medium Rate	Per meal	Non-Statutory	$13.90	$9.40	($4.50)	-32%
High Rate – no GST	Per meal	Non-Statutory	$27.40	$28.50	$1.10	4%
Property Maintenance						
Low Rate	Per hour	Non-Statutory	$11.10	$11.60	$0.50	5%
Medium Rate	Per hour	Non-Statutory	$16.20	$16.90	$0.70	4%
High Rate – no GST	Per hour	Non-Statutory	$47.40	$50.00	$2.60	5%
Garden Care						
Low Rate	Per hour	Non-Statutory	$11.60	$12.10	$0.50	4%
Medium Rate	Per hour	Non-Statutory	$16.20	$16.80	$0.60	4%
High Rate	Per hour	Non-Statutory	$64.80	$67.40	$2.60	4%
Full Cost Rate for Services – charged to external agencies						
Property Maintenance						
8:30am – 5:30pm Monday – Friday	Per hour	Non-Statutory	$137.10	$142.60	$5.50	4%
Delivered Meals						
Meals	Per meal	Non-Statutory	$29.10	$30.30	$1.20	4%
Kilometres	Per kilometre	Non-Statutory	$2.00	$2.10	$0.10	5%
Fees and charges are developed under the Victorian Home and Community Care (HACC) Fees Policy						
Fees and charges will be charged pro rata for sessional or part day services						
Community Transport						
Transport Disadvantaged – Seniors, Youth and Disability Groups and New and Emerging Communities						
Bus Use Fee – Minimum of 4 hours	Per hour	Non-Statutory	$25.30	$26.30	$1.00	4%
Bus Security Bond		Non-Statutory	$148.10	$154.00	$5.90	4%
Other Charges						
Excess Kilometre Charge – limit of 150 kilometres per booking	Per kilometre	Non-Statutory	$1.30	$1.40	$0.10	8%
Bus Cleaning Charge – if required	Per bus	Non-Statutory	$126.90	$132.00	$5.10	4%
Refuelling Charge	Per litre	Non-Statutory	$4.30	$4.50	$0.20	5%
Citylink Charges- as per schedule toll rates and usage		Non-Statutory	Actual Cost	Actual Cost	n/a	n/a
Social Support / Planned Activity Group Sessions						
Short Stay (3 hours)	Per session	Non-Statutory	$11.20	$11.60	$0.40	4%
Long Day	Per session	Non-Statutory	$15.00	$15.60	$0.60	4%
Home Care Packages level 3 &4						
Short Stay (3 hours)		Non-Statutory	$70.30	$73.10	$2.80	4%
Long Day		Non-Statutory	$94.70	$98.50	$3.80	4%
Home Care Packages - level 1 & 2						
Long Day		Non-Statutory	$15.00	$15.60	$0.60	4%
Short Stay (3 hours)		Non-Statutory	$11.20	$11.60	$0.40	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
ENGINEERING SERVICES						
Consent for works in Council road reserve						
Application		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Vehicle Crossing						
Municipal road – Application for consent		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Declared arterial roads - Permit		Non-Statutory	$223.20	$232.10	$8.90	4%
Inspections/Plan Checking's						
Inspection of connections to Council's pits or pipes		Non-Statutory	$88.80	$92.40	$3.60	4%
Checking of internal property drainage designs including on-site detentions for up to 1000 sq.m		Non-Statutory	$328.40	$341.50	$13.10	4%
Checking of internal property drainage designs including on-site detentions for greater than 1000 sq.m		Non-Statutory	$328.40 + $58.50/1000 m2. of property area greater than 1000 m2	$341.50 + $60.90/1000 m2. of property area greater than 1000 m2	$13.10	4%
Design checking fees for civil works required as part of a planning permit or other process						
$0 - $9,999		Non-Statutory	$727.60	$756.70	$29.10	4%
$10,000 +		Non-Statutory	$727.60 + 1.8% for every $ over $10,000	$756.70 + 1.8% for every $ over $10,000	$29.10	4%
Supervision of civil works:(e.g. changes to Council's assets or internal property works as a requirement of planning permit conditions)						
$0 - 9,999		Non-Statutory	$727.60	$756.70	$29.10	4%
$10,000 +		Non-Statutory	$727.60 + 2.9% for every $ over $10,000	$756.70 + 2.9% for every $ over $10,000	$29.10	4%
Subdivision design checking fees		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Subdivision works supervision fees		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Traffic permits or approvals						
Permit to operate mobile crane		Non-Statutory	$133.70	$139.00	$5.35	4%
Major Traffic Control Items approval (one-off)		Non-Statutory	$96.20	$100.00	$3.80	4%
Major Traffic Control Items approval (multiple)		Non-Statutory	$229.90	$239.10	$9.20	4%
Traffic management plan permit fee		Non-Statutory	$134.00	$139.40	$5.40	4%
Traffic counts-Existing data automatic counts						
Traffic volumes only		Non-Statutory	$134.00	$139.40	$5.40	4%
Classification data		Non-Statutory	$134.00	$139.40	$5.40	4%
Manual counts 12 hour		Non-Statutory	$266.40	$277.10	$10.70	4%
Peak hour/s		Non-Statutory	$134.00	$139.40	$5.40	4%
Crash data		Non-Statutory	$134.00	$139.40	$5.40	4%
Building Over Easement						
Application fee - Report		Non-Statutory	$202.00	$210.10	$8.10	4%
Approval fee - Consent		Non-Statutory	$138.60	$144.10	$5.50	4%
Preparation of Standard Section 173 Agreements for subdivisions, airport overlay or build over easements.		Non-Statutory	$1,129.00	$1,174.20	$45.20	4%
Photocopying						
A4	Per Copy	Non-Statutory	$1.90	$2.00	$0.10	5%
A3	Per Copy	Non-Statutory	$3.50	$3.60	$0.10	3%
A2	Per Copy	Non-Statutory	$10.40	$10.80	$0.40	4%
A1	Per Copy	Non-Statutory	$17.80	$18.50	$0.70	4%
Property Information						
Stormwater Point of Discharge						
Single Dwelling		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Dual Occupancy/Commercial /Industrial		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Landfill		Non-Statutory	$74.20	$77.20	$3.00	4%
Land Liable to Flooding		Statutory	Regulated Fee	Regulated Fee	n/a	n/a
Council drains outside property		Non-Statutory	$74.20	$77.20	$3.00	4%
Other Permits						
Asset Protection permit		Non-Statutory	$222.60	$231.50	$8.90	4%
Recharge Rates for Footpath, Vehicle Crossing, Kerb and Pavement Works						
Minimum Charge		Non-Statutory	$422.20	$439.10	$16.90	4%
Asphalt Roads Deep Lift Asphalt on Crushed Rock Base	Per square metre	Non-Statutory	$244.50	$254.30	$9.80	4%
Asphalt Footpath – 75mm	Per square metre	Non-Statutory	$377.10	$392.20	$15.10	4%
Asphalt Crossover – 100mm	Per square metre	Non-Statutory	$414.90	$431.50	$16.60	4%
Concrete Domestic Crossings – 150mm	Per square metre	Non-Statutory	$221.40	$503.22	$281.82	127%
Concrete Industrial Crossings – 200mm	Per square metre	Non-Statutory	$295.60	$503.22	$207.62	70%
Bluestone Kerb and Channel – Existing Material	Per square metre	Non-Statutory	$407.60	$423.90	$16.30	4%
Dressed Bluestone Kerb and Channel –New Material	Per linear metre	Non-Statutory	$666.70	$693.40	$26.70	4%
Concrete Kerb and Channel 300 to 450 width of profile	Per linear metre	Non-Statutory	$407.60	$423.90	$16.30	4%
Concrete Kerb and Channel >450 width of profile	Per linear metre	Non-Statutory	$414.90	$431.50	$16.60	4%

Description of Fee or Charge	Unit of Measure	Statutory or Non-Statutory	2023/24 Fee incl GST (Rounded)	2024/25 Fee incl GST (Rounded)	Fee Increase / (Decrease)	Fee Increase / (Decrease)
Footpath – 100mm reinforced (more than 10 bays). Surcharge applies for less than 10 bays and see table below: Table showing footpath charges less than 10 bays 1 bay = 2.25 m2 @ $503.22 /m2 = $1,132.24 2 bays = 4.50 m2 @ $379.47 /m2 = $1,707.60 3 bays = 6.75 m2 @ $338.22 /m2 = $2,282.96 4 bays = 9.00 m2 @ $317.59 /m2 = $2,858.33 5 bays = 11.25 m2 @ $236.61 /m2 = $2,661.86 6 bays = 13.50 m2 @ $228.36 /m2 = $3,082.86 7 bays = 15.75 m2 @ $222.47 /m2 = $3,503.86 8 bays = 18.00 m2 @ $218.05 /m2 = $3,924.86 9 bays = 20.25 = m2 @ $214.61 /m2 = $4,345.85 10 bays = 22.5 = m2 @ $211.86 /m2 = $4,766.85 More than 10 bays at $476.69 per bay or at $211.86 per m2 Minimum charge of 1 bay = $1,132.24 1 bay footpath area = 1.5m x 1.5m = 2.25 m2	Per square metre	Non-Statutory	$211.90	$220.40	$8.50	4%
Brick Paving		Non-Statutory	$244.50	$254.30	$9.80	4%
Minimum Cost of Urgent non-programmed Work area < 6 sq.m.		Non-Statutory	$765.20	$795.80	$30.60	4%
Minimum Cost of Traffic Management for Urgent non-programmed Work when necessary		Non-Statutory	$1,754.40 per day or part thereof	$1,824.60 per day or part thereof	$70.20	4%
Out-of-hours work						
Minimum in addition to Cost of Work		Non-Statutory	$813.90	$846.50	$32.60	4%
Cost of Work		Non-Statutory	Contractor Cost	Contractor Cost	n/a	n/a
Traffic Management – site and time dependent		Non-Statutory	Cost is site and time dependent	Cost is site and time dependent	n/a	n/a
FINANCE						
Land Information Certificate	Per request	Statutory	$28.90	TBC	n/a	n/a
Caveats on Properties	Per request	Statutory	$350.00	TBC	n/a	n/a
Legal Fees on Debt Recovery	Per transaction	Statutory	Variable	TBC	n/a	n/a
Urgent Land Information Certificate	Per request	Non-Statutory	n/a	$70.00	$70.00	100%
Direct Debit Dishonour Fee	Per transaction	Non-Statutory	n/a	$15.00	$15.00	100%
Credit Card Merchant Service Fee Recovery	Per transaction	Non-Statutory	0.5% of transaction value	0.5% of transaction value	n/a	n/a
Copy of Prevous year Rates Notice	Per request	Non-Statutory	n/a	$22.00	$22.00	100%

Appendix A
2024/25 Capital works details

Project Group / Name	Project Description	Total Expenditure 2024/25 ($)	Potential Income ($)	Net Cost To Council 2024/25 ($)
Community Facilities		**4,146,000**	**1,292,000**	**2,854,000**
Community facilities kitchen upgrade program	Rolling program to upgrade kitchens in community facilities to meet community demand. Various locations as identified in the Community Services and Infrastructure Plan. Sites: 2024/25: Westvale Community Centre Hunt Club Community Centre	250,000		250,000
Community facilities heating / cooling upgrade program	Rolling program to upgrade heating and cooling. Various locations as identified in the Community Services and Infrastructure Plan. Sites: 2024/25: Keilor Downs Hall	80,000		80,000
Community facilities flooring upgrade program	Replacement of flooring across community facilities. Various locations as identified in the Community Services and Infrastructure Plan. Sites: 2024/25: Sydenham Childrens Centre Monmia Kindergarten	40,000		40,000
Various Children's Service Facilities playground upgrade program	Replace non-compliant playground equipment in Council's children's facilities and bring all playgrounds into compliance with relevant regulations as identified in the Community Services and Infrastructure Plan. Sites: 2024/25 (Design Only) Orama Street Childrens Centre Remus Way Child Care Centre	80,000		80,000
Community facilities toilet upgrade program	Upgrade existing toilets to be compliant with the Disability Discrimination Act and/or to refurbish ageing toilets. Various locations as identified in the Community Services and Infrastructure Plan. Sites: 2024/25: Deer Park Hall Deer Park Library	300,000		300,000
Community Services and Infrastructure Plan Implementation	Implementation of the Community Services and Infrastructure Plan. Sites: 2024/25: Various sites include Keilor Meeting Place, St Albans Senior Citizens, Sydenham Kindergarten and Remus Way Kindergarten	450,000		450,000
Robertson's Homestead Restoration	Structural restoration works. 2023/24: Design and structural works. Future budgets subject to confirmation of future use	300,000		300,000
Community facilities storage upgrade program	Rolling program to upgrade storage across community facilities to meet community requirements. Various locations as identified in the Community Services and Infrastructure Plan. Sites: 2024/25: Biggs St Community Centre Sunshine Meeting Place	40,000		40,000
Community facilities access for all upgrade program	Rolling program to upgrade community facilities to ensure that everyone can use them as identified in the Community Services and Infrastructure Plan. Sites: 2024/25: Westvale Community Centre Keilor Downs Hall Fairbairn Road Kindergarten Aycliffe Drive Kindergarten	180,000		180,000
Dempster Park Children's and Community Centre	Consolidated facility including 66 place licensed kindergarten, district level community hall and other provision as per the Community Services Infrastructure Plan and Early Years Review. 2024/25: Design	200,000	370,000	-170,000
Greenhouse Reduction Program	Projects to achieve zero greenhouse emissions from Council operations including electrification, solar installations, energy efficiency upgrades and EV charging. Sites: 2024/25: Robert Bruce Pavilion Beachley Reserve Pavilion Operations Centre Keilor Netball&Basketball Stadium St Albans Community Youth Club / Tin Shed.	100,000	15,000	85,000
De-gasification of the Keilor Community Hub	Transition the Keilor Community Hub into an 'all-electric' facility by replacing all gas consuming appliances with high efficiency electric alternatives.	531,000	247,000	284,000
Modular kindergarten and MCH at Epalock Crescent Kindergarten	Construction of a two (2) room modular kindergarten (VSBA funded) and an MCH facility (BCC funded, $750k) at the Epalock Crescent Kindergarten.	750,000		750,000
Community Battery Installation Program	The installation of a mid-scale battery storage system at Council facilities. Sites: 2024/25: In the vicinity of the Sunshine Leisure Centre or the Multi-Deck Car Park	845,000	660,000	185,000
Stormwater Drainage		**1,450,000**	**-**	**1,450,000**
Underground drainage upgrades - various	The works required are determined through CCTV inspection of the drainage pipe network. Sites: 2024/25: Municipal Wide	500,000		500,000
Minor Drainage improvement works	Drainage improvement/rectification works identified throughout the year. The works are determined for drainage problems that are found during the course of the 2024/25 year, especially from Operations investigations. Sites: 2024/25: Municipal Wide	100,000		100,000
Water Sensitive Urban Design Asset Rectifications and Renewals	Water Sensitive Urban Design Asset Rectification and Renewal . Cairnlea Estate Wetlands X4. Sediment removal primarily. Sites: 2024/25: Cairnlea Estate	200,000		200,000
Installation of Gross Pollutant Traps	Installation of one gross pollutant trap per year across the municipality. Sites will be determined through an annual strategic assessment. Sites: 2024/25: GPT at Strzelecki Avenue, Sunshine West	650,000		650,000
Land Rehabilitation		**400,000**	**-**	**400,000**
Green Gully Reserve Landfill Rehabilitation	EPA notice required landfill cap rectification. Additional drainage and revegetation.	50,000		50,000
Sunshine Energy Park, Albion and Carrington Drive Reserve, Albion.	Sites: 2024/25 Carrington Drive Reserve, St Albans – Installation of landfill gas mitigation measures to reduce the migration risk posed to adjacent private residential properties. Auditor recommendation and EPA requirement. Sites: 2025/26 Sunshine Energy Park, Albion – Reconstruction of a suitable landfill gas collection system, installation of additional gas wells as required, construct and commission high temperature flare to manage recovered landfill gas.	350,000		350,000
Pathways		**2,075,000**	**-**	**2,075,000**
Replace existing shared trails segments identified as poor condition from inspection audits and community feedback.	Sites dependant on audit results. Sites: 2024/25: Development of designs for future delivery	100,000		100,000
Creating Streets for People Implementation	Contribute planning, design and funding to the road rehabilitation program to create improved walking, cycling and public realm outcomes in key streets in accordance with the Creating Streets for People Policy. Sites: 2024/25: Hamel Street, Albion (Construction)and John Street, St Albans (Design only)	200,000		200,000
Cycling & Walking Strategy implementation - Sydenham Rail Corridor Bicycle Track	Cycle route (designated on-road lanes or off-road SUPs) along Sydenham railway corridor, linking the Sydenham, St Albans and Sunshine Town Centres. Includes new SUP bridge over Taylors Road and new SUP along Sydenham Road. Sites: 2024/25: Sydenham Rail Corridor 2024/25: Planning and concept design for SUP connection south of Taylors Road 2025/26: Detailed design of SUP and bridge 2026/27: Detailed design of SUP and bridge 2027/28: Commence construction (SUP and bridge)	600,000		600,000

Project Group / Name	Project Description	Total Expenditure 2024/25 ($)	Potential Income ($)	Net Cost To Council 2024/25 ($)
Cycling & Walking Strategy implementation - local cycle route connection program	Program to address missing links in the cycle route network within streets, municipality wide. Sites: 2024/25: Sun Crescent, Fraser St to Sunshine Station 2024/25: Concept design 2025/26: Detailed design 2026/27: Construction	25,000		25,000
Cycling & Walking Strategy implementation - Kororoit Creek Shared User Path	Project to provide SUP along Kororoit Creek Corridor Sites: 2024/25: Shepherds Grove to Kurung Drive 2024/25:Concept Design 2025/26:Detailed Design 2026/27:Construction	20,000		20,000
Cycling & Walking Strategy implementation: Jones Creek trail	Extension of Jones Creek SUP trail. * Sites: 2024/25: Connecting Cairnlea to St Albans (Denton Avenue) incl SUP bridge	435,000		435,000
Cycling & Walking Strategy implementation - Taylors Creek Shared User Path	Project to provide SUP along Taylors Creek Corridor Sites: 2024/25: Taylors Creek Corridor at Green Gully Reserve 2024/25: Detailed design. 2025/26: Construction Sites: SUP behind 201 to 231A Burrowye Cres 2026/27: Concept design 2027/28: Detailed Design 2028/29: Construction	25,000		25,000
Cycling & Walking Strategy implementation - Wright Street SUP	Cycle route (SUP) to provide connection from Hampshire Road to Derrimut Trail Sites: 2024/25: Wright Street, Sunshine West 2024/25: DD 2025/26: tender package and Powercor 2026/27: Construction	30,000		30,000
Cycling & Walking Strategy implementation - East-west transmission line cycle path (M80 Trail to Kororoit Creek path, St. Albans)	Cycle route (designated on-road lanes or off-road SUPs) along Willis Street, across Victoria University of Technology Land to existing Shared user path connecting to McKechnie Street, St Albans Sites: 2024/25: East-West Transmission Line 2024/25: Stage 1 planning permit and tendering 2025/26: Stage 1 construction 2026/27: Stage 2 Design (within Willis Street) 2027/28: Stage 2 Commence construction (within Willis Street) 2028/29: Stage 2 Complete construction (within Willis Street) including pocket park	10,000		10,000
Cycling & Walking Strategy implementation - Taylors Lakes Easement Shared User Path	Delivery of a shared user path from Robertson's Road to Melton Highway, Taylors Lakes Sites: 2024/25: Taylors Lakes Easement 2024/25: Construction - Stage 1 2025/26: Design of stage 2 which includes dog park 2026/27: Detailed design of stage 2 which includes dog park 2027/28: Construction - Stage 2 (incl dog park)	600,000		600,000
Circuit Paths in Parks and Reserves	Planning, design and construction of circuit paths and adjoining connections in response to residents' requests and identified improvements. Sites: 2024/2025: Bon Thomas Reserve Linear and Circuit Path (Design)	30,000		30,000
Playgrounds, Parks and Gardens		**3,605,000**	**-**	**3,605,000**
Flagship Park Upgrade and Renewal Program	Ongoing renewal of flagship parks. Sites: 2024/25: Cliff Harvey Lagoon Reserve Kevin Flint Memorial Reserve Renewal of Cliff Harvey Lagoon, Keilor, design and approvals Renewal of Kevin Flint Memorial Reserve, delivery Renewal of Cliff Harvey Lagoon, Keilor, tender and delivery Part 1	975,000		975,000
Suburban Park Upgrade and Renewal Program	Ongoing renewal of suburban parks. Sites: 2024/25: Renewal of Ardeer Community Park, Ardeer, delivery	50,000		50,000
Neighbourhood Park Upgrade and Renewal Program	Upgrade of existing playgrounds as part of Creating Better Parks. 2 playgrounds per year to be upgraded in years 1 to 4. Sites: 2024/25: Renewal to Overton Lea Park, Sydenham, planning, design and approvals Upgrade to Stockton Run Reserve, Cairnlea, design and approvals Renewal to Hammerwood Avenue Reserve, Derrimut, design and approvals Renewal to Gurung Drive Reserve, Cairnlea design and approvals Upgrade to Arthur Street Reserve, St Albans, design and approvals Upgrade to Cocoparra Crescent Reserve, Taylors Lakes, delivery Renewal to Larisa Reserve, St Albans, delivery	480,000		480,000
Local Park and Reserves upgrade and Renewal program	Upgrade of various Local Reserves including tree planting and furniture installation as part of Creating Better Parks implementation and in response to community requests. Sites: 2024/25: Municipal Wide Program	100,000		100,000
Skate, Scoot and BMX facilities program	Improvement to existing facilities and new facilities as per Creating Better Parks.	750,000		750,000
Physical activity facilities	Construct sports facilities in parks including basketball courts, football/soccer goals, climbing/ parkour equipment etc. as per ongoing requests by community. Sites: 2024/25: Kevin Flint Memorial Reserve Cairnlea basketball court expansion, delivery	100,000		100,000
Dog Off-leash Spaces	Construction of new fully enclosed dog off-leash parks and improvements to existing. Sites to be informed by Creating Better Parks Policy and Plan Review. Sites: 2024/25: Upgrade to Taylors Lakes Dog Park, design and approvals New Delahey Dog Park, delivery	425,000		425,000
Dempster Reserve Suburban Park Upgrade	Stage 1 of this project was completed in 2021 with the installation of a raingarden to capture stormwater and then store underground for irrigation use as part of Council's Oasis Park initiative. Stage 2 is to prepare a concept plan for Dempster Reserve and the adjacent Sunshine College north campus. This will create a more accessible park space for the Sunshine North community where open space is limited. This will include a new circuit path that connects both sites, provision of new car parking to remove parking around the oval, improved park infrastructure and tree planting. 2024/25: Design and Engagement 2025/26: Approvals 2026/27: Construction commences 2027/28: Construction completion	50,000		50,000
Oasis Parks	Design and construction of a lake/wetland as identified in the Integrated Water Catchment Management scoping and prioritisation for Maribyrnong and Kororoit Catchments Report. The lake/wetland would be integrated with proposed new playground and provide a irrigated parkland in Keilor Downs. Sites: 2024/25: Copernicus Way Reserve, documentation and approvals	180,000		180,000
Nature Places	Create a system of trails, points of interest and interpretive signage close to playgrounds and protected conservation zones in close proximity. Sites: 2024/25: Municipal Wide	70,000		70,000
Sunshine Energy Park Vision Plan	2024/2025: Business cases and pre-planning: Hullet street connection to Carrington Drive and associated activations	50,000		50,000
Isabella Williams Bridge	2024/25: Design and Approvals 2030/31: Construction to be cofunded with Melton City Council	25,000		25,000
Sydenham Park, Keilor North Recreation Reserve Stage 2 works.	Sites: 2024/25: Construction 2025/26: Construction 2026/27: Construction	350,000		350,000

Project Group / Name	Project Description	Total Expenditure 2024/25 ($)	Potential Income ($)	Net Cost To Council 2024/25 ($)
Road Works		**24,135,497**	**1,130,000**	**23,005,497**
Road rehabilitation projects - various locations	Road pavement rehabilitation projects. Sites: 2024/25: Refer to Road Rehabilitation List for 2024/2025.	15,134,000	1,130,000	14,004,000
Road pavement asphalt overlay projects - various locations	Road pavement asphalt overlay projects. Sites: 2024/25: Refer to Road Resheeting List for 2024/2025.	5,101,497		5,101,497
Footpath rehabilitation program - various locations	Rolling program to rehabilitate footpaths throughout the municipality. Sites: 2024/25: Municipal Wide Program	3,200,000		3,200,000
Kerb replacement for property access	Replacement of kerbing and asphalt overlay to enable access to properties. Sites: 2024/25: Municipal Wide Program	300,000		300,000
Road rehabilitation - forward design program	Forward design of future road rehabilitation projects. Sites: 2024/25: Municipal Wide Program	250,000		250,000
Bridge & Culvert Renewal Program	Works, as identified from triennial condition audits to ensure continued safety and functionality. Sites: 2024/25: Municipal Wide Program	150,000		150,000
Sports Facilities		**14,650,000**	**113,497**	**14,536,503**
Sports Surface/ Ground Reconstruction	Annual sportsground reconstruction program including drainage, irrigation, players benches, goal posts, on-site storage, fencing and surface works including forward design for following year. Sites: 2024/25 Sites: Selwyn Tennis Courts 1 to 6	60,000		60,000
Sunshine Leisure Centre, Sunshine - upgrade and renewal works	On-going annual upgrade and renewal works. 2023/24: Replacement of outdoor pool liner and refurbishment of outdoor pool change rooms - commence construction 2024/25: Complete construction 2025/26: Gym refurbishment	4,400,000		4,400,000
Sports Netting replacement program	Program to upgrade or replace sports nets in sporting facilities. Sites: 2025/26: Keilor Park Cricket	400,000		400,000
Sports Ground Irrigation Upgrade/Installation	Installation of new irrigation systems as part of an annual rolling irrigation program. Sites: 2024/25: Churchill Reserve Pitch 1.	370,000		370,000
Tennis Court resurfacing program	Rolling program for tennis court surface upgrades. Sites: 2024/25: Lionheart Tennis Courts	100,000		100,000
Sports pavilion kitchen upgrade rolling program	Rolling program to upgrade and refurbish ageing kitchens in sporting facilities. Sites: 2024/25: Selwyn Park Cricket and Soccer Pavilion	120,000		120,000
Sports Reserve Fence Replacement	Annual rolling program to replace fences at sports grounds to promote participation of local Brimbank residents on sporting reserves. Sites: 2024/25: Keilor Tennis	400,000		400,000
Players Benches Replacement/ Installation	Rolling program for replacement of coaches boxes and players benches. Sites: 2024/25: Keilor Lodge Reserve 1, Balmoral Park Oval 1	50,000		50,000
Goal post replacement program	Replacement of goal posts on football and soccer grounds, including on-site storage system. Sites: 2024/25: Kevin Flynt Reserve 1, Lloyd Reserve and Selwyn Reserve	40,000		40,000
Lloyd Reserve, Sunshine - Soccer/ Cricket pavilion upgrade	Soccer/ Cricket Pavilion upgrade including Car Parking	675,000		675,000
Lionheart Reserve Tennis Pavilion Upgrade, Taylors Lakes	Tennis pavilion refurbishment.	3,730,000		3,730,000
Inclusive Facilities Upgrades' from the existing title of Female Sports Facilities Upgrades	Rolling program to Increase equity, access and opportunities for existing and emerging female participants and officials in sport and active recreation. Sites: 2025/26: Ralph Reserve Design and construction	130,000		130,000
Sports Facilities pre-planning and investigation	Pre-planning and investigation for projects 2 years ahead of construction to identify and understand any complications or issues at the site.	350,000		350,000
Brimbank Aquatic & Wellness Centre - upgrade and renewal works	On-going annual upgrade and renewal works.	200,000		200,000
Replacement of irrigation system at Keilor Golf Course	Replacement of the irrigation system a Keilor Golf Course as the current system has reached the end of its design life.	625,000		625,000
Sports Ground Lighting	Annual rolling program to upgrade or install new sportsground lighting. Sites: 2024/25: Dempster Park Tennis Courts 3 & 4 , Green Gully Tennis Courts 5 & 6 , Lionheart Reserve Tennis Courts 1 to 6	800,000	113,497	686,503
Sports Shade and Cover	Installation of fixed shade shelters for sporting reserves. Sites: 2024/25: Green Gully Reserve Bocce Courts	450,000		450,000
Driving Range & Shed at Keilor Public Golf Course	Installation of shelter and shed for the Golf Driving Range	600,000		600,000
Inclusive Facilities Upgrades	Rolling program to Increase equity, access and opportunities for existing and emerging female participants and officials in sport and active recreation. Sites: 2024/25: Keilor Park Oval No.2	1,150,000		1,150,000
Town Centres		**1,185,000**	**-**	**1,185,000**
Sunshine MAC Streetscape and Public Realm Revitalisation	Program to undertake works to continue to revitalise the Sunshine MAC as guided by Structure Plan. Initial project to prepare a Masterplan to provide a long-term strategic vision for the streetscapes and public realm, and set out objectives and a framework to achieve that vision. 2024/25 - 2026/27: Master Planning. Sites to be included in the future budget allocations: City Place and Sun Crescent, Ballarat Rd boulevard, Russell Street Heritage Link, Hampshire Road South, Foundry Rd (DCP), Durham Rd and Watt Street (DCP)	75,000		75,000
St. Albans Town Centre - Streetscape upgrades	Program to undertake works to continue to revitalise the St Albans Activity Centre. Years 1 - 4 will focus on implementing high priority projects from Alfrieda Street Master Plan and East Esplande Streetscape Plan. Then in Year 5 and 6 prepare a Masterplan to provide a long-term strategic vision for the streetscapes and public realm, and set out objectives and a framework to achieve that vision. Sites: 2024/25: East Esplanade construction 2025/26: Library Forecourt Concept Design (civil and landscape) 2026/27: Library Forecourt Detailed Design (civil and landscape) 2027/28: Library Forecourt construction (civil and landscape) 2028/29: Civic Walk - footpath widening - concept design 2029/30: Civic Walk - footpath widening - detailed design 2030/31: Civic Walk - footpath widening - construction 2031/32: Civic Walk - footpath widening - construction 2032/33: St Albans Activity Centre Master Plan 2033/34: St Albans Activity Centre Master Plan	600,000		600,000

Project Group / Name	Project Description	Total Expenditure 2024/25 ($)	Potential Income ($)	Net Cost To Council 2024/25 ($)
Local Activity Centres - (Small / Medium) streetscape and public realm upgrades	Place based Local Activity Centre (LAC) upgrades to support local economy and living locally Sites: 2024/25: Billingham Road LAC (also on Road Rehab program) 2025/26: St Albans Road LAC (detailed design) 2026/27: St Albans Road LAC (construction) 2027/28: LAC upgrade (design)	300,000		300,000
Sunshine MAC - Devonshire Rd Streetscape and Public Realm	Streetscape improvements (Harvester Rd to Kennedy Street) including completion of safe bicycle infrastructure (on Principle Bike Network) 2024/25: concept design development and consultation 2025/26: detailed design 2028/29: commence construction 2029/30: complete construction	10,000		10,000
Municipal Gateway Landscaping	Upgrade and renewal of Municipal Gateway Landscaping. Sites: 2024/25: TBC	20,000		20,000
Neighbourhood Activity Centre (large) streetscape and public realm upgrade	Streetscape and public realm improvements in Glengala Village Activity Centre 2024/25: Detailed design 2025/26: Commence Construction 2026/27: Complete construction	50,000		50,000
Various Facilities - Public Art Projects	Creation of public art projects in various locations. Sites: 2024/25: Sunvale Park (completion) HV McKay Gardens (Design)	100,000		100,000
Town Centre Lighting Guidelines - Implementation	Implementation of lighting in town centres and activity centres to create a sense of place, improve pedestrian connectivity and enhance night time environment. Alignment of this budget line item with other works in town centres. Sites: 2024/25: West Sunshine LAC improvements (align with TC14) design only and construction in 25/26 when the streetscape is upgraded (design)	30,000		30,000
Traffic Management		**460,000**	**-**	**460,000**
School crossings – reactive works - various locations	Installation and modifications to school crossings as identified or as requested during the year - various locations. Sites: 2024/25: Municipal Wide	15,000		15,000
Traffic Signals - various locations	Installation of traffic signals and associated civil works. Upgrade traffic signal sites to LED lanterns and where required upgrade controller to facilitate LEDs. Sites: 2024/25: Municipal Wide	80,000		80,000
Local Area Traffic Management projects (LATM)	Construction of various traffic management treatments in local areas. Sites: 2024/25: Chedgey Drive, St Albans Deer Park	315,000		315,000
Traffic Safety Minor Works - reactive - various locations.	Works to address any unplanned road safety issues that arise during the year, such as guard railing, bollards, pedestrian safety fences, line marking delineation treatments. Sites: 2024/25: Municipal Wide	50,000		50,000
Plant, Equipment and other assets		**6,572,590**	**29,000**	**6,543,590**
Passenger & Light Commercial	Sites: 2024/25: Municipal Wide	1,220,000		1,220,000
Plant & Machinery	Sites: 2024/25: Municipal Wide	2,575,000		2,575,000
Sundry breakages during the year	Sites: 2024/25: Municipal Wide	20,000		20,000
Library Books	Sites: 2024/25: Municipal Wide	800,000	29,000	771,000
Smarter City Program - installation of smart sensors.	Installation of smart sensors devices for the monitoring and management of street litter bins and temperature monitoring in urban spaces. Sites: 2024/25: Municipal Wide	25,000		25,000
IT - AV Update	Upgrade to AV and Video Conferencing capabilities across Council facilities. Sites: 2024/25: Municipal Wide	60,000		60,000
PM Fees Not Included in Business case		1,872,590		1,872,590
TOTAL CAPITAL		**58,679,087**	**2,564,497**	**56,114,590**

The expenditure provided for in each line item is for the forecast or projected that Council will expend. On occasions the actual amount expended could be greater or lesser than the expenditure provided for. Because each line item is part of a class of expenditure being forecast or projected. Council intends that the expenditure authorised through the adoption of the Budget will be the totality of the expenditure by class (regardless of whether, in respect of any particular project, the actual amount expended exceeds or is less than the expenditure that is shown).

Appendix B
2024/25 Road Rehabilitation Program

Ref	Road Name	Local Description	Suburb	Engineers Estimate
1	Albury St	Ballarat Road to Wyalong Street	Albion	$408,200
2	Ambon Avenue	Glenrobe Street to Newbury Street	Deer Park	$468,520
3	Billingham Rd	Station Rd to COS (# 21 Billingham Rd)	Deer Park	$645,060
4	Chatsworth Ave	Ballarat Service Road to House # 8 Chatsworth AV	Ardeer	$466,000
5	Coolamon Street	Roundabout Coolamon Street INT	Albion	$267,280
6	East Esplanade	Arthur St to Main Road East	St Albans	$731,122
7	Ferris Avenue	Tasman Avenue to Jarrah Pass	Deer Park	$420,420
8	Foleys Road	Central Park Blvd to Dalmuir Blvs	Derrimut	$650,000
9	Genoa Place	Porter Court to End	Deer Park	$134,621
10	Hamel Street	Kamarooka Street to Roundabout Coolamon Street INT	Albion	$222,300
11	Honeyeater Crescent	Bellbird Ave west side to Fantail Court	Taylors Lakes	$806,000
12	Huddersfield Road	Welwyn Parade to Stevenston St	Deer Park	$1,352,000
13	Hume Drive	Rose Hedge Drive to Copperfield Drive INT included	Sydenham	$850,000
14	Jackman Crescent	Old Calder HWY (west side) to Hill Court	Keilor	$380,380
15	Laura Court	Cooke Avenue to End	Sunshine North	$175,760
16	Little St	Billingham Rd to Welwyn Pd	Deer Park	$169,000
17	Maxweld Street	North Street to Yallourn Street	Ardeer	$353,860
18	Messina Cres	Verona Drive Nth to Medici CT	Keilor Lodge	$676,000
19	Moira Street	Ardoyne Street to End	Sunshine	$470,340
20	Neil Street	Service Street to Hertford Road	Sunshine	$377,000
21	North Street	Forrest Street to Helene Street	Ardeer	$716,300
22	Patterson Avenue	Loddon Avenue to Green Gully Road (North)	Keilor	$1,369,680
23	Pinaroo Avenue	Wright Street to Lachlan Road	Sunshine West	$388,180
24	Porter Court	Billingham Rd to End	Deer Park	$251,311
25	Power St	Charles Street to Theodore St	St Albans	$481,000
26	Sutherland Street	Diamond Av to Oakwood Road	Albanvale	$546,000
27	Theodore St	Fox St to Taylors Road	St Albans	$832,000
28	Ventura Court	Messina Crescent to End	Keilor Lodge	$377,000
29	Verona Drive	Clifton Court to Roundabout Pintail Cres INT	Taylors Lakes	$148,666
			Total Rehabilitation	**15,134,000**

Brimbank City Council

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Together We are Brimbank DRAFT Year Four Annual Action Plan	Strategic Direction: People and Community *A welcoming, safe and supported community – an inclusive place for all*	~Denotes Municipal Health & Wellbeing Plan

Council Services supporting People and Community

- Families & Early Years
- Youth
- Ageing & Inclusion
- Arts & Culture
- Community Projects
- Strengthening Communities
- Connected Communities
- Policy, Advocacy & Research
- Sport & Recreation
- Leisure & Community Facilities
- Building Services & Environmental Health
- Regulatory Services

Strategic Objective: Wellbeing & Belonging	YEAR FOUR ACTIONS	Responsibility
1.1.1 Support improved mental wellbeing ^	Advocate to the State Government to allocate funding for local government Social Inclusion Action Groups.	Community Strengthening and Social Planning
	Assess and formulate Council's future strategic approach to promote mental well-being.	Community Strengthening and Social Planning
	Further develop youth services partnerships with local mental health services, for example the B-Heard Youth Support Program.	Community Care
	Deliver capacity building programs to support youth mental health, such as youth mental health first aid training and partnerships with other services and various programs.	Community Care
1.1.2 Increase healthy eating, active living and physical activity^	Create informal social sports and recreation opportunities for females, those from culturally diverse backgrounds and vulnerable communities.	Leisure and Community Facilities
	Create opportunities to support new communities to engage in physical activity via the In2Sport program. For example juniors with disability, those from culturally diverse backgrounds and vulnerable communities.	Leisure and Community Facilities
1.1.3 Support increased gender equality and reduce gender based violence^	Prioritise early intervention for family violence and extend support to vulnerable communities. This includes conducting family violence assessments through Maternal and Child Health.	Community Care
	Deliver community education sessions with kindergartens, playgroups and other community groups about identification and early intervention for families and individuals who may be facing family violence.	Community Care
1.1.4 Provide community health and wellbeing services across the lifespan	Develop a life-stage approach to strategically supporting the wellbeing of children, youth and older adults.	Community Strengthening and Social Planning
	Boost life-long health, food security and wellbeing for diverse communities and age groups through a wide range of programs provided by Neighbourhood Houses, community centres and libraries.	Community Learning and Participation
1.1.5 Support safe and inclusive communities	Design streetscapes and public realm that provides safe and inviting spaces for the community using Crime Prevention through Urban Design Principles.	Community Strengthening and Social Planning
	Work with Victoria Police and services to promote service coordination at key locations across Brimbank to support community safety and wellbeing.	Community Strengthening and Social Planning
1.1.6 Support and advocate to reduce risk factors impacting vulnerable communities	Implement Year Two actions in the Disability Action Plan including: • Working with the Local Area Coordination provider of the NDIS (National Disability Insurance Scheme) to strengthen partnerships and support the implementation of community capacity building, including access to information, education and other services • Developing opportunities to partner with State Sporting Associations and local sporting clubs to provide and support access to sport and leisure opportunities for people with disability and their carers.	Community Strengthening and Social Planning
	Continue to embed the Homelessness Protocol and enhance the way Council responds to homelessness.	Community Strengthening and Social Planning

Together We are Brimbank DRAFT Year Four Annual Action Plan	Strategic Direction 1: People and Community *A welcoming, safe and supported community – an inclusive place for all*	~Denotes Municipal Health & Wellbeing Plan

Strategic Objective: Pride & Participation	YEAR FOUR ACTIONS	Responsibility
1.2.1 Enable social, cultural and artistic expression	Enable Brimbank's diverse residents and communities to express themselves culturally and artistically through creative programming, grants, events and exhibitions.	Community Learning and Participation
1.2.2 Continue our commitment to respecting and recognising Aboriginal and Torres Strait Islander peoples and culture	Deliver Year 1 of the Reconciliation Action Plan. This includes: • Meeting with local Aboriginal and Torres Strait Islander stakeholders and organisations to develop guiding principles for future engagement • Developing and implementing an engagement plan to work with Aboriginal and Torres Strait Islander stakeholders and organisations.	Community Strengthening and Social Planning
	Continue to support the establishment of Cooinda - the first dedicated Aboriginal and Torres Strait Islander Community Centre in Brimbank.	Community Strengthening and Social Planning
1.2.3 Deliver a range of initiatives that celebrate diversity and intercultural sharing	Facilitate events and acknowledgement activities that engage community in important diversity and inclusion celebrations, solidarity, commemorations and awareness.	Community Strengthening and Social Planning
	Provide community grants that enable community members to lead initiatives that celebrate diversity and cultural learning.	Community Strengthening and Social Planning
1.2.4 Encourage vibrant community events and activities	Deliver a Community Events program, which includes: • We Are Brimbank Awards (including Brimbank Citizen of the Year and Young Brimbank Citizen of the Year) • Festive Season Events • The 'BeBold' Festival • NADIOC Week official flag raising Ceremony • Brimbank Readers and Writers Festival.	Communications and Community Engagement

Together We are Brimbank DRAFT: Year Four Annual Action Plan	Strategic Direction – Places and Spaces *Liveable and connected neighbourhoods that support health and sustainable futures for all*	^ Denotes Municipal Health & Wellbeing Plan

Council Services supporting Places and Spaces

- Climate Emergency and Environment
- Parks and Public Realm
- Operations
- City Development
- Facilities and Major Projects
- Engineering and Infrastructure
- Assets, Capital Works and Property Services

Strategic Objective: Liveable & Connected	YEAR FOUR ACTIONS	Responsibility
2.1.1 Contribute to the transformation of the transport network to be active, sustainable, connected and equitable	Continue implementation of the Brimbank Cycling and Walking Strategy to provide a network that supports active transport; including the Jones Creek trail bridge (shared user path) in Cairnlea.	Parks and Public Realm
	Complete a Car Parking Management Plan around the Sunshine Hospital Precinct.	Engineering and Infrastructure Services
2.1.2 Showcase and provide quality public spaces and streetscapes where people can connect and recreate	Investigate, develop and promote opportunities for public and street art that contributes to vibrant and engaging public places and spaces in Brimbank.	Community Learning and Participation
	Prepare designs for the revitalisation of Local Activity Centres (LAC) comprising streetscape and public realm developments at: • Billingham Road (Deer Park) • Glengala Road (sunshine West) • East Esplanade (St Albans).	Parks and Public Realm
	Deliver an upgraded dog park at Frost Goldsmith Easement in Delahey, including a new fenced area.	Parks and Public Realm
	Deliver park upgrades at: • Cocoparra Cres Reserve, Taylors Lakes • Larisa Reserve , St Albans • Kevin Flint Reserve, Cairnlea	Parks and Public Realm
2.1.3 Provide community facilities that are responsive and adaptable to community needs	Develop projects that focus on increasing all-abilities access to community facilities, including design of an upgraded play space at Cliff Harvey Lagoon.	Parks and Public Realm
	Undertake preliminary work to inform the development of an Open Space Strategy.	Parks and Public Realm
	Enhance partnerships to improve reach to non-traditional users and marginalised communities in leisure centres.	Leisure and Community Facilities
	Develop and promote an Accessible and Inclusive Events Guide and investigate options for further promoting Inclusivity Brimbank.	Community Strengthening and Social Planning
	Implement the Brimbank Sports Facility Development Plan (2023) facility improvements.	Leisure and Community Facilities
	Commence design work on the Dempster Park Children's Centre.	Assets, Capital Works and Property Services
	Provide library buildings and library collections that allow Brimbank community members from all backgrounds to access free books, information, games, computers and toys and be inspired and connected.	Community Learning and Partnership
2.1.4 Maximise urban greening through increased tree canopy cover and integrated water management	Finalise and commence implementation of Brimbank's new Integrated Water Management Strategy.	Climate Emergency and Environment
	Deliver environmental programs with community such as My Smart Garden program and community planting events, including: • Habitat and Biodiversity • Grow your own fruit • Habitat Hollows.	Climate Emergency and Environment
	Continue implementation of Council's Urban Forest Strategy through street tree planting in Kings Park, Deer Park and St Albans.	Parks and Public Realm

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Together We are Brimbank DRAFT: Year Four Annual Action Plan	Strategic Direction – Places and Spaces *Liveable and connected neighbourhoods that support health and sustainable futures for all*	^ Denotes Municipal Health & Wellbeing Plan

Strategic Objective: Sustainable & Green	YEAR FOUR ACTIONS	Responsibility
2.2.1 Take action on Climate Emergency by working towards a carbon neutral Brimbank	Deliver initiatives that work towards a carbon neutral Brimbank, including: • Commencing implementation of the Sunshine Community battery project • Working towards a Solar Farm for Sunshine Energy Park • Delivering the Solar Pavilions Program.	Climate Emergency and Environment
	Deliver the 100% Renewable Brimbank program to enable the community to access renewable energy. This includes investigating how best to support the expansion of community electric vehicle charging infrastructure.	Climate Emergency and Environment
	Continue implementation of Council's Fleet Transition Plan including purchasing energy-efficient vehicles (subject to availability, functionality and budget considerations).	Operations
2.2.2 Collaborate with community in addressing Climate Change and its impacts on health^	Facilitate community capacity building initiatives, including: • Delivering the annual Environmental Events Calendar with programs such as 'Healthy food for a healthy planet' and 'Reducing food waste at home' • Supporting the community to stay safe during heatwaves • Supporting local businesses to access renewable energy and improve energy efficiency.	Climate Emergency and Environment
	Deliver the climate emergency stream of the Brimbank Community Grants Program to help the community respond to climate change.	Climate Emergency and Environment
	Review and update the Climate Emergency Plan, investigating new priority areas to address evolving climate action needs.	Climate Emergency and Environment
2.2.3 Increase the extent and condition of natural habitats through restoration and prevention of threats	Deliver services that aim to restore and prevent threats to the environment, including: • Creating habitats for native fauna and insects that enhance biodiversity • Improving the quality, extent, and connectivity of conservation reserves and areas of high biodiversity value (as priorities in the Conservation Asset Management Framework) • Raising awareness about the significance of our local grasslands and advocating for their protection.	Climate Emergency and Environment
	Work with schools to deliver community, habitat and indigenous plantings.	Climate Emergency and Environment
	Support environment groups and 'Friends of' groups to deliver revegetation or restoration projects within the municipality.	Climate Emergency and Environment
	Continue to deliver initiatives that protect and enhance the environment from the impact of feral cats. This includes investigating options for best-practice domestic cat management strategies.	City Regulatory Services
2.2.4 Invest in circular economy and improve waste management systems to increase recycling and reduce waste to landfill	Work with the Environmental Protection Authority (EPA) and Police to develop and implement compliance initiatives that respond to illegal waste dumping. This includes increased and improved surveillance mechanisms.	City Regulatory Services
	Promote local reuse and recycling options for household items including food and garden organics (FOGO) recycling in the lead-up to universal roll-out of FOGO (bright green lid) bins as part of the Recycling Victoria reforms.	Operations

Draft

Ordinary Council Meeting - No. 632 - 26 April 2022

Council Services supporting Opportunity and Prosperity

- Strategic Planning
- Economic Development
- Sunshine Rising and Go St Albans Place Management
- Libraries
- Neighbourhood Houses and Community Centres
- Transforming Brimbank

Strategic Objective: Growing & Transforming	YEAR FOUR ACTIONS	Responsibility
3.1.1 Grow and diversify industry and support existing and new businesses	Implement Year Three actions of the Brimbank Economic Development Strategy 2022-2027, including: • Business communication and networking activities • Industry and Business Development activities.	City Strategy
	Implement the Brimbank Economic and Employment Advisory Committee.	City Strategy
3.1.2 Enhance community opportunities as a result of major development and infrastructure investment	Continue to work with the Department of Transport and Planning to finalise the design and further develop the Sunshine Station Masterplan.	Transforming Brimbank
	Continue to promote, partner and advocate for outcomes described in the Sunshine Priority Precinct 2050 Vision.	Transforming Brimbank
	Continue to work with the Department of Transport and Planning to develop the Albion Quarter Structure Plan.	Transforming Brimbank
	Commence the development of the Sunshine Energy Park (first stage) business cases.	Transforming Brimbank
3.1.3 Promote Brimbank as a destination to build the visitor economy and tourism	Continue to promote Brimbank as a destination to build the visitor economy through key Transforming Brimbank priorities.	Transforming Brimbank
	Promote Brimbank as a location for business and facilitate development to attract investment and economic uplift.	City Strategy
	Strengthen industry growth and development in Brimbank with a Visitor Economy Strategy review.	City Strategy
3.1.4 Facilitate housing diversity, population growth and development through planning and assessment processes	Progress the implementation of the Housing and Neighbourhood Character Policy to advance a long-term plan to manage housing growth and change across Brimbank.	City Strategy

Attachment 12.1.3 Ordinary Council Meeting Agenda 26 April 2021

Strategic Objective: Earning & Learning	YEAR FOUR ACTIONS	Responsibility
3.2.1 Support economic and social inclusion ^	Continue to roll out non-English speaking business migrant attraction programs.	City Strategy
	Encourage local employment of people with disability by: • Promoting opportunities for local businesses to build capacity through disability awareness and education activities • Exploring local partnerships that enable pathways and opportunities for people with disability to volunteer in Brimbank.	Community Strengthening and Social Planning
3.2.2 Support community access to education and jobs	Provide tailored services, forge partnerships and role model opportunities to support Brimbank residents to access jobs and skills, including for young job seekers and young entrepreneurs.	Community Learning and Participation
	Promote local procurement by encouraging local businesses to employ more local people and by advocating for local procurement practices.	City Strategy
	Investigate options for short-term work engagement opportunities to build the skills and knowledge of young people.	Community Care
3.2.3 Promote the importance of education and encourage life-long learning across generations	Support, champion and promote opportunities for learning across all age groups through a range of programming, sector development, communications and other opportunities in Brimbank.	Community Learning and Participation
3.2.4 Work towards improving digital access and inclusion	Develop and run a range of programs and spaces that teach, encourage and support community members to use digital and other technology, regardless of the barriers they face.	Community Learning and Participation
	Research new data and insights to identify opportunities that increase the accessibility of Council's information and services available online.	Communications and Community Engagement

Brimbank Council Meeting Notes 632 16 April 2024

Council Services providing Leadership & Governance

- Advocacy and Stakeholder Relationships
- Governance and Risk
- Community Engagement and Communications
- People, Culture and Wellbeing
- Financial Services
- Customer Service
- Corporate Planning and Reporting
- Chief Information Office

Strategic Objective: Engaged & Responsive	YEAR FOUR ACTIONS	Responsibility
4.1.1 Value community input through models of deliberative engagement and co-design	Expand and leverage Brimbank's Community Voice Panel for enhanced participation and consultation.	Communications and Community Engagement
	Continue to administer the H.V. McKay Memorial Gardens Strategic Management Group meetings to provide direction for the management and development of the Gardens.	Operations
4.1.2 Support community resilience and continue emergency management planning to be prepared for any future incidents or shocks	Maintain Emergency Management Planning Reform at the Municipal level through: • Establishing strong partnerships with key agencies, including police, fire services, and emergency medical services • Forming a dedicated Municipal Emergency Management Planning Committee (MEMPC) • Collaborating with committee members to create a comprehensive Municipal Emergency Management Plan (MEMP) • Ensuring the plan covers prevention, response, and recovery strategies.	Operations
4.1.3 Partner across multiple sectors to advocate for equal access towards social & environmental justice	Deliver the Advocacy Plan 2023-2025 that sets out Brimbank's key advocacy priorities, which include: • Transforming Brimbank • Mental health • Road infrastructure • Climate emergency • Addressing unemployment • Housing and homelessness • Melbourne Airport Third Runway • Gambling harm • Major parks • Libraries.	Advocacy and Stakeholder Relationships
	Review the Social Justice Charter to ensure the principles and framework are contemporary and provide a platform for social equity and inclusion across the Council.	Community Strengthening and Social Planning
4.1.4 Support the Brimbank community to engage in transparent democratic processes	Partner with the Victorian Electoral Commission in respect to Local Government elections in compliance with the Local Government Act 2020 (the Act).	Governance and Risk
	Develop and implement a comprehensive Councillor transition program designed to equip the incoming Council with the necessary support and resources for effective governance.	Governance and Risk

Strategic Objective: High Performing & Accountable	YEAR FOUR ACTIONS	Responsibility
4.2.1 Reward a culture of high performance that demonstrates commitment to community	Continue to implement Council's Organisational Development Framework (2023–2027). Actions for 2024/2025 include: • Establishing a Brimbank Leadership Model • Commencing work to inform and create Council's updated Gender Equity Action Plan for 2025-2029.	People, Culture and Wellbeing
4.2.2 Continue to model a safe, healthy, diverse and equitable organisation	Implement 2024-2025 actions of Council's Occupational Health and Safety (OHS) Strategic Plan.	People, Culture and Wellbeing
	Through education and skill development strengthen organisational capability for intersectionality approaches to an inclusive workplace.	People, Culture and Wellbeing
	(Within Council) work to: • Increase participation of people with disabilities across Council's employment programs, including work experience • Consider and progress Council's volunteering recruitment strategies to provide more participation opportunities for people with disability.	Community Strengthening and Social Planning
4.2.3 Enhance organisational performance management and reporting	Report on the outcomes of the annual Local Government Community Satisfaction Survey (CSS) and the Local Government Performance Reporting Framework (LGPRF) through the Brimbank Annual Report 2024 - 2025.	Customer Experience and Service Innovation
4.2.4 Continue to manage our assets and finances sustainably and responsibly	Allocate a minimum asset renewal budget of 65%, relative to the depreciation expense for 2024-2025, with an intent to increase this year on year for the next 10 years, to actively manage the asset renewal gap and ensure sustainable asset management.	Assets, Capital Works and Property Services
4.2.5 Embrace technology and innovation to deliver continuous improvement opportunities	Commence the business case for the Connected Brimbank initiative. This will consider Council's long term information system needs in supporting customer service, information security and operational excellence and compliance obligations.	Chief Information Officer
	Continue to implement improvements to key systems and processes, including • Supporting the upgrade of Office 365 for all staff • Upgrading Content Manager by December 2024 • Upgrading aged telephony systems by December 2024 • Replacing the finance system Computron by mid-2025.	Chief Information Officer

Together We are Brimbank

Brimbank City Council

2024 – 2025 Draft Annual Budget & Council Plan Year 4 Action Plan

Phase One Community Consultation Report

2024

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Executive Summary of Key Findings

In November and December 2023, Brimbank City Council undertook deliberative community engagement (Phase One) to inform the development of the 2024-2025 Annual Budget and Council Plan Action Plan. One hundred and twenty-one individuals were consulted. The focus of the consultations was two-fold:

1. To actively engage community members in sharing their insights on established community priorities (list below) derived from previous consultations.
2. To create an opportunity for community members to raise other ideas or priorities and answer the question – Is anything missing?

Current Community Priorities

There was general consensus across the various groups that the existing, community priorities are still very much relevant and their continued priority status is supported. Key areas of discussion and focus are summarised below for each priority. These areas are discussed more in the body of this report.

Mental Health and Wellbeing
Mental health advocacy; Inclusivity in support; Community engagement; Stigma elimination; Targeted support; Lifelong assistance

Public Realm
Safety, security & reduced crime; Improved accessibility; Enhanced community amenities; Waste and dumping management solutions

Greening and Beautification
Increase planting; Enhance habitats; More shade; Promote resident involvement in beautification and planting efforts; Trees +++

Families, Women and Children
Accessible child support/care information; Advocacy for additional needs; Kindergarten assistance; Comprehensive family services

Roads and Footpaths
Road maintenance; Vegetation; Traffic calming; Footpath accessibility; Infrastructure improvement; Speed limits

Climate and Conservation
Renewable energy; Heatwave mitigation; Waterways, habitats grasslands and greening; Community engagement in action

Leisure and Sport Infrastructure
Community sports engagement; Diverse facility development; Enhanced access; Inclusive infrastructure; Holistic leisure offerings; Engaging spaces

Parks and Gardens
Children and youth; Safety, Inclusivity/all abilities access; Improved, and more, park facilities (seats, fencing, water); Management of planting/maintenance; Address waste/rubbish issues

People with additional needs and/ or who are at risk
Homelessness priority; Migrant Support/advocacy; Housing response; At-risk population support; Accessibility Focus

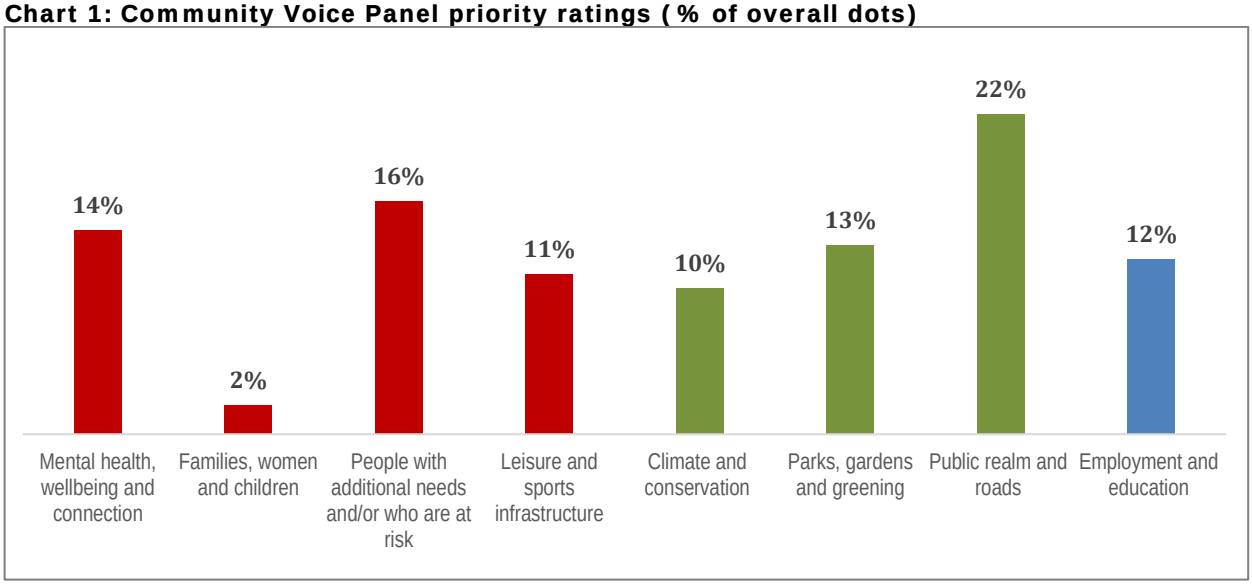
Employment and Education
Support local businesses; Youth employment activities; Education and training advocacy; Lifelong learning; Opportunities for people with disability

Priority 'Rating'

Members of the Community Voice Panel and participants of the youth focus group were invited to highlight the priorities (both current and new ideas) that they consider to be the most important.

Each person was provided with 'dots' to stick on posters that contained the priorities and ideas.

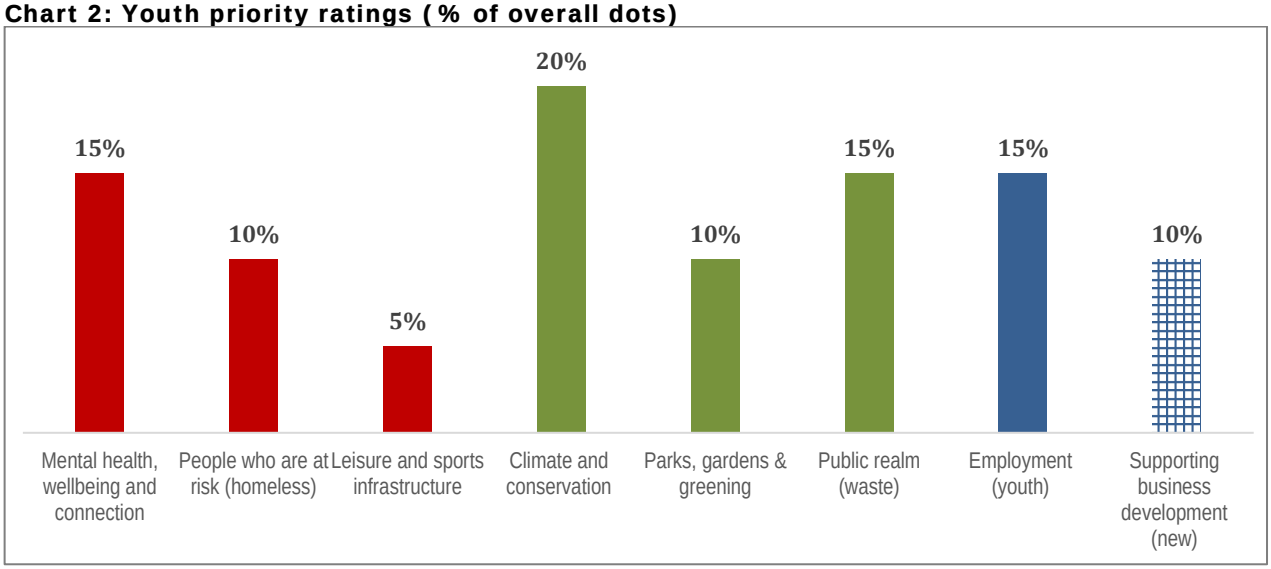
Chart 1: Community Voice Panel priority ratings (% of overall dots)



Public realm and roads scored the highest for Community Voice Panel members.

When cross-referenced with the Council Plan strategic directions; 45% of priority ratings fit within Places and Spaces and 43% align with People and Community.

Chart 2: Youth priority ratings (% of overall dots)



Climate and conservation scored highest for young people.

When aligned with Council Plan strategic directions; 30% of their priorities fit within People and Community and 45% relate to Place and Spaces.

As noted on page 12, this group of young people were particularly interested in youth employment. This was prioritised in addition to a new idea – supporting business development.

What is Council doing?

Council places significant importance on engaging in meaningful discussions with the community and welcomes community perspectives and ideas regarding current and future priorities. During this engagement community told us that they are not always aware of the diverse range of activities and programs facilitated by the Council.

This report includes some of Council's existing programs and activities that address community input received during the consultation and engagement sessions.

1. Introduction

Brimbank City Council prepares a draft Annual Budget and Council Plan Action Plan each year.

The 2024/20245 draft budget will outline our financial commitments towards delivering important services, programs and infrastructure. The draft Council Plan Action Plan Year 4 will contain actions that contribute towards implementing the 'Together We are Brimbank' Council Plan, and Council's vision for a transformed Brimbank that is beautiful, thriving, healthy and connected.

Community Engagement

In April and May 2023, Council connected with more than 200 community members to gain feedback on the Draft 2023/2024 Annual Budget and Council Plan Action Plan Year 3. These priorities are listed below and aligned to the relevant Strategic Directions and Objectives of the 'Together are Brimbank' Council Plan 2021 – 2025.

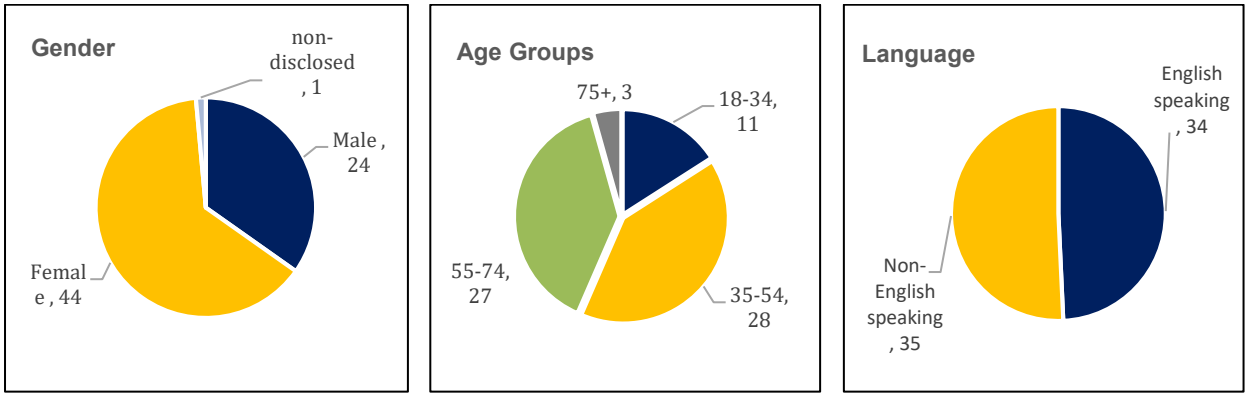
Phase One – Community Engagement

In November and December 2023, Council completed the first phase of community engagement to inform the development of the draft 2024-2025 Annual Budget and Council Plan Action Plan Year 4. In-person engagement activities connected with 121 people.

Community Voice Panel

69 participants in total (Workshop at BAWC 50 participants) (Online workshop 19 participants)

Demographics of Community Voice Panel Participants



Other Engagement Groups

- Youth Focus Group at Visy Hub (12 participants)
- Brimbank Aboriginal and Torres Strait Islander Consultative Committee (BATSICC) consultation at Cooinda (2 participants)
- Older persons 'pop-up' at St Albans Community Centre (12 participants)
- Disability Advisory Committee at the Keilor Hub (7 participants)

Participants were invited to consider/discuss the existing priorities and respond to the following:

- Are these still the top priorities for community?
- Do these reflect your understanding of community priorities or your own?
- Is there anything missing? Would you like to make any other comments?

This Report

This report presents the outcomes of the first phase of community engagement. Findings are catalogued and aligned with the Strategic Directions of the 2021-2025 Council Plan.

Each section contains:

- Participant feedback and thoughts on the current priorities with ideas and actions suggested within the priority area
- Other ideas and actions as suggested by participants and;
- A summary overview of key Council programs and activities, planned and in progress, that are working in these areas.

Community Panel Workshop

Youth Consultation

2. Consultation Findings (People & Community)

Section 2 collates and lists input from the Community Voice Panel, Youth Focus Group, a meeting with BATSICC, a meeting with Council's Disability Advisory Group and a pop-up session with older adults. Respondents were invited to comment on the current priorities (listed) and to provide other ideas and thoughts on new priorities.

- Mental health and wellbeing
- Families, women and children
- People with additional needs and/or who are at risk
- Leisure and sports infrastructure

2.1 People and Community - Current Priorities

Mental Health / Wellbeing

Disability Advisory Committee (DAC)

- People with disability experience distress in housing, homelessness, financial and employment – would like to see Council advocating for proactive measures to reduce financial stress leading to mental health crises, reducing unnecessary visits to mental health facilities.
- Disability Awareness and Mental Health First Aid training for front line Council staff.
- Work with schools and partners to support youth connection and access to supports. Respondents noted how many programs target young people only until age 25 and believed there should not be a strong 'cut off' at this age.

BATSICC

- Work to address mental health and family violence issues for Aboriginal and Torres Strait Islanders.
- Ensure cultural awareness and cultural safety in Council services, programs, projects, and staff.

Youth

The young people who attended the focus group suggested Council work to increase community awareness of specific mental health support services.

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

- The diverse aspects influencing mental health (e.g. the impact of family violence on mental health) and target advocacy and support accordingly
- Advocate for comprehensive mental health supports
- Simplify language in communications for accessibility and provide language-accessible mental health resources
- Explore/support initiatives like "Old People's Home For 4-Year-Olds/Teenagers" to address mental health and build connection
- Support different community engagement strategies (e.g., bike shed, repair café).
- Continue to partner with support organisations, e.g. to conduct workshops targeting various life stages and lived experiences.
- Play a role in eliminating stigma surrounding mental health.
- Facilitate targeted youth engagement; emphasising the importance of youth connecting with community and maintaining relationships.
- Educate council services/programs support staff on the importance of mental health support.
- People with lived experience can provide valuable insights.

What is Council doing for Mental Health and Wellbeing?

Council partnered with LeadWest to identify six priority mental health projects. One of them is a co-designed program for young people. It aims to create a tailored mental health program with service providers, health professionals and young adults.

During the 2022-2023 financial year, Council provided significant support for youth mental health. This included training in youth mental health first aid (YMHFA), as well as partnership and program initiatives. Additionally, Dynamic Young Citizens sessions were conducted in 10 primary schools. Council also Psychosocial support programs run in partnership with 15 organisations for more than 3000 participants

Families, Women and Children

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

- Promote access to information regarding family services, baby and child support services including kindergarten programs.
- A need for kindergarten tours.
- Promote playgroups for mothers.
- Advocate/Partner for:
  - Greater levels of respite care and emergency respite childcare
  - Childcare for young people with disabilities and prioritise placement for children with disabilities
  - Support for migrant women with no connections, experiencing isolation and depression.
  - Guidance for parents who are not English-educated to assist them with finding childcare, kindergarten and school
  - More activities and programs for Vietnamese single parents, including childcare support.

What is Council doing for Families, Women and Children?

Council is delivering a life-stage approach that includes children and parents through Maternal and Child Health services, Supported Playgroups and kindergarten programs. In the last financial year Council delivered 10 outreach shopping centre playgroup sessions to 121 families.

Council is boosting life-long health and wellbeing for diverse communities and age groups through a wide range of programs provided by Neighbourhood Houses and community centres.

Leisure and Sport Infrastructure

Youth

- Upgrade Sunshine Leisure Centre.
- Establish more badminton and tennis facilities.
- Investigate options to utilise leisure centres as workspaces.

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

- Promote access to casual sports facilities without fees to enable broader community engagement.
- Advocate for the creation of cold water therapy pool facilities.
- Reinstall facilities that were removed in Dempster Park.
- Support inclusion for people with disabilities and Acquired Brain Injuries (ABIs).
- Make temporary fencing at facilities permanent.
- Acknowledge the impact of service closures on amenities like the crèche in Sunshine.
- Address concerns about removed amenities and temporary fixtures becoming permanent.
- Expand leisure activities beyond sports to include arts, dance, and drama.
- Support inclusion for people with disabilities and Acquired Brain Injuries (ABIs).
- Collaborate with organisations like Sons of the West for stroke survivors.
- Establish Men's Sheds at leisure centres
- Develop innovative and unique facilities and programs rather than generic ones.

What is Council doing in Leisure and Sport Infrastructure?

Last financial year, Council:

- Increased its swim school membership to over 4,500 people.
- Invested a total of $14,952,000 in capital works for sporting facilities with an additional $1,777,000 spent on other Brimbank facilities.
- Completed upgrades for the Robert Bruce Pavilion sports change rooms as part of the Sport Facilities Development Plan.

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

- Promote/advocate for a holistic support network integrating housing, accessibility, diverse community needs, education, and specialised assistance for vulnerable populations in Brimbank.
- Understand and clarify the council's role in addressing homelessness and the housing crisis.
- Advocate for public housing and affordable housing solutions and integrate homelessness strategies into council planning.
- Enhance support for carers on a pension.
- Enhance support for vulnerable individuals, such as through home library services.
- Work with others to address food security and nutrition challenges and accessibility issues.
- Provide appropriate support and training for staff and volunteers engaged in working with vulnerable populations.
- Advocate for better alcohol and drug rehabilitation programs and post-inpatient supports in Brimbank.

People with additional needs / at risk

New social housing for Brimbank

Youth

- Homelessness is a critical priority.
- Advocate for increased support for new immigrants and non-English speaking people.

What is Council doing to support people with additional needs?

Council developed a Homelessness Implementation Plan in 2020 reflecting Council's commitment to support people in Brimbank without a home. A 2022-2023 Report Card lists key achievements for that year https://www.brimbank.vic.gov.au/living-here/our-wellbeing-and-safety/homelessness.

Brimbank Council closely collaborates with police and support services through a 'Hotspots committee' to address safety concerns and provide assistance to people who are experiencing homelessness. The committee meets regularly.

Council recognises the important role played by carers in the Brimbank community, providing unpaid care and assistance to family members and friends with daily activities. The Carer Support Plan was designed in consultation with over 100 local carers and sets out a series of Council-wide actions.
https://www.brimbank.vic.gov.au/living-here/my-family/disability-and-care/support-carers

The Brimbank Social Justice Charter Strategic Implementation Group is a partnership between various agencies and organisations that collaborate on advocacy, planning, and coordination for high-priority social justice issues such as access, equity, participation, and human rights. The group is chaired by a Brimbank City Councillor and is composed of senior representatives from local agencies, service providers, the Victorian Government, and Council.

2.2 People and Community - New Ideas/Priorities

Community Connection and Access

A number of participant responses included ideas that are themed under creating greater community connection and supporting ease of access.

- Consider holding more cultural street festivals (than what is currently delivered)
- Advocate for a one-stop hub providing connection and facilitating access to support services for people with disabilities.
- Consider programming targeted to isolated migrant women experiencing depression.
- Advocate for initiatives that foster interaction and connection between children and seniors, facilitating intergenerational activities and learning experiences.
- Create more opportunities for the social interaction, collaboration and engagement of older people, enhancing their sense of belonging and connection within the community.

Older people in Brimbank

- Lobby for increased accessibility and quality of in-home support services, especially through programs like My Aged Care, to cater to the needs of seniors.
- Advocate for exemptions or rate reductions for pensioners to alleviate financial burdens.

Aboriginal and Torres Strait Islanders

- Simplify grant application process for Aboriginal and Torres Strait Islanders
- Introduce yarning circles in open spaces for community engagement and dialogue
- Include a section in Brimbank News dedicated to Aboriginal and Torres Strait Islander issues, with a statement of support.
- Take a more proactive stance on educating the community about Aboriginal and Torres Strait Islander cultural heritage, celebrations, issues, and opportunities.
- Address racism in Brimbank through educational initiatives.
- Allocate a budget for the Reconciliation Action Plan (RAP) and ensure there's a dedicated budget for Council Departments to meet their RAP obligations.
- Include actions from the RAP in the Council Plan action plan.
- Cultural Safety and Advocacy:
  - Renew the commitment to cultural safety, considering challenges post-referendum and responses to the Voice to Parliament.
  - Consider developing an anti-discrimination policy.
  - Advocate and partner with relevant entities to share cultural information about heritage at Brimbank Park.

What is Council doing for community connection and engagement?

Here are some examples:

Council delivered programs to reduce social isolation for a range of ability groups, including: badminton, ballroom dancing, chess, 'Beginner' computers, gardening, homework support and yoga.

As part of our reconciliation journey, Council supported a First Nations Voice to Parliament as part of the 2023 Referendum. Council remain committed to inclusive decision-making, truth- telling about Australia's history, self-determination and treaty for Aboriginal and Torres Strait Islanders.

Council partnered with Cooinda Community Group to pilot a culturally safe and welcoming space that offers programs for Aboriginal and Torres Strait Islanders in Brimbank.

3. Consultation Findings (Places and Spaces)

Section 3 collates input from the Community Voice Panel, Youth Focus Group, a meeting with BATSICC, a meeting with Council's Disability Advisory Group and a pop-up session with older adults. Respondents were invited to comment on the current priorities (listed) and to provide other ideas and thoughts on new priorities.

- Public Realm
- Roads and Footpaths
- Greening and Beautification
- Parks and Gardens
- Climate and Conservation

3.1 Places and Spaces - Current Priorities

Public Realm

Youth

- Measures for increased safety in high risk areas – however ensure this is balanced to avoid over-policing
- Communal facilities and areas becoming more pedestrian-friendly
- Proactive waste removal and a greater take up of sustainable practices.

Older People

The older people who attended the pop-up session would like to see:

- A general increase in cleaning and up-keep in public areas
- More public seating (particularly in Cairnlea and St Albans)

What is Council doing for Public Realm?

Last financial year, Council:

- Completed 198 capital works projects with a total value of $60 million.
- Delivered the pathway network connections identified in the Brimbank Cycling and Walking Strategy.
- Installed a CCTV system throughout Sunshine Activity Centre to increase perceptions of safety.
- Successfully implemented the Container Deposit Scheme.

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

Safety and Security

- Advocate for enhanced police resources and crime prevention strategies, in areas like Keilor Downs.
- Install CCTV cameras in major activity centres and improve lighting in public spaces like Kororoit Creek.
- Work to address specific safety concerns in shopping centres and local areas, focusing on design and safety improvements.
- Conduct parking blitzes around schools.
- Address safety concerns related to snakes.

Infrastructure and Accessibility

- Ensure public spaces like Sydenham Park meet accessibility requirements and serve functional purposes.
- Advocate for accessible toilets to be accessible without a Master Locksmiths Access Key (MLAK) and increase the number of public toilets with improved maintenance.
- Increase the number of public toilets and cleanliness.

Community Amenity

- Expand library facilities and programs.
- Introduce more art installations in streets.
- Enhance shopping centres with increased lighting.
- Provide amenities/ services like free lawn mowing, more dog poo bags, unlocked cricket nets.
- Trial 'cycle-ways' to encourage alternative transportation.

Waste

- Enhance rubbish collection options for smaller items outside regular collections.
- Implement the Container Deposit Scheme.
- Introduce a Council waste levy, possibly with exemptions for those facing financial hardships.
- Address challenges: food waste, dumping in parks, and hard rubbish discarded in public places.

Roads and Footpaths

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

- Continue to address maintenance issues like road potholes & mowing.
- Beautify roads through additional vegetation on dividers.
- Implement traffic calming measures at targeted intersections.
- Maintain/ensure accessibility of footpaths for prams and wheelchairs.
- Improve road 'quality', including even nature strips.
- Prioritise/lobby for Taylors Rd widening.
- Enforce parking standards on nature strips.
- Improve safety and traffic control, especially in areas like Hampshire Road and Alfrieda Street.
- Enhance bike lanes and public transport infrastructure.

Older people supported a greater focus on road safety and enforcing speed limits.

What is Council doing for Roads and Footpaths?

In the last financial year, Council:

- Delivered capital works for Roadworks and Footpaths projects to the value of $24,694,000.
- Implemented the Creating Streets for People Policy to support active transport movement to local destinations and to support social connectivity.

Parks and Gardens

Disability Advisory Committee (DAC)

- Advocate for improved toilet access in parks, ensuring they are more inclusive for all visitors.
- Encourage the adoption of the MLAK key system to enhance accessibility for people with disability to parks.
- Advocate for the renewal of toilets at sports clubs as part of an asset renewal program, ensuring better facilities.
- Advocate for increased fencing in parks, especially targeting areas with potential risks for autistic children, ensuring a safer play environment.
- Ensure adequate water access points in parks, particularly crucial in summer, to ensure visitors' comfort and hydration.
- Enable additional seating in parks, providing more resting spots for park visitors.

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

Accessibility

- Address accessibility challenges, especially for wheelchairs, invest in improving park access.
- Create small community parks with adequate lighting for increased usability and safety.
- Ensure parks have drinking water, benches, and motion-censored lighting, making them more accessible.
- Advocate for road safety crossings for park access.
- Install amenities for residents with additional needs, promoting inclusivity.

Children and Young People:

- Prioritise parks in Sunshine for equipment and redevelopment - focusing on children's facilities.
- Consider additional youth facilities and amenities in parks
- Address safety in parks, especially for kids.
- Install an all-abilities park catering to children with different needs.

Waste and Maintenance:

- Develop management plans for planting and maintenance.
- Address the issue of waste and rubbish in parks.
- Improve signage in parks, enhancing visitor guidance.

What is Council doing in Parks and Gardens?

In the last financial year, Council:

- Continued implementation of the Brimbank Creating Better Parks Policy and Plan 2016, which included delivering path upgrades, new playgrounds, new BBQ and park furniture and extensive tree planting for nominated parks.
- Delivered the Sydenham Park Master Plan 2020, including works to create visitor amenities through wayfinding signage, walking trails, shared paths and park.
- Invested $7,527,000 in capital works in playgrounds, parks and gardens.

Attachment 12.1.4

Greening / Beautification

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

- Plant more trees and bushes.
- Enhance natural habitats and increase shade
- Advocate for greater tree coverage
- Encourage residents to plant greenery in their strips for biodiversity and aesthetics
- Enforce standards for nature strips to enhance greenery
- Create greener, welcoming and accessible streets.

Youth would like to see an increase in 'greener streets' and natural habitats. They also saw an opportunity to encourage community participation in tree planting and gardening.

What is Council doing for Greening and Beautification?

Last financial year, Council:

- Conducted four community conservation restoration (planting) days along the Maribyrnong River, Taylors Creek and Kororoit Creek.
- Offered a multitude of climate change initiatives, including the Seedlings in Schools program, benefiting 35 schools and early learning centres.

Climate / Conservation

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

Energy and Resources

- Invest in community batteries for cheaper electricity and capacity.
- Promote renewable energy accessibility for community.
- Advocate for economic incentives for heat-friendly building materials.
- Encourage permeable concrete (if concrete is required)
- Integrate climate requirements into planning applications.

Heatwave Mitigation and Green Spaces

- Restore waterways, remediate contaminated land, and preserve industrial paddocks.
- Explore cooling garden initiatives & expand tree canopy to reduce heat effects.
- Establish heatwave shelters for people during extreme temperatures.
- Land use planning to protect green spaces and increase tree coverage.
- Consider options to address the rabbit problem
- Continued advocacy for environmental initiatives in the West.

Community Engagement and Education

- Conduct community education about pollution, conservation, and heat-friendly building materials.
- Provide simple, detailed guides for conservation and recycling.
- Establish community food gardens and smaller tree parks.
- Improve access to recycling centres, especially for garden waste
- Develop planting guides for native strips and a list of plants to attract insects and animals.
- Introduce cat curfews to address community concerns.
- Encourage volunteering for environmental restoration efforts.
- Support the rehabilitation of creeks, planting, and indigenous information in parks.

Youth

- Use wood for shared paths instead of concrete.
- Increase proactive waste removal and adopt sustainable practices
- Protect grasslands and habitat
- Create more partnerships to develop solar initiatives

What is Council doing for Climate and Conservation?

Last financial year, Council:

- Rolled out the planting of street trees in Kings Park, Deer Park and St Albans and approximately 20,000 tube stock plants.
- Continued the Nature Places program to highlight importance of remnant grasslands at Bon Thomas Reserve.
- Increased the promotion of Food Organics and Garden Organics collection service to increase voluntary uptake to

3.2 Places and Spaces - New Ideas/Priorities

(New/Additional) Space Activation

Some Community Voice Panel members spoke of their interest in 'space activation' to improve public realm and provided the following ideas:

- Explore activation strategies for vacant businesses, such as art installations and pop-up events.
- Repurpose unused spaces like the old Sunshine Tech for community gardens or recreational areas.
- Evaluate existing initiatives to see if further developments or improvements can be made.

What is Council doing for Place Activation?

Council conducted a range of visitor-economy-related activities including:

- Supporting the Western Melbourne Tourism Board initiative 'Namaste Westside Project', which was awarded $190,000 from the State Government's Visitor Servicing Fund
- Appointing a new Senior Economic Development Officer – Tourism

Council is delivering the 2023/2024 Enjoy Local Activation Program with 21 activations across the suburbs of Keilor, Keilor Park, Albion, Deer Park, Delahey, St Albans, Sunshine West, Sunshine North, St Albans Town Centre and the Sunshine Town Centre

4. Consultation Findings (Opportunity & Prosperity)

Section 4 collates input from the Community Voice Panel, Youth Focus Group, a meeting with BATSICC, a meeting with Council's Disability Advisory Group and a pop-up session with older adults. Respondents were invited to comment on the current priorities (listed) and to provide other ideas and thoughts on new priorities.

- Employment and Education

4.1 Prosperity and Opportunity - Current Priorities

Community Voice Panel

Within the current priorities, Community Voice Panel members emphasised the following:

Youth Employment

- Provide practical job experiences (e.g., "Youth Shed")
- Showcase employment opportunities via job expos
- Encourage business development coaching programs
- Offer volunteering opportunities targeted to youth.
- Lobby to mitigate challenges hindering youth employment.

Local Business

- Support local businesses through social procurement and sustainable employment initiatives.
- Encourage innovation, collaboration between businesses and educational institutions.

Education and work readiness

- Advocate for workplace readiness programs for a range of groups - returning to workforce, people with disability, women who have raised children, First Nations people and non-English speakers.
- Promote digital literacy programs for specific groups (e.g., older people).
- Promote lifelong learning opportunities and tailored literacy programs.
- Lobby for better educational infrastructure and community spaces for learning.
- Foster intergenerational knowledge transfer in programming where possible.

Employment/Education

BATSICC respondents would like to see business development support for First Nations businesses, including mentorship for start-ups.

Older people suggested more multi-language books in libraries and the delivery of targeted multi-language programs for young children.

Youth

- Promote diversity in internships.
- Foster leadership development through programs and events.
- Offer career counselling, youth-led tutoring workshops, skill-building programs and access to digital devices for education.
- Support business development start-ups to create job opportunities.

Disability Advisory Committee (DAC)

- Create opportunity for people with disability to work in council, including apprenticeships and volunteering; set targets to drive action.
- Increase opportunity for students to access a portal where they can learn more about roles in council such as in Customer Service, depot.
- Lead by example – e.g. BAWC has a swim teacher with autism to teach students who have autism.
- Implement Hidden Disabilities Sunflower scheme in council e.g. Customer Service.

What is Council doing for Employment and Education?

Council offered practical workplace experiences to young people through a structured Placement Program, including opportunities for entry level employment in Neighbourhood Houses and introductions to local business and employer networks. This included an accredited hospitality course combining café operations with safe food handling, workplace health and safety and responsible service of alcohol.

Council also piloted the LinkedIRL youth professional networking program and delivered a 'white card' micro-credential course.

Council officers implemented a range of strategies to promote Brimbank as a business location and facilitate development to deliver investment and economic uplift.

4.2 Prosperity and Opportunity - New Ideas/Priorities

Supporting Business

- Promote Brimbank as an employment hub to attract businesses and offer pre-opening promotion support.
- Provide small business support, especially for small online businesses.
- Encourage local hiring and offer incentives for businesses to invest in the area.
- Engage in activities like mystery picnics to promote and uncover local businesses.
- Explore alternatives to individual business support, like free markets and online directories.
- Implement creative approaches like business networking nights to aid local businesses.
- Establish a community bike shed and repair café inspired by successful models elsewhere

'Marketing' Brimbank

- Position Brimbank as an appealing living destination.
- Develop Brimbank as a distinct tourism destination by identifying unique offerings or niche products e.g. promote local natural attractions like the Organ Pipes.

What is Council doing for Business?

In the last financial year, Council:

- Facilitated business development programs attracting more than 350 attendees.
- Delivered the Jobs Victoria Advocates program across Brimbank Libraries, schools, shopping centres, markets and community centres, engaging with over 300 job seekers.
- Installed footpath, bin and door decals promoting Council's 'Think.Shop.Buy' Local campaign in 18 locations across Brimbank.

5. Consultation Findings (Leadership & Governance)

A small number of respondents also made suggestions that best align with the Strategic Direction of Leadership and Governance.

- Increase promotions to raise youth awareness and participation in local government and communities.
- Provide information on how council's work aligns with state and federal government actions. Provide transparency in Council budgeting and spending.

Council's Leadership and Governance role – some examples:

The Brimbank Youth Council program aims to encourage young people to become community leaders; offering opportunities to meet with Councillors, develop skills, build networks and gain experience.

Whole-of-council advocacy was very successful, securing over $300 million in government investments for our community. Council recently designed and delivered a refreshed Advocacy Plan 2023- 2025, which sets out Brimbank's key advocacy priorities including:

- Transforming Brimbank
- Mental health
- Road infrastructure
- Climate emergency
- Addressing unemployment
- Housing and homelessness
- Melbourne Airport Third Runway
- Gambling harm
- Major parks
- Libraries

Council adheres to a Public Transparency Policy which align to the Local Government Act 2020. https://www.brimbank.vic.gov.au/about-council/how-we-work/policies-plans-and-strategies/policies/public-transparency-policy

Council adopts an Annual Report each year at an open council meeting. The Annual Report is sent to the Minister for Local Government and includes a Report of Operations, as well as audited Financial Statements and Performance Statement. https://www.brimbank.vic.gov.au/about-council/how-we-work/annual-reports

6. What's next?

This report consolidates the outcomes of the first phase of community engagement, which took place in November and December 2023.

Findings will inform the development of the draft Annual Budget and Council Plan Action Plan 2024-2025.

Phase Two

Phase two community consultation will take place in April – May 2024 and community members will be invited to provide feedback on the draft documents.

12.2	Governance Report April 2024
Directorate	People, Partnerships and Performance
Director	Georgie Hill
Manager	Danny Bilaver
Attachment(s)	1. Record of Informal Meeting of Councillors [12.2.1 - 7 pages] 2. Delegates and Representatives Report [12.2.2 - 1 page] 3. Minutes of Audit and Risk Committee - 24 February 2024 [12.2.3 - 8 pages] 4. ARC Biannual Activity Report - February 2024 [12.2.4 - 5 pages] 5. Draft S5 Instrument of Delegation to the Chief Executive Officer - April 2024 [12.2.5 - 4 pages]

Purpose

For Council to consider:

- A summary of recent Governance activity.
- Contracts entered into, and works orders approved in accordance with the S7 Instrument of Sub Delegation.
- Councillor Declarations of Representations by Members of Parliament.
- Audit and Risk Committee Minutes of 24 February 2024.
- Biannual ARC Activity Report 2023-2024.
- Review of Instrument of Delegation from Council the Chief Executive Officer (S5 Instrument).
- Brimbank Economic and Employment Advisory Committee (BEEAC).
- Interim Land Subject to Inundation Overlay - Flora Street Keilor.

Council Recommendation

That Council:

a. Notes the:
   i. Governance Report April 2024.
   ii. Contracts entered into, and works orders approved, in accordance with S7 Instrument of Sub Delegation (24/3464).
   iii. Records of Informal Meetings of Councillors, at Attachment 1 to this report, for incorporation in the minutes of this meeting.
   iv. Delegate's and Representative's Reports, at Attachment 2 to this report, for incorporation in the minutes of this meeting.
   v. Councillor Declarations of Representations by Members of Parliament.
   vi. Minutes of Audit and Risk Committee Meeting No. 137 held on 24 February 2024, at Attachment 3 to this report.
   vii. Biannual ARC Activity Report 2023-2024, at Attachment 4 to this report.

b. In the exercise of the power conferred by section 11(1)(b) of the *Local Government Act 2020 (the Act)*, resolves that:
   i. There be delegated to the person holding the position, or acting in or performing the duties, of Chief Executive Officer the powers,

duties and functions set out in the S5 Instrument of Delegation, at Attachment 5 to this report, subject to the conditions and limitations specified in that Instrument.

ii. The Instrument comes into force immediately upon this resolution being made and is to be signed by the Council's Chief Executive Officer and the Mayor.

iii. On the coming into force of the Instrument the previous S5 Instrument of delegation to the Chief Executive Officer is revoked.

iv. Despite the revocation of the S5 Instrument any Addendum made under any previous S5 Instruments continues in force until revoked in accordance with the terms of the Addendum.

v. The duties and functions set out in the Instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.

c. In relation to the Brimbank Economic and Employment Advisory Committee (BEEAC):

i. Endorses changes to the Brimbank Economic and Employment Advisory Committee Terms of Reference that replace section 3c) Membership with "Ten to twelve Brimbank-based local business owners, operators or managers from key sectors including Manufacturing; Construction; Retail Trade; Accommodation and Food Services; Education and Training (including Employment Services); Transport, Postal and Warehousing; Professional, Scientific and Technical Services; Health Care and Social Assistance; and the Visitor Economy".

ii. Notes that the Brimbank Economic and Employment Advisory Committee Selection Panel have appointed twelve members to the BEEAC, as outlined in this report.

d. Writes Melbourne Water advising that Council supports in principle the proposal for Melbourne Water to request the Minister for Planning to apply interim planning controls designating the Land Subject to Inundation Overlay (LSIO) in Flora Street, Keilor, noting that third party appeal rights will remain for property owners when Melbourne Water progress the permanent LSIO.

Background

The monthly governance report is a standing report to Council, in accordance with best practice and good governance principles, and to ensure compliance with the requirements of the *Local Government Act 2020 (the Act),* Councillor Code of Conduct 2021 (Code), and Councillor Support (Major) Policy 2020.

Matters for Consideration

Exercise of Delegated Authority

Council delegates powers, duties and functions to the Chief Executive Officer in order to support efficient operation and delivery of Council services. The Chief Executive Officer has sub-delegated some authority to Directors (and other Council officers). Significant decisions made, or actions undertaken exercising delegated authority, are reported to Council as a transparency and accountability measure.

The Chief Executive Officer has been delegated authority by Council to award contracts up to $1,000,000 (inclusive of GST) through an Instrument of Delegation made on 18

October 2022 (S5 Instrument of Delegation to the Chief Executive Officer). The Chief Executive Officer has sub-delegated authority to Directors to award contracts up to $200,000 (inclusive of GST) through an Instrument of Delegation made on 12 December 2023 (S7 Instrument of Sub-Delegation by the Chief Executive Officer).

Contracts entered into, and works orders approved, in accordance with S7 Instrument of Sub-Delegation

Contracts entered into, and works orders approved, under delegation since reporting to the last Council Meeting are:

Contract No.	Description	Successful Tenderer	Contract Amount (inc GST)	Date Awarded
24/3464	Selwyn Tennis Court Reconstruction – Design Consultancy Services	2MH Consulting	$87,265.50	6 March 2024

Records of Informal Meetings of Councillors

An Informal Meeting of Councillors includes meetings that are:

- Scheduled or planned for the purpose of discussing the business of Council or briefing Councillors,
- Attended by at least one member of Council staff, and
- Not Council meetings, Delegated Committee meetings or Community Asset Committee meetings.

Written records of Informal Meetings of Councillors are kept and include the names of all Councillors and Council officers attending, the matters considered, any conflict of interest disclosures made, and whether a Councillor who has disclosed a conflict of interest leaves the meeting.

These records, as soon as practicable, will be reported at a Council Meeting, and incorporated in the minutes of that Council Meeting.

Records of Informal Meetings of Councillors (Attachment 1) were received for the following meetings:

Date	Event
9 April 2024	Council Meeting Briefing
25 March 2024	Social Justice Coalition
22 March 2024	Brimbank Economic and Employment Advisory Committee

Delegate's and Representative's Reports

The participation on a range of local, specific issues, committees established by Council, peak body/sector associations, and local and regional forums, is an essential part of the representative role Council plays. Council nominates Councillors as delegates and representatives to these committees annually.

The role, as the Council delegate or Council representative on these committees, is to represent the position of Council, and report back to Council at a Council Meeting on the issues or progress of the committees, and any recommendations made by the committees.

Delegate's and Representative's Reports (Attachment 2) were received for the following meetings:

Date	Event	Councillor/s
22 March 2024	Brimbank Economic and Employment Advisory Committee	Cr Tachos

Councillor Declarations of Representations by Members of Parliament

Councillors have a legitimate role in advocating on behalf of their communities. At times, this may include the receiving of representations by a Member of State or Federal Parliament, to Council or Councillors. Councillors will declare and record any representations made to a Councillor by a Member of Parliament or their staff representative.

Councillor Declaration of Representations by Members of Parliament was received for the following meetings.

Date	Councillor	Member of Parliament	Matter Discussed
8 April 2024	Cr Rasic	David Ettershank	Calder Freeway Melbourne Airport Rail Sunshine Station Masterplan Albion Station Vietnamese Museum Mental Health Greening the West Better Buses Housing and Homelessness Melbourne Airport Third Runway
8 April 2024	Cr Kerr	David Ettershank	Calder Freeway Melbourne Airport Rail Mental Health Greening the West Better Buses Housing and Homelessness Melbourne Airport Third Runway

Audit and Risk Committee

Minutes of the Audit and Risk Committee (ARC) meeting held 23 February 2024, is presented to Council for noting at Attachment 3.

Biannual ARC Activity Report 2023-2024

The Audit and Risk Committee (ARC) Chair prepared a draft biannual report on the ARC activities and was presented to the ARC to consider during the 24 February 2024.

The report covers ARC activity from September 2023 to March 2024. The report meets the reporting requirements to Council as mandated by the Local Government Act 2020 (LGA) pursuant to section 54(5), and importantly provides Council with a summary of the matters that the ARC has addressed in the reporting period in discharging its responsibilities under its Charter.

The final report is presented to Council for noting at Attachment 4 to this report.

Review of Instrument of Delegation from Council the Chief Executive Officer (S5 Instrument)

The Instrument of Delegation from Council the Chief Executive Officer (CEO) was last reviewed in October 2022. Since then, a number of operational challenges have arisen and advice on those identified issues was sought from Maddocks law firm, Council's provider of delegation tools and updates.

The Instrument of Delegation has been reviewed and amended to provide further clarity in the delegation's practical application. The updated Instrument (Attachment 5) proposes to allow the CEO to enter into a contract above the CEO threshold, if the expenditure is in relation to a contract with a utility supplier to Council or an insurer of Council, or expenditure required under legislation (e.g. WorkCover or fire services property levy). This broadens the current delegation that allows expenditure in excess of the CEOs threshold in relation to Public Liability and Professional Indemnity Insurances only. These contracts and expenditures are generally low risk and to a single or dominant service provide on the market.

A proposed improvement has been made in relation to where Council has approved a panel of contractors for a project, that will clarify that the CEO can implement the approved contract by being able to approve work/purchase orders above financial delegation limits.

A further improvement has been proposed in relation to contract variations where the wording "whichever is the greater" has been added as there is a lack of clarity between the current wording of sub paragraphs 1d(i) and 1d(ii) and to allow greater flexibility to the CEO. This aligns with the practical application of other instruments of delegation, namely the CEOs delegation to Council staff.

Finally, benchmarking was undertaken across other metropolitan and large regional Councils that reveals that financial delegation thresholds for CEOs differ widely from Council to Council.

Whilst a common financial limit for CEOs is $1,000,000 including GST, several exclude GST from this amount. There are several metropolitan Councils that have delegation limits set lower than $1,000,000. However, these Councils are generally considered to be semi-metropolitan. Six Councils have delegation limits set above $1,000,000 with the maximum being set at $5,000,000. Two neighbouring Councils have thresholds set above $2,000,000.

Given the current requirements at Brimbank and the benchmarking against other similar Council's, it is proposed that there be an increase to the CEOs financial delegation limit to $2,000,000 (exl GST) to more accurately reflect the scale of Brimbank's procurement activities and will also facilitate a more efficient delivery of the capital works budget.

Brimbank Economic and Employment Advisory Committee (BEEAC)

The formation of the BEEAC was a recommendation of the Brimbank Economic Development Strategy 2022 - 2027, which was adopted by Council in December 2022, and is an action in the Together We are Brimbank Council Plan.

Council endorsed the BEEAC Terms of Reference (TOR) in September 2023 and ran a four-week expression of interest (EOI) process, which closed 27 February 2024. Twenty-two EOIs were received across multiple industry categories.

Council recently appointed Wade Noonan, Deputy Vice-Chancellor, External Relations and Partnerships at Victoria University as the independent chair to the BEEAC. The BEEAC

Selection Panel, comprising Wade Noonan, Councillor Papalia, Councillor Tachos and Kelvin Walsh, recently selected 12 industry representatives from the 22 EOIs received.

The BEEAC TOR provides for ten industry representatives and on this basis a change is proposed to increase industry members to 12.

The appointed members include:

- Zipporah Bryan, PuntHill Apartments, Sunshine
- Emma Stott, Overnewton Castle, Keilor
- Gazal Kamali, Quest Apartments, Sydenham
- Gengiz Soyturk, Djerriwarrh, Brimbank
- Kate Peart, OCTEC, Sunshine
- Milton Young, Accountant, Sydenham
- Trish Gardiner, Watergardens Town Centre (QIC), Sydenham
- Xiaofan Ji, Bon Bons, Sunshine
- Jonathon Castelino, Wholesaler & Manufacturer, Sunshine
- Chad Stokes, Child Care, Sunshine
- Pierre Hinton, Visa Print, Derrimut
- Andrew Miles, General Laser, Sunshine West.

Officers are working to schedule the inaugural meeting of the BEEAC in the coming months.

Interim Land Subject to Inundation Overlay - Flora Street Keilor

On 7 December 2023 Melbourne Water wrote to Council advising that it had submitted a request to the Minister (Minister) for Planning to apply an interim Land Subject to Inundation Overlay (LSIO) to properties in Flora Street, Keilor, which experienced flooding in the October 2022 flood event. This is in accordance with the recommendations of the Independent Panel appointed to review the flood event.

The report of the Maribyrnong River Flood Event Independent Review Panel (August 2023) made fifteen recommendations in relation to matters associated with Melbourne Water's functions as a floodplain management authority. Melbourne Water accepted all 15 of the Panel's recommendations and is now working on implementation.

Melbourne Water has requested the Council to advise if it supports the application of the interim LSIO it is intended to be a Ministerial amendment without notification and third-party appeal rights.

Brimbank Council endorsed a Submission to the Maribyrnong River Flood Review at its Council Meeting on 21 March 2023 (2023 Submission), which included among other matters that Melbourne Water should:

- Review flood mapping data within the catchment, with consideration to the type of flood events anticipated as a result of climate change, and current and future land use and development.
- Once flood mapping has been revised and updated, Melbourne Water should then undertake a GC Amendment (as the Planning Authority) in consultation with Brimbank, Hume, Maribyrnong, Melbourne and Moonee Valley City Councils to ensure a consistent approach to flood mapping is applied along the Maribyrnong River

- Revise flood mapping for all major waterways and flood prone areas in Melbourne's west, where mapping is not up to date, and then undertake a GC Amendment.

Melbourne Water has commenced a review of flood mapping within Brimbank and other councils. The proposed application of the interim LSIO to Flora Street is considered consistent with Council's 2023 Submission. Melbourne Water has advised that third party appeal rights will remain for property owners when they progress the permanent LSIO.

Melbourne Water has also indicated they will write to Flora Street, Keilor, property owners advising of the proposed interim LSIO. The interim LSIO will identify the potential for flooding to existing and future property owners. On this basis it is proposed that Council write a letter providing in principle support, noting that third party appeal rights will remain for Flora Street property owners.

Community Engagement

Not applicable.

Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2023/2024.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• This report fulfils legislative governance obligations, to provide transparent and accountable reporting of governance activity.

There are no Community, Environmental, Financial or Safety risks identified.

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around.

3. Opportunity and Prosperity - A future focused, transforming city where all have opportunities to learn and earn - A prosperous place for all
• Growing and Transforming - Optimise

4. Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all
• High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community.

This report complies with the *Local Government Act 2020, Local Government (Governance and Integrity) Regulations 2020*, Council Plan 2021-2025, S5 Instrument of Delegation to the Chief Executive Officer, S7 Instrument of Sub-Delegation by the Chief Executive Officer, Councillor Code of Conduct 2021 and Procurement Policy.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Record of Informal Meeting of Councillors

Meeting details

Title:	Council Meeting Briefing		
Date:	9 April 2024	Time:	6.00pm to 7.30pm
Location:	Zoom		
Councillors in attendance:	☒ Cr Victoria Borg ☐ Cr Sarah Branton ☒ Cr Thuy Dang ☒ Cr Sam David JP ☒ Cr Maria Kerr ☒ Cr Bruce Lancashire ☒ Cr Jasmine Nguyen ☒ Cr Thomas O'Reilly ☒ Cr Jae Papalia, Deputy Mayor ☒ Cr Ranka Rasic, Mayor ☒ Cr Virginia Tachos		

Council Officers in attendance:	Fiona Blair, Chief Executive Officer Mark Stoermer, Director Corporate Services Kelvin Walsh, Director City Futures Rose Bruhn, Acting Director Community Wellbeing Lynley Dumble, Acting Director People, Partnerships and Performance Tom Razmovski, Acting Director Infrastructure and City Services Danny Bilaver, Manager Governance and Risk Leanne Deans, Manager City Strategy Rachel Deans, Manager Customer Experience and Service Innovation Ashley Fleming, Manager Leisure and Community Services Sisira Gunasekara, Acting Manager Finance Justin Burgess, Coordinator Strategic Planning Liz Chapman, Coordinator Urban Design Martin Chin, Senior Strategic Planner Lisa Davis, Manager Parks and Public Realm Sophie Thompson, Coordinator Strategic Planning
Other attendees:	Penelope Holloway
Name of Council Officer completing Record of Informal Meeting:	Danny Bilaver, Manager Governance and Risk

Issues considered *(if no conflicts of interest were disclosed, enter "nil" in name column. Add and delete rows as required)*

No.	Brief description of issue/agenda item	Name of person(s) who disclosed a conflict of interest	Did the person(s) leave the meeting?
1.	Draft Council Plan Annual Action Plan (Year 4) & Draft Annual Budget (including draft Financial Plan & draft Capital Works Budget)	Cr Thomas O'Reilly Cr Sam David	Yes
2.	Governance Report		
3.	Keilor Sports Club Social Room Extension		
4.	Brimbank Housing Strategy, Neighbourhood Character Strategy and Residential Design Framework	Cr Thomas O'Reilly	Yes
5.	Submission to Inquiry into the impact and mitigation of aircraft noise		
6.	Submission to Inquiry into securing Victoria's food supply		

No.	Brief description of issue/agenda item	Name of person(s) who disclosed a conflict of interest	Did the person(s) leave the meeting?
7.	Approval of Borrowings		
8.	Green Gully Reserve Northern Precinct Enhancement Plan Project Update		
9.	Proposed Additional Accessible Parking in front of Brimbank Community & Civic Centre		
10.	Municipal Maintenance Agreement (Department of Transport formerly VicRoads)		
11.	Alfrieda Street Public Realm Draft Master Plan		
12.	Contract No. 21/2994 - Graffiti Removal and Inspection Services - Contract Extension		
13.	Brimbank Housing Strategy, Neighbourhood Character Strategy and Residential Design Framework		

Forward completed *Record of Informal Meeting of Councillors* to Governance within 48 hours of the meeting for Reporting to Council.

Record of Informal Meeting of Councillors

Meeting details

Title:	Social Justice Coalition - Strategic Implementation Group		
Date:	25 March 2024	Time:	1.00pm to 3.00pm
Location:	Online (via Zoom)		
Councillors in attendance:	☒ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☐ Cr Sam David JP ☐ Cr Maria Kerr ☐ Cr Bruce Lancashire, Mayor ☐ Cr Jasmine Nguyen ☐ Cr Thomas O'Reilly ☐ Cr Jae Papalia ☐ Cr Ranka Rasic, Deputy Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Glenn Menner, Coordinator Social Policy and Research Disa Linden-Perlis, Social Policy Officer Rose Bruhn, Acting Director CommunityWellbeing		

Other attendees:	Nicky Chung - Australian Vietnamese Women's Association Lisa O'Brien - Melbourne City Mission Brett Murphy - cohealth Matt Mudie - Victoria Police Josie Mitchell - Victorian Department of Education and Training Karol Josevska – Good Shepherd Christopher McGann - Breakthru Lisa O'Brien - Melbourne City Mission Doushka Dobson- Melbourne City Mission Mark Orrill - Department of Families, Fairness and Housing Trish Heffernan – Djerriwarrh Dr Teresa De Fazio - Intersect Global Partners
Name of Council Officer completing Record of Informal Meeting:	Disa Linden-Perlis, Social Policy Officer

Issues considered *(if no conflicts of interest were disclosed, enter "nil" in name column. Add and delete rows as required)*

No.	Brief description of issue/agenda item	Name of person(s) who disclosed a conflict of interest	Did the person(s) leave the meeting?
1.	Welcome, Acknowledgement of Country and Housekeeping	nil	No
2.	Introduction to Social Justice, Diversity, Equity and Inclusion Project	nil	No
3.	Member updates and discussion	nil	No
4.	Workshop: Maturing Council's Approach to Social Justice, Diversity, Equity and Inclusion	nil	No
5.	Other business	nil	No
6.	Next meeting and close	nil	No

Forward completed *Record of Informal Meeting of Councillors* to Governance within 48 hours of the meeting for Reporting to Council.

Record of Informal Meeting of Councillors

Meeting details

Title:	Brimbank Economic and Employment Advisory Committee Selection Panel		
Date:	22 March 2024	Time:	3.00pm – 4pm
Location:	Via Zoom		
Councillors in attendance:	☐ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☐ Cr Sam David JP ☐ Cr Maria Kerr ☐ Cr Bruce Lancashire, Mayor ☐ Cr Jasmine Nguyen ☐ Cr Jae Papalia ☐ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Deputy Mayor X Cr Virginia Tachos		
Council Officers in attendance:	Kelvin Walsh, Director City Futures Leanne Deans, Manager City Strategy Peter Forbes, Coordinator Economic Development		
Other attendees:	Independent Chair x 1		
Name of Council Officer completing Record of Assembly:	Leanne Deans		

Issues considered *(if no conflicts of interest were disclosed, enter "nil" in name column. Add and delete rows as required)*

Record in accordance with s.80A(1) of the *Local Government Act 1989*

No.	Brief description of issue/agenda item	Name of person(s) who disclosed a conflict of interest	Did the person(s) leave the meeting?
1.	Welcome / Acknowledgement of Country / Introductions	NIL	N/A
2.	Background	NIL	N/A
3.	Summary of Expressions of Interest received	Cr Tachos disclosed she had worked for one of the organisations.	No
4.	Other matters in relation to scheduling of next meeting	NIL	N/A

Forward completed *Record of Assembly of Councillors* to Governance within 48 hours of the meeting for Reporting to Council.

Council Representative Report

Report details	
Representative:	Councillor Virginia Tachos
Committee name:	Brimbank Economic and Employment Advisory Committee – Selection Panel
Meeting date:	22 March 2024
Report author:	Leanne Deans, Manager City Strategy

Report

This meeting involved the consideration and selection of members to the Brimbank Economic and Employment Advisory Committee (BEEAC), subject to the further support of one member of the BEEAC Selection Panel who couldn't attend and has since provided support.

Recommendation

There were no matters to be presented to Council for consideration.

Next meeting:	To be determined.

Minutes

Meeting details

Title:	Audit and Risk Committee (Committee) Meeting No. 138		
Date:	24 February 2023	**Time:**	10:30pm - 12:30pm
Location:	Brimbank City Council, Level 6, Function Room		
Chairperson:	Geoff Harry		
Attendees:	**Audit and Risk Committee Members** Mick Jaensch Jen Johanson **Council Officers** Chief Executive Officer, Fiona Blair Director People, Partnership and Performance, Georgie Hill Director Corporate Services, Mark Stoermer Director City Future, Kelvin Walsh Director Infrastructure and City Services, Chris Leivers Director Community Wellbeing, Lynley Dumble Manager Governance and Risk, Danny Bilaver Strategic Risk & Assurance Officer, Ryan Goldberg **Council Officers attending to present specific agenda items** Manager Finance, Andrew Brae Group Manager Operations, Tom Razmovski Business Continuity and Insurance Officer, Rachel Urankar **Municipal Monitors** Janet Dore Penelope Holloway		
Guests:	Andrew Zavitsanos – Partner, Crowe Nick Walker – Partner, HLB Mann Judd Faye Skilton – Senior Manager Audit & Assurance, HLB Mann Judd		

Apologies:	Cr Bruce Lancashire Cr Sam David Coordinator Risk and Compliance, Adnan Yacoub
Minute taker:	Strategic Risk and Assurance Officer, Ryan Goldberg

Meeting items

No.	Topic	Key discussion points	Future actions
1.	Attendance	The Chair made a statement of acknowledgement of country and welcomed all attendees and noted apologies. Introductions were made by Municipal Monitors Janet Dore and Penelope Holloway, as well as Mark Stoermer. Due to inquorate status of the meeting, the Committee agreed to proceed with the meeting and confirm the minutes and actions during out of session with Councillor members before adopting any resolutions.	NFA
2.	Conflicts of Interest	The Chair invited members to declare any matters of interest in any items in the agenda and any actual or perceived conflicts of interest arising from changes in private interests since the previous meeting. • Member Johanson advised that she was appointed to the board of Generation Life Limited. • No out of session matters.	NFA
3.	ARC Annual Work Plan	The Chair presented the ARC annual work plan, with discussion including: • Updates made to the work plan prior to the meeting, e.g. minor changes including wording and frequency of actions. • Updated plan to be provided at the next ARC Meeting reflecting further changes requested. • The Chair requested an update on any changes made between distribution of agenda and the meeting date for future meetings. • Agenda number to be added to column of each meeting for ease of reference. The Committee noted the report.	

4.	Confirmed Minutes of Meeting No.137	Minutes of Audit and Risk Committee Meeting No. 137 held 24 November 2023 were endorsed by the Committee.	NFA
5.	Minutes Actions Status Report	The Chair presented the Actions Status Report. The Chair asked that Action 1 in the Work Plan on page 17 of the Agenda (regarding Annual Work Plan review) be updated and closed out. The Committee noted the report.	Action 1 (pg.17) in the Work Plan to be updated and closed out. *Coordinator Risk and Compliance, Adnan Yacoub – May 2024*
6.	CEO Update	Fiona Blair presented the report. • The Chair thanked the CEO for her report. • Ms. Blair highlighted: o The good practice guidelines for waste levy and the potential impact. o The River Valley VCAT matter. o Green Gully EPA requirements met, but more work is to be done. The Chair requested that the contaminated land issue remain on the agenda given the stretch on finances and its uniqueness to Brimbank. o That Council is awaiting further information regarding Airport matters. • Member Jaensch discussed the application to rate caps and a variation to the rate caps in the future being sought. The Committee noted the report.	
7.	Risk Management 7.1 Risk Management Update Report (including SRIAG update)	Danny Bilaver presented the report and noted: • A gap in risk maturity identified and that a roadmap was being developed to increase maturity levels in conjunction with the upcoming risk management internal audit. • Member Johanson queried if this would give rise to a conflict if a future internal audit was to be undertaken by Crowe on Risk Management. Andrew Zavitsanos advised that it may be a potential conflict of interest but would depend on the final scope of this audit and Crowe's level of input. • Challenges with the previous review of Council's strategic risks and the subsequent issues in ensuring all relevant strategic risks are covered.	Update recommendations on briefing note as per the Chair's comments. *Coordinator Risk and Compliance, Adnan Yacoub – May 2024*

	• The importance of increasing the awareness and input of Councillors with regard to strategic risks. Member Jaensch expressed greater comfort with direction of strategic risks. • Member Johanson agreed with member Jaensch and is also happy to keep original risk report. The Committee endorsed the following amended recommendation and: 1. Noted the report. 2. Endorsed the intended direction of the revised scope of the planned risk management internal audit and requested that ARC be provided with the final version of the scope. 3. Noted and endorsed the direction SRIAG has proposed in relation to strategic risks and that a further report will be provided at the next ARC meeting with a draft updated strategic risk register including controls and treatments.	
7.2 Significant Insurance Matters	Danny Bilaver presented the report. Committee Members provided the following: • The Chair commended the comprehensive data provided in the report. • Member Johanson requested further analysis and officer insights in relation to the data provided in the report to create added value. • The Chair discussed actions to issues that are arising out of claims need establishing. • Importance of acting on tree roots and motor vehicle incidents, to ensure issues are managed, was also noted. The Committee: 1. Noted the report and the analysis of insurance claim performance and looks forward to improved reporting. 2. Requested an updated report on actions Council is considering in mitigating the issues that are arising out of claims.	Report to ARC regarding mitigating the issues that are arising out of claims *BCP and Insurance Officer, Rachel Urankar – September 2024*
7.3 Business Continuity Management Program 23/24	Danny Bilaver presented the report. Committee Members provided the following observations: • Future reports to include external reports, provided as an attachment. • BCP is fundamental to support Council in managing risk and resilience	BCP actions to be developed and reported at a future ARC meeting. *BCP and Insurance Officer, Rachel Urankar - September 2024.*

		• An update on actions and the effectiveness of actions (August 2024) was requested. • Member Jaensch queried the BCP testing – Rachel Urankar gave a summary of the BCP test including the scenarios, outcomes and feedback provided by JLT. • Consider impact/challenges on external stakeholders (communications) in future BCP testing. • Noted that it may be worth involving insurers in future BCP testing. The Committee noted the report. • The Chair observed that with the arrival of Municipal Monitors and with respect to their published Terms of Reference, it would be timely to receive an update in relation to risks associated with governance and safety of senior staff.	Receive an update on risks relating to governance and safety of staff. *Director People, Partnerships and Performance, Georgie Hill – May 2024*
	7.4 Fraud and Awareness Program Update	Danny Bilaver presented the report. • The Chair provided positive feedback on the work relating to Fraud Awareness. • Mr Bilaver provided an overview of the online tool for fraud awareness. • Member Jaensch commented on looking forward to outcomes of self-assessments. • The Chair requested that attachments are listed in briefing report, in general. The Committee noted the report.	NFA
8.	External Audit 8.1 VAGO Audit Strategy Year Ending 30 June 2024	Nick Walker presented the report. • Mr Walker outlined Government grants, noting that it has been added as a key risk due to VAGO interest in consistency across the sector. • Timetable agreed on with management for audit visits to allow for meeting financial reporting obligations. • Member Johanson queried the fixed asset register and management controls around it. The Committee noted the report.	NFA
9.	Internal Control 9.1 Asset Revaluations Report	Andrew Brae presented the report.	Updates to be reported at the May 2024 ARC Meeting

		• The Chair asked for a recommendation from this report to be presented at the next meeting to outline any requirements required for revaluations. • The Chair asked that any material movements identified will result in a full revaluation of the asset class. The Committee noted the report and requested all revaluations conducted be reported to the Audit and Risk Committee in the May meeting.	*Manager Finance, Andrew Brae – May 2024*
	9.2 Asset Depreciation Review	Andrew Brae presented the report. • Mr Brae explained the reasoning behind conducting this report earlier than usual. • The Chair queried the $6 million increase in depreciation reported. • Member Johanson asked that response provided by Mr Brae be put in writing in future. • The Chair asked for the paper to be redrafted with more facts and resubmitted for next meeting. The Committee noted the report and requested an update at the next Audit and Risk Committee meeting.	Further report with more information to respond to Committee's queries at the next ARC meeting for endorsement. *Manager Finance, Andrew Brae – May 2024*
10.	External Reporting – NIL 10.1 Quarterly Financial Report	Andrew Brae presented the report. • Mr Brae provided an overview of relevant information relating to the budget. • Member Jaensch queried the updated forecast at the end of March and asked why accounts receivable dropped compared to the annual budget. Mr Brae provided a response outlining works in progress. The Committee noted the report.	NFA
11.	Internal Audit 11.1 Internal Audit Program Progress Report (Crowe)	Andrew Zavitsanos presented the report • Mr Zavitsanos outlined current discussions regarding cyber security and risk management audits. The Committee noted the report.	NFA
	11.2 Crowe: Curious Eyes Report (July - September 2023)	Andrew Zavitsanos presented the report • Mr Zavitsanos thanked management for their responses and discussed asset management in Council.	NFA

		• The Chair suggested payroll trust value be considered for Council. • Member Johanson asked about the 43% privacy awareness training not started – Danny Bilaver and Georgie Hill responded on work done to increase privacy training across the organisation. • The Chair commended management on including comments in the report. The Committee noted the report.	
	11.3 Internal Audit Recommendations Status Report	Danny Bilaver presented the report. • The Chair requested further information in the report regarding revised target dates and actions in place to meet target dates. • Member Johanson asked for more consistency in language – Use on track/off track rather than progressing. • The Chair advised table 2 is not providing enough information and needs to include further information regarding late/overdue actions. • The Chair asked Mr Bilaver to evaluate older actions and determine if they are still relevant. The Committee noted the report.	NFA
	11.4 Contract Management Internal Audit Report update – actions roll out	Mark Stoermer provided a verbal update: • Discussed bank guarantees and mentioned that currently off-track for deadlines but works have been implemented. • Training initiatives may need to be pushed back due to other priorities. • Reviewing contract KPIs currently to ensure appropriate and monitoring is maintained. The Committee noted the update.	NFA
12.	Legislative Governance 12.1 Significant Legal Matters and Legislative Governance Report	Danny Bilaver presented the report. • Noted the increase in FOI requests that have been received this quarter. • The Chair queried the policy transformation project and its progress. Mr. Bilaver gave an update and discussed the new proposed software for compliance including policy management. • The Chair requested the list of policies have more information. • The Chair asked for an update at each meeting regarding Council policy list.	Provide quarterly summary update on Council policy list. *Manager Governance and Risk, Danny Bilaver – May 2024*

		• In relation the Councillor expenses, Member Johanson requested analysis in relation to outliers and the Chair requested totals are added. The Committee noted the report.	
13.	ARC Biannual Activity Report Update (draft)	The Chair presented the draft report and requested that the report be updated post meeting and provided to Committee. The Committee endorsed the report subject to the updates as discussed.	Report to be updated post meeting and provided to ARC Committee out of session. *Manager Risk and Governance, Danny Bilaver – March 2024*
14.	Other Business	• Fiona Blair requested Meeting 3 2024 (August-September) to be moved – to be discussed further outside meeting.	Reschedule the August Audit and Risk Committee Meeting to accommodate the request. *Coordinator Risk and Compliance, Adnan Yacoub – March 2024*

The Chair closed the meeting at 12:08pm.

Next meeting: Friday 24 May 2024, 10.30am – BCCC L6 Function Room

CONFIDENTIAL Item 13 ARC Meeting 138

Brimbank City Council Audit and Risk Committee

Audit and Risk Activity Report

February 2024

1. Period of this Report

This report covers Audit and Risk Committee (ARC or Committee) activity from September 2023 to March 2024. In that period the Committee has met twice – on 24 November 2023, and 23 February 2024. This report has been reviewed by all Committee members.

2. Purpose

This report meets the reporting requirements to Council as mandated by the *Local Government Act 2020* (LGA) pursuant to section 54(5) and importantly provides Council with a summary of the matters that the ARC has addressed in the reporting period in discharging its responsibilities under its Charter.

3. Committee Charter

The ARC's Charter was endorsed by ARC at the 1 September 2023 ARC meeting and adopted by Council at its Ordinary Meeting on 19 September 2023. The revised Charter became effective on 20 September 2023.

The main changes were aligning the roles and responsibilities with the new organisational structure and expanding the ARC membership to include an additional Councillor as second substitute ARC member, and the addition of Conflict of Interest (section 11.1) and the requirement for independent members to complete Personal Interest Returns every six months.

4. Committee Business

The agendas for our meetings are driven by the Committee's Annual Work Plan (AWP) and are fulsome. There is always a challenge to complete the agendas for each meeting. At the meetings held in this reporting period, the key (but not all) matters considered are summarised in the table below.

Key Matters Considered at Recent Meetings

	Topic	Meeting	
		24 Nov 2023	23 Feb 2024
1.	CEO briefings		
	Annual Planning and Budget Process and Operation Sandon Reform	✓	
	Information Management Capability and Information Management Framework	✓	
	Closed Sunshine Landfills and Closed Green Gully Landfill	✓	✓
	Brimbank Aquatic & Wellness Centre Project and Private Swimming Pool Safety Barrier Compliance	✓	
	Climate Emergency Plan	✓	
	Updated Organisational Structure	✓	
	Rate cap 2024-2025		✓
	Melbourne Airport – Major Development Plan, River Valley VCAT matter, and Landfill Gas		✓
2.	Review of proposed revisions to the Risk Management Policy and Framework	✓	

	Topic	Meeting	
		24 Nov 2023	23 Feb 2024
3.	Update briefing on management of contaminated land sites	✓	
4.	Review of the periodic (biannual) ICT security report, Cyber Security Report, Disaster Recovery Plans Test results, and ICT Strategy update	✓	
5.	Review of annual briefing on Council's performance regarding compliance with the Gifts, Benefits & Hospitality register	✓	
6.	Consider the results of the post-implementation review of the 2022/23 capital works program	✓	
7.	The outcomes of the following scheduled internal audit reviews:		
	a) Contract Management	✓	
	b) Depot Operations	✓	
8.	Review and endorse the Strategic Risk and Internal Audit Group (SRIAG) Terms of Reference	✓	
9.	Review of the Internal Audit Contract Service Review	✓	
10.	Review of progress with implementation of internal audit recommendations	✓	✓
11.	Consideration of the external audit strategy for the year ending 30 June 2024		✓
12.	Monitoring of Overarching Governance Principles Compliance Statements in key Council policies.	✓	✓

5. Committee Meetings

The independent members of the Committee appointed by Council are Geoff Harry (Chair), Jenny Johanson and Mick Jaensch.

At the 20 February 2024 Council meeting, Councillors Sam David and Bruce Lancashire were appointed as Council representatives, and Councillors Maria Kerr and Ranka Rasic as substitute representatives to the Audit and Risk Committee.

ARC meeting attendance by Committee members for the two meetings is summarised below:

Member	Term Concludes	Role	Meetings	
			24 Nov 2023	23 Feb 2024
Geoff Harry	19/02/2025	Chair	Attended	Attended
Jennifer Johanson	15/12/2024	Member	Attended	Attended
Mick Jaensch	17/04/2026	Member	Attended	Attended
Bruce Lancashire	Nov 2024	Member	Apology	Apology
Sam David	Nov 2024	Member	Attended	Apology
Ranka Rasic	Nov 2024	Member (Substitute)	Apology	
Maria Kerr	Nov 2024	Member (Substitute)	Non-Member	

The Committee did not have a quorum for its meeting in February 2024 due to Councillor non-attendance.

Newly appointed municipal monitors Ms Janet Dore and Ms Penelope Holloway attended

the February 2024 meeting.

The Committee enjoys a strong and healthy working relationship with Council officers. The quality of the meeting packs is high, and officers engage strongly and positively both during and outside meetings. Officer support for the work of the Committee is excellent.

6. Key Activities for the Reporting Period

The work of the ARC has continued to be guided by the Annual Workplan (AWP) and all matters listed in the AWP for the two scheduled meetings held have been addressed. The AWP is reviewed at the beginning of each meeting to ensure its continued relevance. Key outcomes of the scheduled meetings are summarised below.

6.1 *Risk Management*

The Committee has considered the review of the current risk management policy and framework and has accepted the recommendation from officers and endorsed the policy and framework.
A strategic risk review by officers is underway with the aim of aligning Council's risk registers with council strategic priorities. Officers presented progress reports at the November 2023 and February 2024 meetings.

The Committee identified governance risks associated with the dysfunctional Council and the lack of workplace safety for officers resulting from Councillor behavior.

The officers also presented a report to the Committee with a proposal to uplift Council's risk maturity level.

6.2 *External Audit*

The Committee considered the draft external audit strategy for the audit of the annual financial report and annual performance statement for the year ending 30 June 2024 at the February 2024 meeting.

As expected, the strategy highlighted that Council will be undertaking valuations of its property, infrastructure, plant, and equipment assets in the current financial year and will need to ensure that any related disclosures in the annual financial report are appropriate.

There were no significant changes in the proposed audit strategy in comparison to the previous year and the Committee believes that Council is well placed to meet the challenges of the financial year end close for 30 June 2024.

6.3 *Internal Audit*

The Committee received a report on the internal audit review of the adequacy of policies and procedures related to contract management and depot operations.

The Committee noted that the status of progress regarding completion of open internal audit recommendations was satisfactory.

7. Matters for Consideration During the Next Reporting Period

In addition to business-as-usual matters the Committee will consider the following important matters at its next meeting:

- External audit interim management letter
- Strategic Internal audit plan for 2024/25

8. Frequency and Timing of Activity Reports

As indicated earlier in this report, these reports are required to be provided to Council at least twice per annum. The Committee is of the view that these reports need to be informative about the business of the Committee and should be provided on a timely basis to assist Council in discharging its responsibilities in the areas for which the Committee is responsible. Feedback on this report by Council is welcomed.

9. Meeting Schedule for 2024

The Committee's meeting schedule for the remainder of 2024 is as follows:

- Meeting 139: 24 May 2024
- Meeting 140: 29 August 2024, and
- Meeting 141: 22 November 2024

10. Conclusion

If Council wishes to be briefed by the Committee on any matters raised in this report, I would be delighted to attend as required.

Yours sincerely

Geoff Harry

Geoff Harry

Chair
On behalf of the Audit & Risk Committee

Instrument of Delegation

to

the Chief Executive Officer

April 2024

Instrument of Delegation

In exercise of the power conferred by section 11(1) of the *Local Government Act 2020 (the Act)* and all other powers enabling it, Brimbank City Council (Council) delegates to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule to this Instrument of Delegation (Instrument),

AND declares that:

1. This Instrument of Delegation is authorised by Resolution of Council passed on 16 April 2024.

2. This delegation:

   2.1 comes into force immediately upon this resolution being made and is to be signed by the Council's Chief Executive Officer and the Mayor;

   2.2 is subject to any conditions and limitations set out in the Schedule to this Instrument;

   2.3 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

   2.4 remains in force until Council resolves to vary or revoke it.

3. On the coming into force of this Instrument of Delegation, each delegation under the Instruments of Delegation dated 18 October 2022 is revoked.

Signed by the Chief Executive Officer of)
Council in the presence of:)

……..
Witness

Date: …….

Signed by the Mayor of Council)
in the presence of:)

……..
Witness

Date: ……

SCHEDULE

The power to:

1. determine any issue;
2. take any action; or
3. do any act or thing arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act.

Conditions and Limitations

The delegate must not determine the issue, take the action or do the act or thing

1. If the issue, action, act or thing is an issue, action, act or thing which involves:

   a. entering into a contract or making an expenditure on behalf of Council exceeding the value of $2,000,000 (excl. GST) unless:

      (i) that contract or expenditure is one with a utility (such as a telecommunications carrier or supplier of electricity to Council) or an insurer (being an insurer underwriting a policy or policies issued to Council) or is expenditure which Council is, by or under legislation, required to make (such as WorkCover or fire services property levy) in which case the expenditure under the contract may exceed $2,000,000 (excl. GST); or
      (ii) that contract (or works order or purchase order) or expenditure is in accordance with an existing contract or expenditure already approved or awarded by Council, including to a panel of contractors in which case the expenditure under the contract (or works order or purchase order) may exceed $2,000,000 (excl. GST).

   b. approving a variation to a contract that Council (whether by Resolution or under delegation) has entered into, if the total value of the proposed variation, when combined with the total value of all previous variations to the contract, will exceed any amount specified in a Resolution made by Council or, if no amount specified:

      (i) the financial authority delegated to the Chief Executive Officer in relation to the awarding of a contract;
      (ii) 20 per cent of the original value of the contract as executed;

      whichever is greater.

   c. submitting applications for grant funding from the State Government or the Commonwealth Government, unless:

      (i) the grant funding does not exceed the Chief Executive Officer's financial delegations under this Instrument; or
      (ii) where the grant funding exceeds the Chief Executive Officer's financial delegations under this Instrument:
         a. the Chief Executive Officer determines that the due date for submitting the application prevents the matter of the application from being brought to Council for a Council resolution;
         b. the Funding Agreement is brought to Council for approval by Council resolution before being executed, if the application is successful; and

c. any contracts entered into, and expenditure made, in fulfilment of Council's commitments under the Funding Agreement are brought to Council for approval by Council resolution, where those contracts and expenditure exceed the Chief Executive Officer's financial delegations under this Instrument;

d. appointing an Acting Chief Executive Officer for a period exceeding 28 days;

e. electing a Mayor or Deputy Mayor;

f. granting a reasonable request for leave under s 35 of *the Act*;

g. making any decision in relation to the employment, dismissal or removal of the Chief Executive Officer;

h. approving or amending the Council Plan;

i. adopting or amending any policy that Council is required to adopt under *the Act*;

j. adopting or amending the Governance Rules;

k. appointing the members to a delegated committee;

l. making, amending or revoking a local law;

m. approving of the Budget or Revised Budget;

n. approving the borrowing of money; or

o. subject to section 181H(1)(b) of the *Local Government Act 1989*, declaring general rates, municipal charges, service rates and charges and specified rates and charges;

2. if the issue, action, act or thing is an issue, action, act or thing which is required by law to be done by Council resolution;

3. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;

4. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with:

   a. a major policy, as designated under the Governance (Major Policy Consultation) Local Law No. 3;

   b. policy;

   c. strategy

   adopted by Council;

5. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of section 11(2)(a)-(n) (inclusive) of the Act or otherwise; or

6. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

12.3	Keilor Sports Club Social Room Extension
Directorate	Community Wellbeing
Director	Lynley Dumble
Manager	Ashley Fleming
Attachment(s)	Nil

Purpose

For Council to consider a report in response to a Council Resolution from the Ordinary Council Meeting No.631 held on 19 March 2024, on the proposed Keilor Sports Club Social Club Extension project and the proposal to provide an additional $550,000 Council contribution towards the project.

Officer Recommendation

That Council:

a. Notes this report outlining further consultation with the Keilor Sports Club and further legal advice on the legal options in relation to the guarantors for the proposed Keilor Sports Club Social Room extension since the Council meeting of 26 March 2024;

b. Notes that the advice detailed in the report on the legal options in relation to the guarantors for the proposed Keilor Sports Club Social Room extension confirms the significant financial and reputational risk to Council in entering into Legal Deeds with guarantors;

c. Notes the Keilor Sports Club have invested significant time and effort to develop the proposal and have secured external funding towards the project;

d. Notes that despite this, the approach proposed by the Keilor Sports Club is inconsistent with the approach generally taken to develop Council assets and is not consistent with the priorities outlined in Council's adopted Sports Facility Development Plan.

e. Notes Council have allocated $150,000 in the 23/24 budget for the upgrade of the Keilor Sports Club kitchen and remains committed to the upgrade of the kitchen as an identified priority in the Sports Facility Development Plan;

f. Notes the State Government have made an election commitment in 2022 to allocate $700,000 for the upgrade of the kitchen and toilets at Keilor Sports Club and, while this funding is committed, a funding agreement is not yet in place, with the information submitted by the club currently being assessed by Sport & Recreation Victoria (SRV) to determine whether it meets SRV requirements and addresses all unresolved concerns, prior to formal consideration and approval by the Minister.

g. Notes the proposed expansion of the Keilor Sports Club Social Club, while expanding the social space and improving the facilities at the Keilor Sports Club social club rooms, does not align with priority projects within Council's adopted Sports Facility Development Plan (SFDP)2023;

h. Notes the club has provided a fixed price quote and signed contract for the proposed works at a cost of $1,823,080, which replaces the previous Quantity Surveyors Report from 2023 that estimated the cost at $2.6M.

i. Notes the significant risk to Council if the Keilor Sports Club are unable to complete the project and that unfinished works to a Council asset may require Council to fund and complete the works to ensure the safety and amenity of the site;

j. Notes that with rate capping, a growing asset base, increasing asset renewal obligation, various competing priorities for funding and broader ongoing financial challenges facing Council, and an ambitious agenda for Council to deliver assets that support community participation and broader wellbeing, investment in infrastructure must be directed into projects that deliver the greatest value for money and best community outcome;

k. Acknowledges the previous Council Resolution from June 2023 indicating in principle support for the additional $550,000 Council contribution towards the project, however notes
   i. the current financial constraints,
   ii. the project is not a strategic priority identified in the Sports Development Plan 2023,
   iii. the fact that Council's capital works program is over-subscribed with projects that have a demonstrated strategic basis via endorsed Council strategies and plans,
   iv. and the risks involved in proceeding with the project;

l. Resolves not to provide the additional $550,000 for the Keilor Sports Club proposed expansion of the Social Club rooms.

m. Continues to work with the Keilor Sports Club to deliver the already committed funded program of upgrades to the kitchen and toilets at Keilor Sports Club, which is in line with Council's adopted Sports Facility Development Plan (SFDP) 2023 and usual process of delivering capital works projects.

Background

Council's Sports Facility Development Plan 2023 (SFDP) was recently adopted in October 2023. This Plan outlines how Council allocates funding across all sporting clubs and facilities. It determines the capital works funding priorities following facility audits and the application of assessment criteria and weightings.

Through the Sports Facility Development Plan process of assessing and prioritising all sports facilities for upgrade and renewal, a kitchen and toilet upgrade was identified for Keilor Sports Club and funding of $150,000 was allocated towards the scope of this project as part of Council's budget process.

During the 2022/23 Annual Budget process, the Keilor Sports Club requested Council funding for the upgrade of the Club's social rooms. The upgrade of the Social Club is not identified as a priority project in Council's adopted Sports Facility Development Plan.

Increasing sports participation is the priority of the Plan which is why expanded social club rooms are lower in the order of priority.

As there was not an accurate cost estimate for the works from the club, Council, in the final 2022/23 Budget, provided $50,000 to the Keilor Sports Club to undertake a detailed design and cost estimates of their requirements for the upgrade. A funding agreement with clear project outcomes was developed and signed by the club to manage the Council funding.

Ahead of the 2022 State Elections, an election commitment of $700,000 was made by Ben Carroll, State Member for Niddrie towards the upgrade of the kitchen and toilets at the Keilor Sports Club. This election commitment was successful and in 2023 Sport and Recreation Victoria (SRV) and Keilor Sports Club developed an agreement to manage the distribution of this money.

In the 2023/24 Council budget process Keilor Sports Club requested matched funding from Council of $700,000 for the project. At the June 2023 Council meeting, Council resolved:

iv. Notes the following changes to the final draft Annual Budget 2023/2024: Allocates $150,000 as Council's contribution, with the State Government, to upgrade the kitchen at the Keilor Sports Club Social rooms.

v. Notes the Keilor Sports Club budget submission requesting Council to match the State Government funding of $700,000 for the Keilor Sports Club Social Club rooms.

vi. Gives in principle support, for an additional maximum $550,000 to contribute to the proposed staged expansion of the Keilor Sports Club Social Rooms subject to a further report to Council detailing the available budget, funding, procurement, project supervision, final project staging, risk management plan, proposed legal agreement with the Club and clarification that the project can be delivered within the available budget.

vii. Notes that planning and building approvals will be required for the expansion of the Keilor Sports Club social rooms in accordance with Council's obligations and processes.'

Council officers have met monthly with the Keilor Sports Club and met regularly with Sport and Recreation Victoria regarding the club's proposal.

At the March 2024 Council meeting a further report was presented to Council addressing the matters outlined in vi. above. Council resolved:

'That Council requests and received an update to Report 12.5 to be considered at the next month's Council Meeting to allow for further consultation, explore further legal options in relation to the guarantors to enable Council more time and further consultation with the club'

Matters for Consideration

Analysis

Legal Options in relation to guarantors

As requested by Council, further legal advice was obtained regarding the guarantors, with it being confirmed that Council can enter into Legal Deeds with individuals. The options Council has available to it, processes and associated risks include:

1. In the Funding Agreement with the Keilor Sports Club that outlines the terms on which Council provides any funds for the proposed works, a section is included that addresses Council's relationship with the guarantors by providing that the club will return or repay any part of the Council funding in the event that the guarantors fail to provide the club with the funds referenced in the Club Deed.

The process for this option is for a draft Funding Agreement to be developed, reviewed by the club and once agreed upon signed by both parties. While this agreement could be developed internally to minimise costs, it is recommended that a legal review be undertaken at a cost of approximately between $2,000 and $3,500 plus GST depending on how many rounds of amendments are required during negotiation. One of the main risks with this option is if the Funding Agreement was the only protection used by Council to provide security in relation to the guarantor's payments, Council would risk losing the opportunity to pursue the guarantors directly if they did not provide the funds and the club cannot cover the costs for the project.

2. Council prepares its own Deed with the guarantors, this document provides that in circumstances where the construction costs exceed the amount of funds committed by the club, Council and the State Government, Council requires the guarantors to pay the difference as outlined in the Deed.

The process for this option is similar to option 1, with the additional process of the guarantors involved in reviewing the Deed and signing it once finalised. The clauses of the Deed would determine in what circumstances the guarantors funding would be provided. Council would be protected the most if the guarantors funding was provided up front, however the club and guarantors do not support this arrangement. Bank guarantees could be an alternative arrangement that is more supported by the club and guarantors. It is estimated that the cost to Council for this option is approximately $1,500 to $3,000 plus GST depending on the level of involvement of legal assistance and how many rounds of amendments are required.

3. The Club Deed be amended with Council becoming a party to the Deed and the inclusion of additional provisions to benefit and protect Council relating to the guarantors.

The process for this option is more complex than the two options above, as Council would need to negotiate matters in the existing proposed Deed between the Club and guarantors. Council would need to be included as a party to the Deed, prepare and negotiate additional provisions to protect the Council prior to the Deed being finalised and signed. One of the main risks is that any possible amendments would have to be agreed to by both the club and guarantors, rather than just one of them. The estimated cost is approximately $750 to $1,750 plus GST, depending on how many rounds of amendments are required.

In terms of claiming the guaranteed funds if required, it would involve Council ensuring that any arrangement it has entered into with the guarantors provides for the mechanism by which Council requires the funds to be paid – whether that be via bank guarantee or in cash – and the specific circumstances under which Council would be entitled to draw down on those funds. The guarantors would have to provide those funds to Council in accordance with the terms of the arrangement.

The main risks to Council relating to guarantors' involvement in the project would be if they refuse to pay the committed funds if required for completion of the project. While Council may have a legal right to pursue funds committed to through the Legal Deed, there would be significant costs involved and potential reputational risks with pursuing this funding if not paid as outlined in the Deed. The costs would arise from Council

asking the Court to order the guarantors to perform their obligations under the Deed by paying Council the funds due under it.

An estimate of time and cost is difficult, however any proceedings for breach of contract would likely be lengthy and expensive for Council, costing anywhere from $15,000 to $150,000 depending on how proceedings unfolded. In terms of time, it could be anywhere between 3 months to a couple of years, once again depending on how proceedings unfolded. Another relevant matter for Council to consider is reputational risk. That is, Council may open itself to criticism if it is seen to be commencing lengthy and expensive Court proceedings against several individual community members.

If Council decides to progress with the project including the guarantors, council officers recommend that Council should implement both Options 1 and 2 outlined above with bank guarantees in place at the start of the project for the committed funds in order to protect itself as much as possible from the significant risks outlined above.

Further consultation with the club

A meeting took place with the Keilor Sports Club working group on 26 March 2024 to allow further consultation to be undertaken with the club. The Council report from the March Council meeting and legal options for guarantors was discussed, with the club providing the following updates and feedback:

- The club is comfortable with all three legal options relating to the guarantors however do not support and the guarantors will not support the provision of funds up front and prefer bank guarantees if this matter is included in any of the three options above.
- The Quality Surveyor's report (QS) is being reviewed with the club expecting a fixed quote for the project by the first week in May. This will provide an accurate cost for the project as opposed to the QS which provides an estimate. In addition, the club pointed out that the QS included Design Contingency and now with design mostly complete a total of $200,000 can be removed from the QS so the estimated construction estimate for the QS is $2.4M.
- The club doesn't support a staged approach and if the project reverts back to a kitchen and toilet upgrade it is highly likely that the club funding and expertise will not be provided, leaving $850,000 for the project.
- The club will be applying for the Building Permit in the next week via their architect who has advised all conditions have been met. They will then wait for Council to issue the permit.
- The club believe they have the ability to continue to generate funds towards the project through fundraisers and their members so are confident they will be able to contribute more funds towards the project.
- In response to the desktop OHS Project Management Plan review undertaken by a consultant on behalf of Council, the club are confident they can meet all requirements and need to wait for the contract to be signed to provide the required information.

In relation to the above, it should be noted that if the project reverted back to the scope on which the confirmed funding was provided (kitchen and toilets upgrade) that $850,000 would comfortably fund these works, which aligns with the priorities and commitments in the Sports Facility Development Plan.

Council received further information from the Keilor Sports Club via email on April 9, which included:

- A fixed price quote and signed contract from Insuraplex P/L for a project cost of $1,823,080.
- A letter from Insuraplex P/L that outlined their experience in delivering projects at all levels of Government

- A proposed project budget of:
  - $700,000 State Government
  - $700,000 Brimbank City Council
  - $423,000 Keilor Sports Club
- In addition to the above the club outlined that the three sports clubs under the Keilor Sports Club could provide an additional $200,000 in the event of any unforeseen costs the builder could justifiably claim.
- The club has a Deed in place with club members to provide up to $650,000 on a loan basis but believe, given the costings in the contract, it is highly unlikely the Deed will need to be drawn on.

The club believes the above provides Council with an opportunity devoid of commercial risk to upgrade a Council asset in 2024/25 and add circa $2Mto the asset value at a cost of $700,000. At this point in time a financial check has not been completed on Insuraplex P/L to confirm they are in a sound financial position to deliver the project successfully.

It should be noted the additional legal and club consultation information above only addresses two of several concerns raised by council officers in relation to this project, with the following information from the March Council Meeting being re-presented to Council with further officer commentary to ensure all relevant information on this matter is considered.

Alignment with Council's Sports Facility Development Plan 2023

The proposed expansion of the Keilor Sports Club Social Club rooms does not align with projects identified and prioritised above this project listed within Council's adopted Sports Facility Development Plan (SFDP) 2023. The SFDP is Council's strategic plan that informs Council's Annual Budget and Long-Term Financial Plan in relation to upgrading and improving sports facilities throughout Brimbank.

The SFDP, adopted in October 2023, assessed the needs of the community and current condition of all sports facilities within the municipality to produce a priority order listing of projects for consideration through Council's annual budget process. The kitchen upgrade for this building has been prioritised highly within the SFDP, however the social room upgrade and related works which would be considered as part of a pavilion redevelopment project is identified as a low priority within the SFDP and is number 23 on the list. In order to provide further funding to this project, a reallocation of funding from a higher priority project within the SFDP would be required in the draft 2024/25 Capital Works Program which is likely to lead to complaints from the sports clubs negatively impacted by the decision.

There is no change to the advice above following further consultation with the club.

Available budget

Previously the Keilor Sports Club have advised income of $1.45M is committed to the project from the following income sources as detailed in Table 1.

Table 1: Income sources

Item	Funding Source	Amount
Towards upgrade of the kitchen and toilets	Victorian State Government	$700,000
Kitchen upgrade	Brimbank City Council through 2023/24 Council budget	$150,000

Total project	Keilor Sports Club and Melbourne Airport Sponsorship	$400,000
Total project	Keilor Football & Cricket Clubs contribution	$200,000
TOTAL		$1.45M

The club have advised that they have access to $650,000 additional funds from club members and sponsors(guarantors) through repayable loans detailed in a legal Deed. If these repayable loan funds are included, the above provides a total budget of $2.10M for the clubs proposed project.

From additional consultation with the club following the March Council meeting the club on April 9 provided a fixed price quote and signed contract with Insuraplex for the project cost of $1,823,080. The club are proposing the following budget:

Funding Source	Amount
Victorian State Government	$700,000
Brimbank City Council	$700,000
Keilor Sports Club	$423,000
TOTAL	$1.823M

In addition to the above the three sports clubs under the Keilor Sports Club could provide an additional $200,000 in the event of any unforeseen costs which the builder could justifiably claim. The club has a Deed in place with club members to provide up to $650,000 on a loan basis but believe given the costings in the contract it is highly unlikely the Deed will need to be drawn on.

The club believe they have the ability to continue to generate funds towards the project through fundraisers and their members so are confident they will be able to contribute more funds towards the project if required. While Council Officers believe the club may be able to generate additional funds, the amount in unknown so there is still a risk for Council to consider around the available budget.

In relation to the $700,000 election commitment, which is being managed by Sport & Recreation Victoria (SRV), Council Officers understand the club have submitted information for consideration which is currently being assessed by SRV. This information needs to meet all SRV requirements prior to funding being released. SRV requires evidence of all confirmed funding to deliver a proposed project scope, inclusive of a 10% contingency, prior to seeking Ministerial approval for a project. The club are awaiting feedback from SRV on any further information or clarifications in relation to the information they have provided.

A further consideration for Council is that the additional $550,000 requested for the Keilor Sports Club Social Room Extension is not in Council's draft 24/25 Capital Works Budget as it is not a priority in the Sports Facility Development Plan. As such, if the decision is made to fund this project, Council will need to remove other sports capital works projects from 2024/25 to the total of $550,000, which will not be received well by the sports clubs at facilities that have high priority projects postponed.

Clarification that the project can be delivered within the available budget.

Previously issues were identified with the 2023 QS of $2.6M including that it did not include items such as a 10% contingency and price escalation. Discussions with the club at the March 26 meeting reduce this figure to $2.4M as it included $200,000 for design contingency, with design now almost complete. At this meeting, the club advised they expected a fixed cost quote in the first week of May, which would provide the actual cost for the project.

On April 9, the club emailed Council a fixed priced quote and signing contract for a final project price of $1,823,080. They also provided the proposed budget for the project, which included $700,000 from Council. The provision of a fixed price quote and signed contract that matches the available budget, should Council provide the additional $550,000, now results in the project being able to be delivered within the available budget, subject to Council providing the additional funds. The further protection of the $200,000 available from the sports clubs under Keilor Sports Clubs and up to $650,000 from club guarantors may provide additional protection for Council should the project face unplanned expenditure while under construction. Should the project face significant issues there could still be a significant risk to Council of unfinished works to a Council asset and either the asset being compromised, or Council being required to fund and complete the works to ensure safety and amenity of the site. There is also high reputational risk for Council if the project is left incomplete or delivered to a poor standard.

Procurement
The original advice from Sport and Recreation Victoria (SRV) was that the funding agreement for the State Government funding of $700,000 had to be with Council, meaning that Council would need to financially manage and be responsible for the project which the club proposes to deliver. More recently it has been confirmed by SRV that the funding agreement for the State Government funding will be directly with the club.

The club have decided on a builder that has not been subject to a competitive process, however the builder is required to provide both Council and SRV the appropriate documentation to adhere to Council's Town Planning, OHS and ESD requirements as per the conditions of Council's Community Facilities Capital Development Major Policy.

Council's Procurement Policy would require such works at the estimated cost to be procured through a public tender process. Public tendering enables Council to achieve value for money and quality in the acquisition of goods, services and works; achieve compliance with relevant legislative requirements; achieve high standards of probity, transparency, accountability and risk management; prioritise where practical the procurement of environmentally responsible, locally sourced and socially responsible goods and services.

There is no change to the advice above following further consultation with the club.

Project Supervision/ Risk Management Plan
If the project commences, it is proposed that Council would supervise the project delivery, ensuring that works are completed to the required standard and the funding agreement hold points are met satisfactorily. Council has supervised sports clubs' works on smaller-scale constructions like cricket nets or score boards. This is not an approach Council has undertaken previously on larger scale construction delivered by Clubs due to the inherent risks.

Should the project proceed Council would be requesting the club develop a risk management plan which would be required under the funding agreement and to be

approved by Council officers. In addition, in line with previous club delivered projects on Council owned land, Council would engage a consultant to perform Site Safety Audits and desktop OHS Project Management Plan reviews. These reviews would assess the principal contractors project planning compliance with relevant sections of OHS related legislation and OHS best practice. Since the March Council Report, the OHS Project Management Plan review has been undertaken and only identified minor non-conformances identified. The results have been sent to the club, who are confident that they can meet all requirements and need to wait for the contract to be signed to address the minor non-conformances.

Final Project Staging

Through the detailed design process the club has confirmed that they would not intend to stage the project instead delivering the project as a whole. This approach is a potential risk if the project runs over budget and the social room works cannot be completed resulting in the building being unavailable until further funding is found to finish the project. During construction the club would be responsible for ensuring that club competition can continue throughout the duration of works and have arranged with the adjacent bowling club to ensure that club operations can continue. The club confirmed this stance in the follow up consultation outlining that if the project reverts back to a kitchen and toilet upgrade it is highly likely that the club funding and expertise will not be provided and there would only be SRV and Council funds ($850,000). This approach is consistent with other capital works projects and how Council usually delivers capital works projects.

Proposed legal agreement with the Club

Should the project proceed as proposed by the Club, the SRV funding agreement will be directly with the club which eliminates significant risk to Council including the need to consider breaching its Procurement Policy, underwrite the project and cover any additional costs. Subject to Council endorsing the clubs proposal and allocating funding for the social room redevelopment, Council would enter into a funding agreement with the club for the allocated $150,000 Council funding, and additional $550,000 if decided by Council, which outlines Councils financial contribution, Councils relationship with the guarantors, the key milestones to obtain the funding and hold points to ensure the project is being completed to the required standards. This agreement would need to be aligned with the SRV agreement. A further Deed between Council and any club project guarantors would be required to protect Council further.

Setting of precedent

Proceeding with the funding of a project outside the priority order in the SFDP is likely to damage Council's reputation with sporting clubs in applying its adopted strategic approach to improving and delivering sports facilities in Brimbank, and could encourage other sports clubs to appeal to Council to go against adopted strategy.

Options A (Recommended)

Council does not proceed with allocating $550,000 for the expansion of the Keilor Sports Club social club rooms. This is on the basis that Council's in principle support at the June 2023 Ordinary Council Meeting was subject to a number of considerations which have not been able to be satisfied through further detailed investigations. Council continues to work with the Keilor Sports Club to plan the delivery of the currently funded upgrades to the kitchen and toilets at Keilor Sports Club.

Option B (Not recommended)

Proceed with allocating $550,000 to the Keilor Sports Club via a funding agreement for expansion of the social club rooms noting the project is not a priority in the Sports Facility Development Plan 2023; the project presents significant financial, residual and reputational risk due to the uncertainty of the accurate costs and budget to deliver the

project and the unorthodox approach of the Club managing the construction project and being outside Council's Procurement Policy. Noting officers would need to budget in the order $550,000 for this work in 2024/25 and this would require an amendment to the draft 2024/25 Capital Works Program at the expense of other projects currently listed in the draft 2024/25 Capital Works Program. If this option is preferred it is recommended that additional protections to Council should be obtained through bank guarantees with guarantors.

Community Engagement

As a Council facility, Council would play a role with the Club in continuing community engagement on matters related to the facility. Additionally, if the decision is made by Council to provide the funding of $550,000, then ongoing engagement with other local sports clubs will be necessary in terms of their expectations on Council delivering on the priorities of the Sports Facility Development Plan 2023.

Resource And Risk Implications

Council has committed $150,000 to date. If Council decides to commit to an additional $550,000 funding this would require an amendment to the draft 2024/25 Capital Works Program at the expense of other projects currently listed in the draft 2024/25 Capital Works Program.

Community: potential impact on community, including public trust and customer service impact

• Yes - The risk to Council and the community is the club proceeds with building and does not have sufficient funds to deliver the project resulting in the loss of the asset until the club has the funds to complete the job. The club have various strategies in place to minimise this risk. Alternatively, through the club and others funding the majority of the project, the community will benefit from enhanced facilities at a reduced cost to Council.

Financial: significant financial impacts

• Yes – While financial risks to Council exist with this club proposed project, Council is protected through the SRV funding agreement being directly with the club, the club being fully responsible for any cost overruns and the club's advice that should $700,000 be provided from Council they will not seek any further Council contributions.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders

• Yes – All Regulatory implications will be managed by the club as outlined in the proposed funding agreement with Council.

Safety: health, safety or duty of care impacts

• Yes - The safety impacts will be managed by the club and their appointed builder, overseen by Council and reviewed by qualified consultants appointed by Council.

There are no Environmental risks.

Legislation / Council Plan / Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all

• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around

3. Opportunity and Prosperity - A future focused, transforming city where all have opportunities to learn and earn - A prosperous place for all
• Growing and Transforming - Optimise community opportunities through infrastructure innovation and investment.

This report complies with Council Plan 2021 -2025.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

12.4	Planning Activity Update and Delegate Decisions and Planning Scheme Amendments Update - March 2024
Directorate	City Futures
Director	Kelvin Walsh
Manager	Kristen Gilbert and Leanne Deans
Attachment(s)	1. Delegated Planning Permit Decisions - March 2024 [12.4.1 - 21 pages] 2. Graphical Representation of the Data from the Last Three Years [12.4.2 - 3 pages] 3. Planning Scheme Amendment Status Summary - March 2024 [12.4.3 - 4 pages]

Purpose

To report to Council on:

- The status of planning permit applications and trends in planning approvals in Brimbank
- Decisions made under delegated authority in March 2024 regarding planning permit applications and other matters
- The status of current Planning Scheme Amendments at 31 March 2024.

Officer Recommendation

That Council:

a. Notes the Planning Activity Update and Delegate Decisions – March 2024 report, and Delegated Planning Permit Decisions, at Attachment 1 to this report.

b. Notes the Planning Scheme Amendment Summary – March 2024, at Attachment 3, and that this relates to amendments where Council has resolved to request authorisation from the Minister for Planning to prepare and exhibit an amendment or has requested that the Minister prepare an amendment under section 20(4) of the *Planning and Environment Act 1987*.

Background

Council is a Responsible Authority under the *Planning and Environment Act 1987* (the Act). In this role, Council administers the Brimbank Planning Scheme (Planning Scheme) and, among other things, determines planning permit applications made for the use and development of the land in the municipality. Certain planning permit applications, and other matters, are determined by Council officers under the delegated authority of Council.

The statistics presented do not represent all development activity in the municipality. Many types of use and development do not require a planning permit and may take place without being recorded as part of the planning approvals data. In addition, some planning permits are not acted on, or there may be a delay between when the approval is granted and when works take place.

Council is a Planning Authority for the Planning Scheme and undertakes amendments to the Planning Scheme when authorised by the Minister for Planning (Minister), or in accordance with section 8A(7) of the Act. Council undertakes amendments for a range of

reasons including to enhance or implement the strategic vision, to implement local policy, to correct mistakes, to enable or restrict development, and to set aside land for acquisition for a public purpose or remove such a reservation when it is no longer required.

The Minister may prepare an amendment or authorise the preparation of an amendment by another Minister, public authority or municipal council. For the purpose of this report, the status of Planning Scheme Amendments will only include amendments where Council is the Planning Authority, and where Council has resolved to request authorisation from the Minister to prepare and exhibit an amendment or has requested that the Minister prepare an amendment under section 20(4) of the Act.

Matters for Consideration

25 planning determinations and 22 subdivision determinations were made under delegated authority in March 2024. 48 new planning permit applications were received in March 2024. The value of development for these 48 applications is $23.6 million.

A list of the planning applications determined under delegation from Council during March 2024 is at Attachment 1.

	March 2024	Previous month (February 2024)	Monthly average for past 12 months	March 2023
Applications Received	48	46	64	79
Planning Permit Approvals	28	54	68	65
Notice of Decision to Grant a Permit	5	4	6	5
Refusal to Grant a Planning Permit	1	2	2	1
Subdivision Approvals	22	28	23	27
Cost of development for new applications (millions)	$24.7	$17.3	$43.4	$76.3

One planning appeal was determined by the Victorian Civil and Administrative Tribunal (VCAT) in this period:

- A consent order was reached between the parties for an appeal against non-determination of the application within the prescribed time for the use and

development of the land for an indoor recreation facility within a Melbourne Airport Environs Overlay Schedule 1 and erection and display of associated signage (P407/2022)

- An appeal against a delegated decision to refuse to grant a planning permit for use and development of the land for warehouses and storage in a Land Subject to Inundation Overlay and removal of native vegetation in an Environmental Significance Overlay Schedule 6 was successful, with VCAT ordering that a planning permit be issued (P371/2020 for 275 – 293 St Albans Road, St Albans).

At the end of this period there were five appeals lodged at VCAT that had not yet been determined. This is six less than at the end of March 2023.

The Planning Scheme Amendment Summary is shown at Attachment 3 and includes five Planning Scheme Amendments where Council is the Planning Authority or has requested the Minister to prepare an amendment under section 20(4) of the Act.

At the Council Meeting held on the 19 March 2024 Council resolved to abandon Amendment C214brim to the Brimbank Planning Scheme. Amendment C214brim proposed to introduce the Development Contributions Plan 2022 by updating the Development Contributions Plan Overlay (Schedule 2) in the Brimbank Planning Scheme.

Three amendments including Amendments C219brim (Heritage Update), C225brim (Planning Policy Framework) and C227brim (Heritage Overlay Sunshine Silos) are with the Minister for Planning for either authorisation or approval.

Community Engagement

Not applicable.

Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2023/2024.

There are no Community, Environmental, Financial, Regulatory or Safety risks identified.

Legislation / Council Plan / Policy Context

This report complies with the *Planning and Environment Act 1987*, *Local Government Act 1989* and the Brimbank Planning Scheme.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Decisions Issued by Delegate
01/03/2024 – 31/03/2024

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
Ward: Grasslands 14					
S62/2019 P/N: 1	Subdivision Certification	09/04/2019	6 Ikara Cl, Kings Park	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 819889F)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 01-03-2024					
P717/2022 P/N: 1	Planning Application	23/12/2022	1 Glencairn Ave, Deer Park	Industrial 3 Zone (IN3) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR INDUSTRY (TRAILER MANUFACTURING)	$0
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 06-03-2024					
S100/2023 P/N: 1	Subdivision Certification	19/07/2023	1/13 Doherty St, Deer Park 2/13 Doherty St, Deer Park	General Residential Zone (GRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 918510J)	$0
Determination: PSWI (Certification Withdrawn) Determination Date: 07-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S117/2023 P/N: 1	Subdivision Certification	21/08/2023	1/1 Syme St, St Albans 2/1 Syme St, St Albans 3/1 Syme St, St Albans	General Residential Zone (GRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 919974H)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 15-03-2024					
P433/2023 P/N: 1	Planning Application	17/10/2023	765 Ballarat Rd, Deer Park	Industrial 2 Zone (IN2) Buildings & Works to Industrial Premise and PPAR-Other buildings & wor CONSTRUCTION OF WORKS (INSTALLATION OF STORAGE TANKS) ASSOCIATED WITH EXISTING INDUSTRY	$12,000,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 12-03-2024					
S156/2023 P/N: 1	Subdivision Certification	01/11/2023	915 Ballarat Rd, Deer Park	General Residential Zone (GRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 920664R) OF LAND WITHIN A SPECIAL BUILDING OVERLAY AND TO LAND ADJACENT TO THE PRINCIPAL ROAD NETWORK.	$0
Determination: PSOC (Statement of Compliance) Determination Date: 21-03-2024					
P9/2024 P/N: 1	Planning Application	17/01/2024	40 Poole St, Deer Park 40 Poole St, Deer Park 40 Poole St, Deer Park 2 Hamilton St, Deer Park 4 Hamilton St, Deer Park 6 Hamilton St, Deer Park	Residential Growth Zone (RGZ) Subdivision - Residential and PPAR-Subdivision of land 4 LOT RESIDENTIAL SUBDIVISION (PS 907656Q)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 07-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P20/2024v P/N: 1	Planning Application (VicSmart)	29/01/2024	29/7 Regan St, St Albans	General Residential Zone (GRZ) Buildings & Works and PPAR-Other buildings & works (tanks etc) BUILDINGS AND WORKS (EXTENSION) TO AN EXISTING DWELLING ON A LOT LESS THAN 300SQM	$9,500
Determination: PLAP (Planning Application Lapsed) Determination Date: 12-03-2024					
P29/2024 P/N: 1	Planning Application	02/02/2024	1/118 Cairnlea Dr, Cairnlea	Mixed Use Zone (MUZ) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR RESTRICTED RECREATION FACILITY (FITNESS STUDIO)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 20-03-2024					
P47/2024v P/N: 1	Planning Application (VicSmart)	16/02/2024	61 Andrew Rd, St Albans	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 919104Q)	$0
Determination: PLAP (Planning Application Lapsed) Determination Date: 19-03-2024					
S13/2024 P/N: 1	Subdivision Certification	16/02/2024	61 Andrew Rd, St Albans	General Residential Zone (GRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 919104Q)	$0
Determination: PREF (Certification Refused) Determination Date: 19-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P60/2024v P/N: 1	Planning Application (VicSmart)	28/02/2024	15/26 Radnor Dr, Deer Park	Industrial 1 Zone (IN1) Buildings & Works to Industrial Premise and PPAR-Other buildings & wor CONSTRUCTION OF A MEZZANINE FLOOR TO AN EXISTING WAREHOUSE	$40,700

Determination: PPI (Permit Issued by Delegate)

Determination Date: 04-03-2024

P65/2024 P/N: 1	Planning Application	29/02/2024	5 Pipers Walk, Cairnlea	Neighbourhood Residential Zone (NRZ) Dwelling Works (including fence) and PPAR-Extend exist dwell or assoc CONSTRUCTION OF A VERANDAH ON A LOT LESS THAN 300SQM	$7,000

Determination: PPI (Permit Issued by Delegate)

Determination Date: 07-03-2024

P87/2024v P/N: 1	Planning Application (VicSmart)	14/03/2024	29/7 Regan St, St Albans	General Residential Zone (GRZ) Dwelling Extension and PPAR-Extend exist dwell or assoc struct BUILDINGS AND WORKS TO AN EXISTING DWELLING ON A LOT LESS THE 300SQM (SUN ROOM)	$10,000

Determination: PPI (Permit Issued by Delegate)

Determination Date: 19-03-2024

Ward: Harvester 33

P657/2020 P/N: 1	Planning Application	09/12/2020	45 Holt St, Ardeer	Commercial 1 Zone (C1Z) Multi Unit Residential Development and PPAR-Multi dwelling and Store a CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS; SHOP; OFFICE AND A REDUCTION IN CAR PARKING REQUIREMENTS	$998,000

Determination: PNOD (Notice of Decision issued by Delegate)

Determination Date: 20-03-2024

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S53/2022 P/N: 1	Subdivision Certification	21/04/2022	42 Esmond St, Ardeer 1/42 Esmond St, Ardeer 2/42 Esmond St, Ardeer 3/42 Esmond St, Ardeer 4/42 Esmond St, Ardeer 42 Esmond St, Ardeer	General Residential Zone (GRZ) Subdivision - Residential 4 LOT RESIDENTIAL SUBDIVISION (PS 901780W)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 26-03-2024					
P385/2022 P/N: 1	Planning Application	18/07/2022	457A Somerville Rd, Brooklyn	Industrial 1 Zone (IN1) Buildings & Works to Industrial Premise and PPAR-Other USE AND DEVELOPMENT OF THE LAND FOR A STORE (SHIPPING CONTAINER STORAGE AND VEHICLE STORE) MATERIALS RECYCLING (VEHICLE BODIES AND PARTS) AND REDUCTION TO THE STANDARD CAR PARKING REQUIREMENT	$0
Determination: PPR (Permit Refused by Delegate) Determination Date: 12-03-2024					
S111/2022 P/N: 1	Subdivision Certification	20/07/2022	23 Clairmont St, Albion	General Residential Zone (GRZ) Subdivision - Residential 4 LOT RESIDENTIAL SUBDIVISION (PS 906276G)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 04-03-2024					
S3/2023 P/N: 1	Subdivision Certification	09/01/2023	2A Mineral Tce, Sunshine North	General Residential Zone (GRZ) Subdivision - Residential 37 LOT STAGED RESIDENTIAL SUBDIVISION (PS 821131G/S2)	$0
Determination: PCER (Certified) Determination Date: 01-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S37/2023 P/N: 1	Subdivision Certification	07/03/2023	7 Wingan Ct, Sunshine West 7 Wingan Ct, Sunshine West	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 917065J)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 14-03-2024					
P182/2023 P/N: 1	Planning Application	24/04/2023	134-140 Fairbairn Rd, Sunshine West	Industrial 2 Zone (IN2) Buildings & Works to Industrial Premise and PPAR-One or more new build BUILDINGS AND WORKS TO AN EXISTING INDUSTRIAL BUILDING AND ALTERATION TO ACCESS LAND IN A TRANSPORT 2 ZONE	$900,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 25-03-2024					
P194/2023 P/N: 1	Planning Application	03/05/2023	1 Mayo St, Sunshine	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS	$1,300,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 07-03-2024					
S76/2023 P/N: 1	Subdivision Certification	07/06/2023	1 Mellor St, Sunshine 1A Mellor St, Sunshine 1B Mellor St, Sunshine	General Residential Zone (GRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 916501V)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 21-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S95/2023 P/N: 1	Subdivision Certification	10/07/2023	27 Baynton Ave, Sunshine North	General Residential Zone (GRZ) Subdivision - Residential 4 LOT RESIDENTIAL SUBDIVISION (PS 832910T)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 22-03-2024					
P336/2023 P/N: 1	Planning Application	14/07/2023	74 King Edward Ave, Albion	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS	$975,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 21-03-2024					
S103/2023 P/N: 1	Subdivision Certification	24/07/2023	58 Selwyn St, Albion	General Residential Zone (GRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 909676X)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 15-03-2024					
P374/2023 P/N: 1	Planning Application	02/08/2023	43 Flynn Ct, Derrimut	Industrial 1 Zone (IN1) Materials Recycling and PPAR-Other USE AND DEVELOPMENT OF THE LAND FOR MATERIALS RECYCLING (USED BRICKS)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 28-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S132/2023 P/N: 1	Subdivision Certification	20/09/2023	2S/21A Devonshire Rd, Sunshine 1S/21 Devonshire Rd, Sunshine 3S/21B Devonshire Rd, Sunshine 4S/21C Devonshire Rd, Sunshine 6/3 Dawson St, Sunshine 6/3 Dawson St, Sunshine 1/21 Devonshire Rd, Sunshine 2/21 Devonshire Rd, Sunshine 3/21 Devonshire Rd, Sunshine 4A/21 Devonshire Rd, Sunshine 3A Dawson St, Sunshine 3B Dawson St, Sunshine 21 Devonshire Rd, Sunshine	Activity Centre Zone (ACZ) Subdivision 6 LOT COMMERCIAL SUBDIVISION (PS 405097A)	$0
Determination: PSWI (Certification Withdrawn) Determination Date: 04-03-2024					
P542/2023 P/N: 1	Planning Application	27/10/2023	4 Whitesides Ave, Sunshine West	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) SINGLE STOREY DWELLINGS	$700,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 14-03-2024					
P550/2023 P/N: 1	Planning Application	31/10/2023	71 Maida Ave, Sunshine North	Industrial 3 Zone (IN3) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR A PLACE OF ASSEMBLY (EVENTS HIRE VENUE) ON LAND AFFECTED BY MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2 AND REDUCTION TO CAR PARKING REQUIREMENTS	$15,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 21-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P602/2023 P/N: 1	Planning Application	28/11/2023	82 Devonshire Rd, Sunshine	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS ON LAND AFFECTED BY A SPECIAL BUILDING OVERLAY	$800,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 15-03-2024					
P604/2023 P/N: 1	Planning Application	30/11/2023	75 Cornwall Rd, Sunshine	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS	$800,000
Determination: PLAP (Planning Application Lapsed) Determination Date: 05-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P641/2023 P/N: 1	Planning Application	19/12/2023	18 Jones Rd, Brooklyn 2 Moonah Cct, Brooklyn 4 Moonah Cct, Brooklyn 6 Moonah Cct, Brooklyn 8 Moonah Cct, Brooklyn 10 Moonah Cct, Brooklyn 12 Moonah Cct, Brooklyn 14 Moonah Cct, Brooklyn 16 Moonah Cct, Brooklyn 18 Moonah Cct, Brooklyn 20 Moonah Cct, Brooklyn 22 Moonah Cct, Brooklyn 24 Moonah Cct, Brooklyn 26 Moonah Cct, Brooklyn 28 Moonah Cct, Brooklyn 30 Moonah Cct, Brooklyn 1 Moonah Cct, Brooklyn 32 Moonah Cct, Brooklyn 3 Moonah Cct, Brooklyn 34 Moonah Cct, Brooklyn 36 Moonah Cct, Brooklyn 5 Moonah Cct, Brooklyn 7 Moonah Cct, Brooklyn 9 Moonah Cct, Brooklyn 11 Moonah Cct, Brooklyn 13 Moonah Cct, Brooklyn 2A Moonah Cct, Brooklyn	Industrial 1 Zone (IN1) Subdivision - Industrial and PPAR-Subdivision of land REMOVAL OF DRAINAGE AND SEWERAGE EASEMENT E-5 AND E-6, CREATION OF DRAINAGE EASEMENT E-4 AND 25 LOT INDUSTRIAL SUBDIVISION WITHIN A DESIGN AND DEVELOPMENT OVERLAY SCHEDULE 1 (PS 900330L)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 07-03-2024					
S177/2023 P/N: 1	Subdivision Certification	20/12/2023	2 Calarco Dr, Derrimut	Industrial 1 Zone (IN1) Create/Vary/Remove Easements CREATION OF CARRIAGEWAY EASEMENT	$0
Determination: PSWI (Certification Withdrawn) Determination Date: 26-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P2/2024 P/N: 1	Planning Application	04/01/2024	15-17 Maida Ave, Sunshine North 15 Maida Ave, Sunshine North 17 Maida Ave, Sunshine North	Industrial 3 Zone (IN3) Subdivision - Industrial and PPAR-Subdivision of land 2 LOT INDUSTRIAL SUBDIVISION (PS 915587M) OF LAND AFFECTED BY MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$0
Determination: PLAP (Planning Application Lapsed) Determination Date: 05-03-2024					
S1/2024 P/N: 1	Subdivision Certification	04/01/2024	15-17 Maida Ave, Sunshine North 15 Maida Ave, Sunshine North 17 Maida Ave, Sunshine North	Industrial 3 Zone (IN3) Subdivision - Industrial 2 LOT INDUSTRIAL SUBDIVISION (PS 915587M) OF LAND AFFECTED BY MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$0
Determination: PREF (Certification Refused) Determination Date: 05-03-2024					
S7/2024 P/N: 1	Subdivision Certification	17/01/2024	123 Bunnett St, Sunshine North	Industrial 3 Zone (IN3) Creation/Vary/Remove Easement/Reserve CREATION OF EASEMENT	$0
Determination: PSOC (Statement of Compliance) Determination Date: 12-03-2024					
S9/2024 P/N: 1	Subdivision Certification	22/01/2024	1/4 Lynch St, Sunshine 2/4 Lynch St, Sunshine 4 Lynch St, Sunshine 4 Lynch St, Sunshine	General Residential Zone (GRZ) Consolidation CONSOLIDATION OF THE LAND	$0
Determination: PSOC (Statement of Compliance) Determination Date: 05-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P30/2024 P/N: 1	Planning Application	02/02/2024	166 Jones Rd, Brooklyn	Industrial 1 Zone (IN1) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR MATERIALS RECYCLING (ASPHALT RECYCLING)	$0
Determination: PWIT (Planning Application Withdrawn) Determination Date: 27-03-2024					
P32/2024 P/N: 1	Planning Application	06/02/2024	123 Bunnett St, Sunshine North	Industrial 3 Zone (IN3) Remove/Vary/Create an Easement/Reserve and PPAR-Subdivision-change to CREATION OF A CARRIAGEWAY EASEMENT	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 07-03-2024					
P34/2024v P/N: 1	Planning Application (VicSmart)	08/02/2024	59 Knight Ave, Sunshine North	Industrial 3 Zone (IN3) Warehouse and Car Parking Reduction and PPAR-One or more new buildings CONSTRUCTION OF A WAREHOUSE WITH ANCILLARY OFFICE AND A REDUCTION TO THE STANDARD CAR PARKING REQUIREMENT	$850,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 15-03-2024					
S15/2024 P/N: 1	Subdivision Certification	16/02/2024	5-17 Marshall St, Sunshine North 5-17 Marshall St, Sunshine North 5-17 Marshall St, Sunshine North 5-17 Marshall St, Sunshine North 5-17 Marshall St, Sunshine North 5 Marshall St, Sunshine North	Industrial 3 Zone (IN3) Consolidation CONSOLIDATION OF SIX ALLOTMENTS OF LAND (PC 383338K)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 26-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P56/2024 P/N: 1	Planning Application	23/02/2024	26 Hutchinson St, Albion	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF FOUR (4) DOUBLE STOREY DWELLINGS	$1,200,000
Determination: CANC (CANCELLED) Determination Date: 07-03-2024					
P72/2024v P/N: 1	Planning Application (VicSmart)	06/03/2024	696 Geelong Rd, Brooklyn	Industrial 1 Zone (IN1) Buildings & Works to Industrial Premise and PPAR-Other buildings & wor WORKS ASSOCIATED WITH AN EXISTING WAREHOUSE INCLUDING CONSTRUCTION OF A DRIVEWAY AND SEALING OF EXTERNAL STORAGE SPACES (COMPACT GRAVEL / CRUSHED ROCK)	$15,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 19-03-2024					
P81/2024v P/N: 1	Planning Application (VicSmart)	12/03/2024	81-83 Westmoreland Rd, Sunshine North	General Residential Zone (GRZ) Buildings & Works to an Education Centre and PPAR-Other buildings & wo BUILDINGS AND WORKS TO AN EDUCATION CENTRE (SHADE SAIL)	$270,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 15-03-2024					
P85/2024 P/N: 1	Planning Application	14/03/2024	70 East Derrimut Cres, Derrimut	Industrial 2 Zone (IN2) Change of Use and PPAR-Change or extension of use CONSTRUCTION OF 2 WAREHOUSES	$0
Determination: PNPR (No Permit Required) Determination Date: 21-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P280/2022 P/N: 3	Planning Application	15/03/2024	740 Ballarat Rd, Ardeer 742 Ballarat Rd, Ardeer 740 Ballarat Rd, Ardeer	Industrial 1 Zone (IN1) Retail Premise and Service Station and Advertising/Signage and Liquor Amendment to condition 42 to include the words "otherwise agreed in writing by the Responsible Authority"	$0

Determination: PPAM (Amended Permit Issued by Delegate)

Determination Date: 25-03-2024

Ward: Horseshoe Bend 15

S73/2019 P/N: 1	Subdivision Certification	01/05/2019	2A Ramsey Ct, Keilor Park	Industrial 1 Zone (IN1) Creation/Vary/Remove Easement/Reserve VARIATION OF EASEMENT	$0

Determination: PSOC (Statement of Compliance)

Determination Date: 08-03-2024

S48/2022 P/N: 1	Subdivision Certification	20/04/2022	8 Mulwala Gdns, St Albans 1/8 Mulwala Gdns, St Albans 2/8 Mulwala Gdns, St Albans 8 Mulwala Gdns, St Albans	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS901784N)	$0

Determination: PSOC (Statement of Compliance)

Determination Date: 08-03-2024

S58/2022 P/N: 1	Subdivision Certification	02/05/2022	46 Manfred Ave, St Albans 1/46 Manfred Ave, St Albans 2/46 Manfred Ave, St Albans 46 Manfred Ave, St Albans	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 909022Y)	$0

Determination: PCER (Certified)

Determination Date: 22-03-2024

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S104/2022 P/N: 1	Subdivision Certification	29/06/2022	54 Henry St, St Albans 2/54 Henry St, St Albans 1/54 Henry St, St Albans 2/54 Henry St, St Albans 3/54 Henry St, St Albans 4/54 Henry St, St Albans 54 Henry St, St Albans	General Residential Zone (GRZ) Consolidation 4 LOT RESIDENTIAL SUBDIVISION (PS 906988)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 08-03-2024					
P407/2022 P/N: 1	Planning Application	29/07/2022	91-101 Wright Rd, Keilor Park	Industrial 1 Zone (IN1) Indoor Recreation Facility and Change of Use and Advertising/Signage a USE AND DEVELOPMENT OF THE LAND FOR AN INDOOR RECREATION FACILITY WITHIN A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 1 AND ERECTION AND DISPLAY OF ASSOCIATED SIGNAGE	$300,000
Determination: VSPD (VCAT Set Aside-Permit Issued by Delegate) Determination Date: 25-03-2024					
S132/2022 P/N: 1	Subdivision Certification	26/08/2022	8 Tanjil Ct, Keilor 8B Tanjil Ct, Keilor 8A Tanjil Ct, Keilor	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 848412W) ON LAND AFFECTED BY A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$0
Determination: PSOC (Statement of Compliance) Determination Date: 27-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S21/2023 P/N: 1	Subdivision Certification	20/02/2023	56 Charles St, St Albans 56 Charles St, St Albans 129D Power St, St Albans 129C Power St, St Albans 129B Power St, St Albans	Residential Growth Zone (RGZ) Subdivision - Residential 4 LOT RESIDENTIAL SUBDIVISION (PS 915826V) ON LAND WITHIN A SPECIAL BUILDING OVERLAY	$0
Determination: PSOC (Statement of Compliance) Determination Date: 12-03-2024					
P210/2023 P/N: 1	Planning Application	11/05/2023	7 Errington Rd, St Albans	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF ADDITIONS (CARPORT) TO THE EXISTING DWELLING AND THE CONSTRUCTION OF A DOUBLE STOREY DWELLING TO THE REAR	$500,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 19-03-2024					
P518/2023 P/N: 1	Planning Application	17/10/2023	193 Milburn Rd, Keilor	Green Wedge Zone (GWZ) Buildings & Works and PPAR-Other buildings & works (tanks etc) BUILDINGS AND WORKS (BASKETBALL COURT) ASSOCIATED WITH AN EXISTING DWELLING IN A GREEN WEDGE ZONE WITHIN A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$10,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 04-03-2024					
P522/2023 P/N: 1	Planning Application	18/10/2023	211-215 St Albans Rd, St Albans	Industrial 1 Zone (IN1) Car Park and PPAR-Other CONSTRUCTION OF A CARPARK	$300,000
Determination: PLAP (Planning Application Lapsed) Determination Date: 21-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P587/2023v P/N: 1	Planning Application (VicSmart)	17/11/2023	29 Driscolls Rd, Kealba	Neighbourhood Residential Zone (NRZ) Buildings & Works to Commercial Premise and PPAR-Other buildings & wor BUILDINGS AND WORKS TO AN EXISTING CONVENIENCE SHOP	$10,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 04-03-2024					
P598/2023 P/N: 1	Planning Application	24/11/2023	4 Snow St, Keilor Park	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS	$900,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 13-03-2024					
P646/2023 P/N: 1	Planning Application	21/12/2023	33 Percy St, St Albans	Residential Growth Zone (RGZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS ON LAND AFFECTED BY A SPECIAL BUILDING OVERLAY AND A DESIGN AND DEVELOPMENT OVERLAY SCHEDULE 9	$950,000
Determination: PWIT (Planning Application Withdrawn) Determination Date: 13-03-2024					
P409/2022 P/N: 2	Planning Application	20/02/2024	40 Main Rd East, St Albans	Commercial 1 Zone (C1Z) Buildings & Works to Commercial Premise and Advertising/Signage and Li AMENDMENT TO THE PLANNING PERMIT AND ENDORSED PLANS TO INCLUDE THE INSTALLATION OF EXTERNAL ROLLER SHUTTERS	$17,500
Determination: PPAM (Amended Permit Issued by Delegate) Determination Date: 27-03-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P108/2005 P/N: 4	Planning Application	27/02/2024	82 Arthur St, St Albans 88A Arthur St, St Albans 82 Arthur St, St Albans 81 Leslie St, St Albans 75 Leslie St, St Albans 84 Arthur St, St Albans 86 Arthur St, St Albans 79 Leslie St, St Albans 77 Leslie St, St Albans	Commercial 1 Zone (C1Z) Mixed Use Development and PPAR-Alter building structure or dwell AMENDMENT TO THE PLANNING PERMIT AND ENDORSED PLANS TO CONVERT ONE SHOP TENANCY INTO A PLACE OF ASSEMBLY (SHISHA BAR) AND AN OFFICE	$100,000

Determination: PPAM (Amended Permit Issued by Delegate)

Determination Date: 12-03-2024

Ward: Taylors 10

S134/2022 P/N: 1	Subdivision Certification	30/08/2022	1 The Esplanade, Sydenham	General Residential Zone (GRZ) Subdivision - Residential 14 LOT RESIDENTIAL SUBDIVISION (PS 846823K)	$0

Determination: PSOC (Statement of Compliance)

Determination Date: 04-03-2024

S56/2023 P/N: 1	Subdivision Certification	11/04/2023	137 Odessa Ave, Keilor Downs 137 Odessa Ave, Keilor Downs 51 Swindon Cres, Keilor Downs 49 Swindon Cres, Keilor Downs	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 910432V)	$0

Determination: PCER (Certified)

Determination Date: 08-03-2024

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S82/2023 P/N: 1	Subdivision Certification	26/06/2023	1/26 Chris Ct, Hillside 2/26 Chris Ct, Hillside	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 917167A)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 21-03-2024					
P379/2023 P/N: 1	Planning Application	07/08/2023	4 Bosco Tce, Keilor Lodge	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS	$750,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 13-03-2024					
P652/2023 P/N: 1	Planning Application	21/12/2023	2/2 Hyperno Ct, Keilor Downs	Neighbourhood Residential Zone (NRZ) Remove/Vary/Create an Easement/Reserve and PPAR-Subdivision-change to REMOVAL OF DRAINAGE & SEWERAGE EASEMENT E-1	$0
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 15-03-2024					
P22/2024 P/N: 1	Planning Application	30/01/2024	399 Melton Hwy, Taylors Lakes	Comprehensive Development Zone (CDZ) Advertising/Signage and PPAR-Signage ERECTION AND DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE INCLUDING INTERNALLY ILLUMINATED SIGNAGE ASSOCIATED WITH AN EXISTING COMMERCIAL USE	$8,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 27-03-2024					

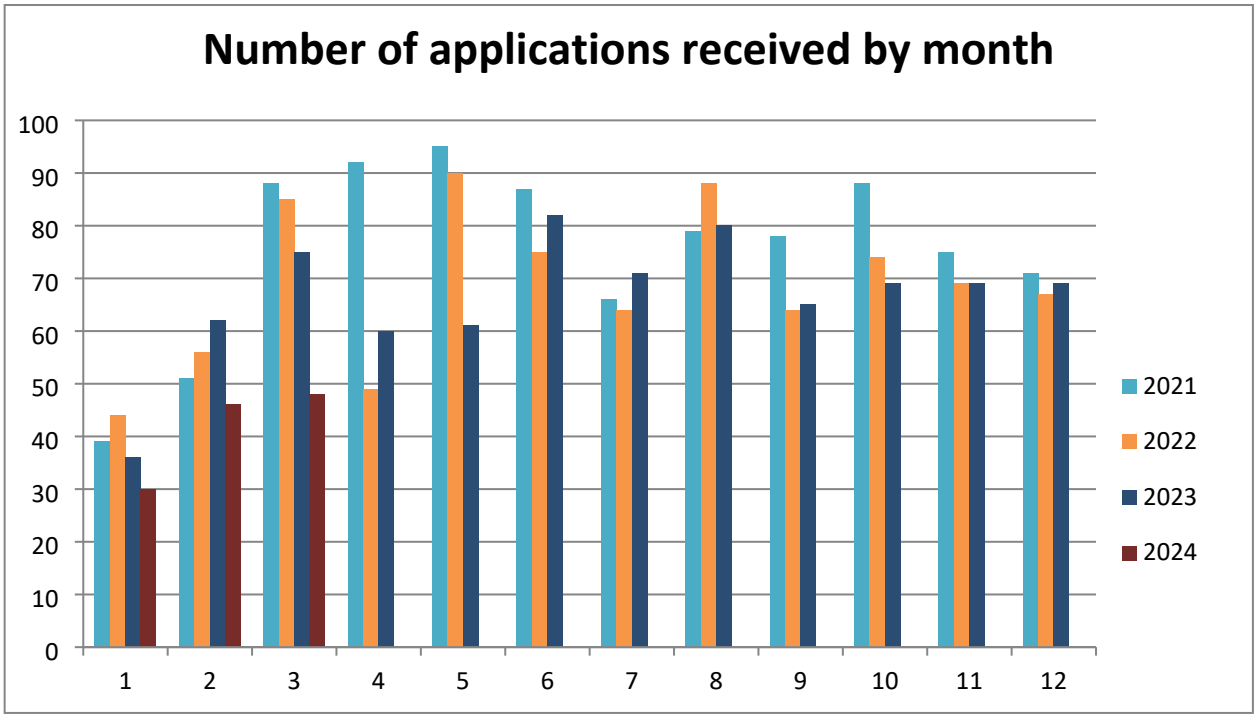
Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P55/2024v P/N: 1	Planning Application (VicSmart)	26/02/2024	1 Linden Ct, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Dwelling Works (including fence) and PPAR-Other buildings & works (tan CONSTRUCTION OF A FENCE	$0
Determination: PWIT (Planning Application Withdrawn) Determination Date: 05-03-2024					
P61/2024 P/N: 1	Planning Application	27/02/2024	161/868 Old Calder Hwy, Keilor	Neighbourhood Residential Zone (NRZ) Buildings & Works and PPAR-Other buildings & works (tanks etc) CONSTRUCTION OF A VERANDAH TO A RETIREMENT VILLAGE UNIT	$22,150
Determination: PPI (Permit Issued by Delegate) Determination Date: 04-03-2024					
P71/2024 P/N: 1	Planning Application	29/02/2024	136/800 Kings Rd, Taylors Lakes	Comprehensive Development Zone (CDZ) Dwelling Works (including fence) and PPAR-Other buildings & works (tan CONSTRUCTION OF A VERANDAH TO A RETIREMENT VILLAGE UNIT	$14,960
Determination: PDPA (Development Plan Approved) Determination Date: 19-03-2024					
P80/2024 P/N: 1	Planning Application	07/03/2024	21 Clematis Dr, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 907780P)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-03-2024					

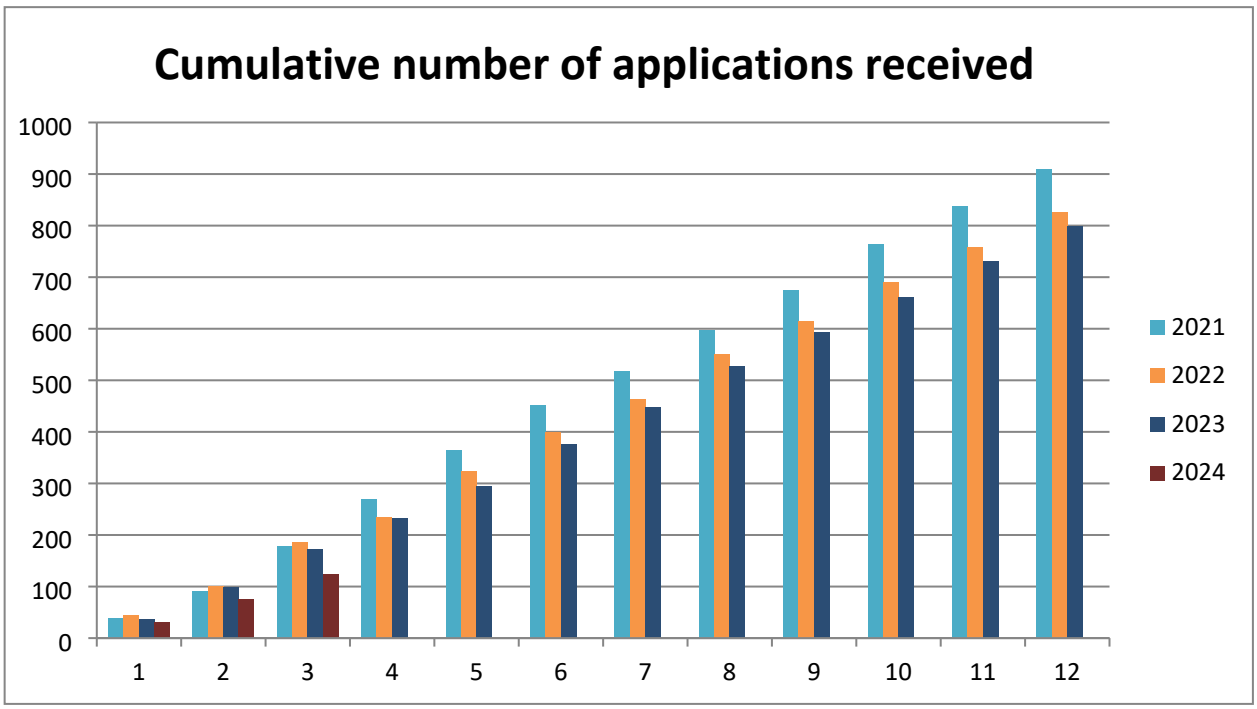
### ***Summary*** ###			Initial / Amended	
Planning Applications:	45		42	3
General		*36*		
VicSmart		*9*		
Subdivision Certification Applications:	27		27	0

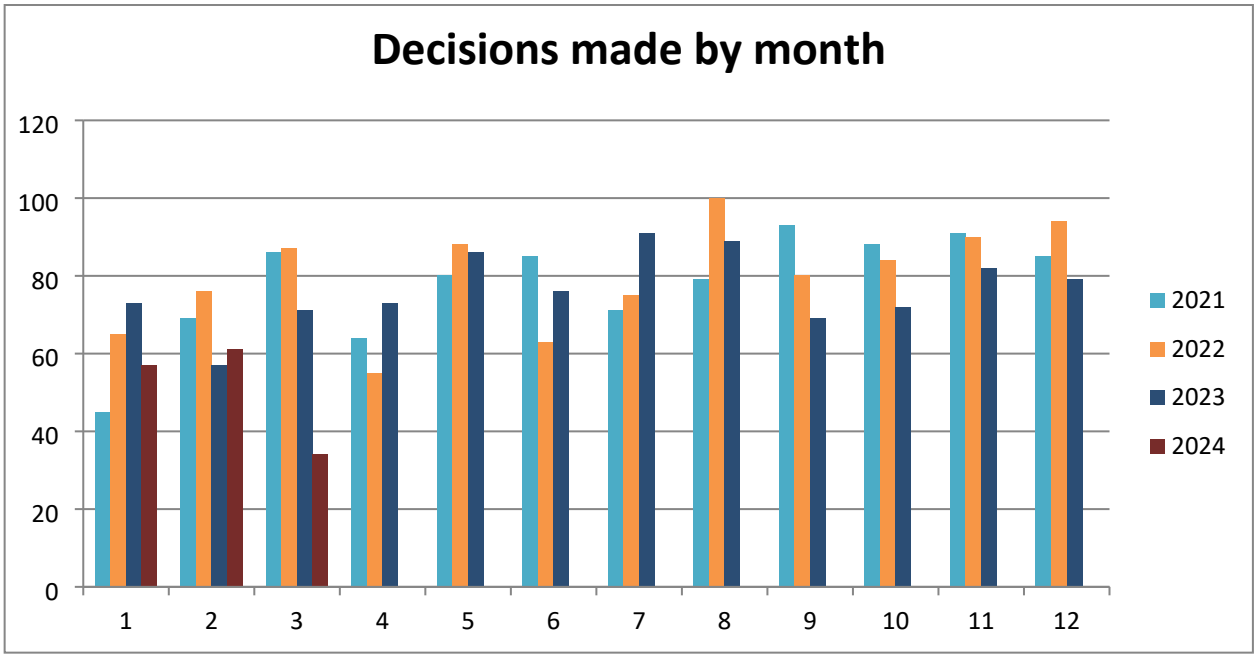
Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost

Total Applications:	**72**
Total Estimated Cost:	**$24,772,810**

Graphical representation of data from last three years



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80
60
40
20
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2
3
4
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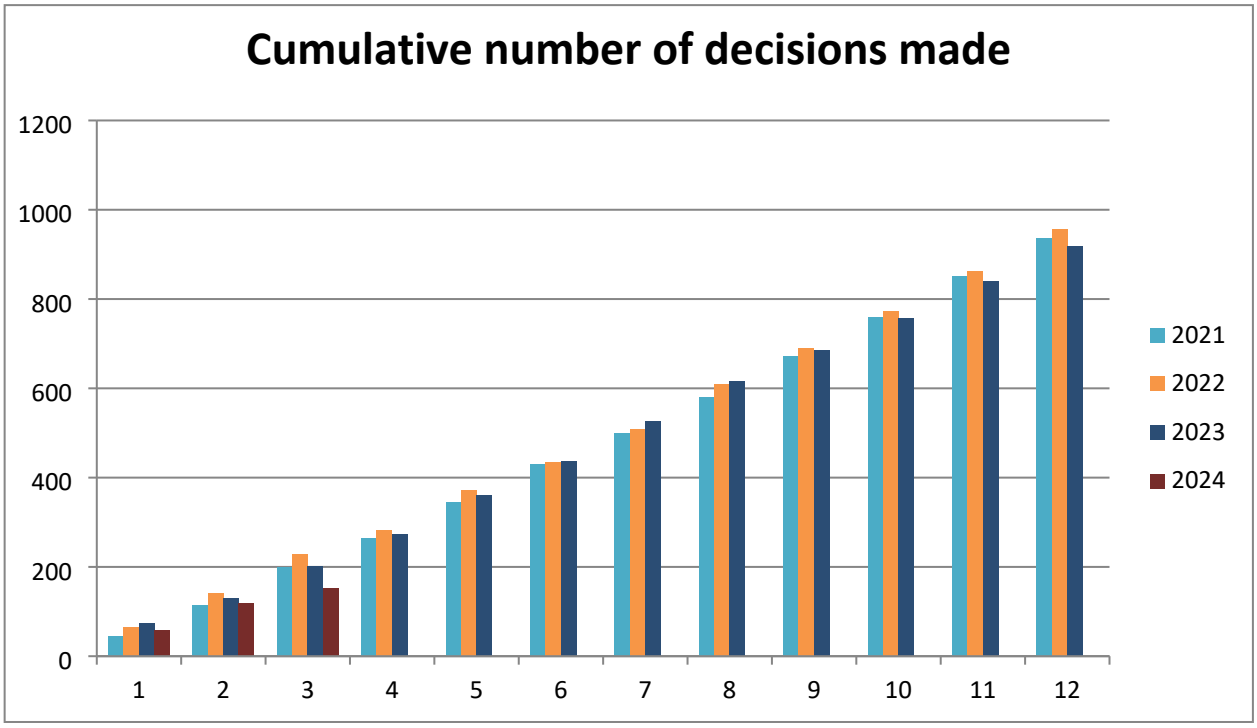
6
7
8
9
10
11
12
2021
2022
2023
2024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9
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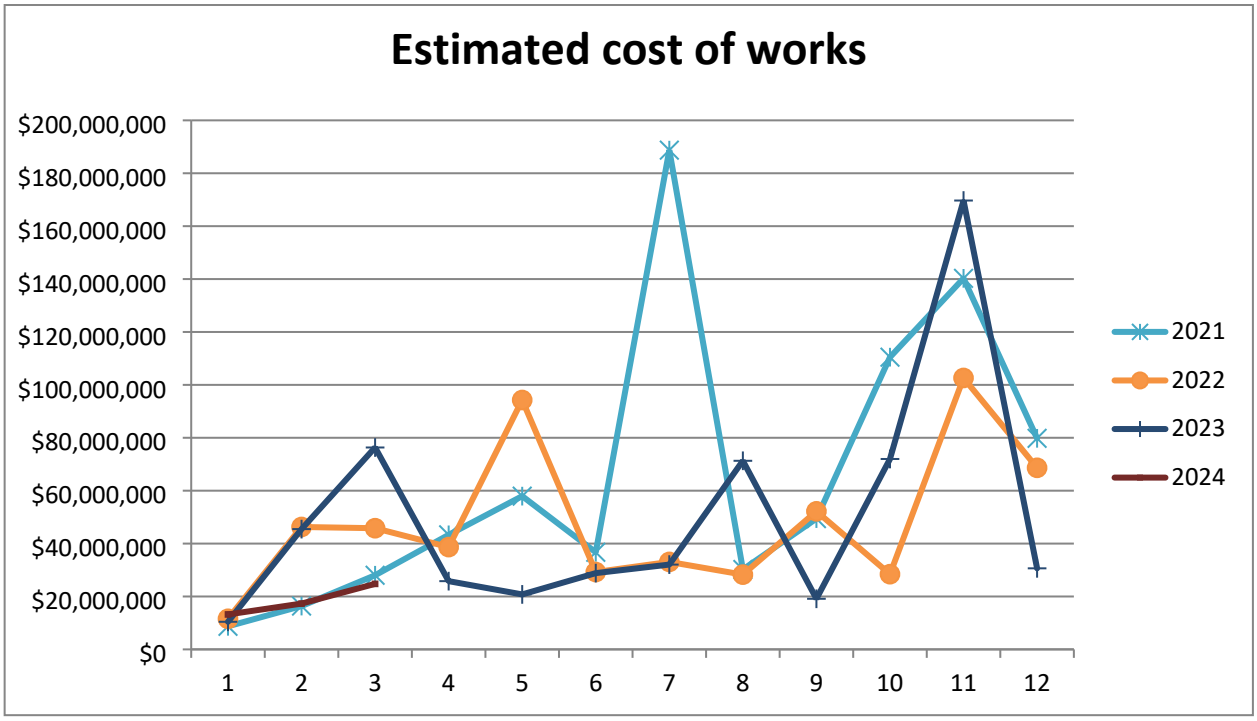
11
12
2021
2022
2023
2024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$140,000,000
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$80,000,000
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$40,000,000
$20,000,000
$0
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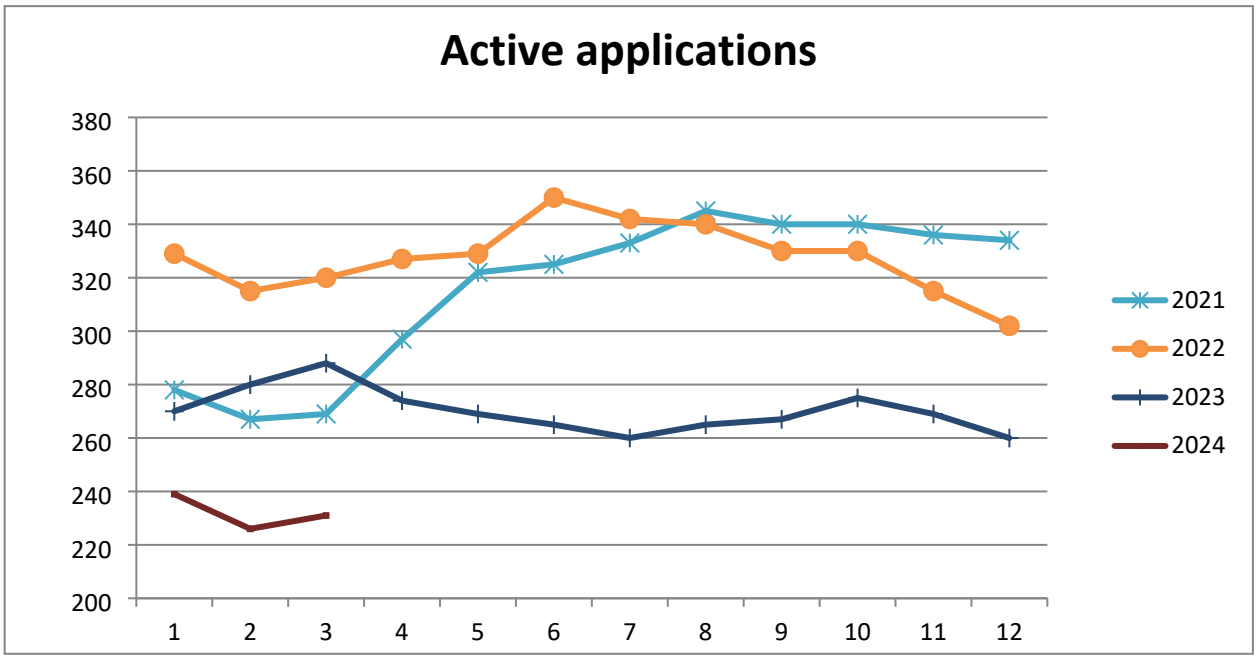
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300
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260
240
220
200
1
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3
4
5
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7
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9
10
11
12
2021
2022
2023
2024

Planning Scheme Amendment Summary – As at 31 March 2024

The table below shows the status of current planning scheme amendments:

Amendment	Intent	Status	Progress summary
Amendment C214 – Development Contributions Plan – Schedule 2	Introduce Development Contribution Plan 2022 through updating Development Contribution Plan Overlay (Schedule 2) in the Brimbank Planning Scheme	Abandoned At the Council Meeting held on the 19 March 2024 Council resolved to abandon Amendment C214brim to the Brimbank Planning Scheme.	At the Council Meeting on 23 June 2020, Council resolved to request the Minister to authorise the preparation and exhibition of Amendment C214. Council lodged this request on 30 June 2020. State Planning Services advised Council officers they are progressing a different approach to the Development Contribution Plan (DCP) Overlay. The Manager, State Planning Services, under delegation, gave conditional authorisation for the amendment on 1 February 2022. Significant work was required to comply with the conditions of authorisation, including further input from external experts. A meeting was held with representatives from the Department of Environment, Land, Water and Planning (now the Department of Transport and Planning (DTP)), where Council officers sought clarification about expectations. Council's experts revised amendment documents and advised a further report should be presented to Council about the DCP. The updated amendment was presented to Council Meeting on 13 December 2022 where Council endorsed the amendment with the proposed changes. Council officers submitted Amendment C214 to DTP on 15 December 2022, requesting confirmation that it meets the conditions of authorisation. A further request was made on 19 December 2022. Council officers submitted Amendment C214 to the Department of Transport & Planning (DTP) on 11 July 2023 requesting formal exhibition of the amendment. Amendment C214 was Exhibited from 10 August – 3 November 2023. At the Council Meeting held on the 19 March 2024 Council resolved to abandon Amendment C214brim to the Brimbank Planning Scheme. In accordance with the

Amendment	Intent	Status	Progress summary
			Council resolution officers are in the process of: • notifying the Minister for Planning of Councils decision to abandon the amendment • publishing a notice of the decision on Councils website • writing to submitters to thank them for their submission and advising them of Councils decision and reasons for abandoning the amendment • writing to the Minister for Planning seeking a timely outcome of the state government review of the Development Contribution Plan system.
Amendment C219 – Heritage Update	Update heritage properties in the Grand Junction and Matthews Hill Estate precincts and include Beaufort Houses and Quonset Warehouse	Council officers submitted Amendment C219 to the Minister for Planning for authorisation on 20 December 2022. The Minister is yet to determine this matter. On 29 June the Minister prepared and approved Amendment C237 to maintain interim heritage protection on five properties until 31 May 2024.	At the Council Meeting on 13 December 2022, Council resolved to request the Minister to authorise the preparation and exhibition of Amendment C219. Council officers submitted Amendment C219 to DTP seeking authorisation on 20 December 2022. The Minister did not determine to authorise the preparation of the Amendment within the required 10 business day timeframe and has placed the amendment on further review. The Minister is yet to determine this matter. Note: The Minister prepared and approved Amendment C234 on 25 August 2022 to extend the interim Heritage Overlay applied to five properties within the Grand Junction Estate and Matthew's Hill Precinct until 30 June 2023. Amendment C219 proposes to apply the Heritage Overlay permanently. The Minister prepared and approved Amendment C237 on 29 June 2023 to extend the interim Heritage Overlay applied to these five properties until 31 May 2024. Amendment C219 proposes to apply the Heritage Overlay permanently.
Amendment C225 – Planning	Translate local policy into the	Council officers submitted	At the Council Meeting on 20 July 2021, Council resolved to request the Minister to

Amendment	Intent	Status	Progress summary
Policy Framework	new planning scheme format, including new policy identified as part of a planning scheme review	Amendment C225 to the Minister for Planning for approval on 2 November 2022. The Minister is yet to determine this matter.	authorise the preparation and exhibition of Amendment C225. Council lodged the request on 23 July 2021. Council received authorisation on 9 August 2021 and exhibited the amendment from 4 November to 16 December 2021. At the Council Meeting on 19 April 2022, Council received a Post Exhibition Report and determined it would refer all the submissions received to Planning Panel. The Directions Hearing was held on 17 May 2022 and the Panel Hearing was held on 16 and 17 June 2022 involving three submitters in addition to Council's submission. On 29 July 2022 officers received the Planning Panel Report and the recommendations were presented to Council for consideration at the 18 October 2022 Council Meeting, where the Amendment was adopted, with changes. Council officers submitted Amendment C225 to the Minister for Planning for approval on 2 November 2022. The Minister is yet to determine this matter.
Amendment C227 – Heritage Overlay Sunshine Silos	Apply Heritage Overlay (permanent) to 2 Wright Street, Sunshine	Council officers submitted Amendment C227 to the Minister for Planning for approval on 20 December 2022. The Minister is yet to determine this matter.	At the Council Meeting on 14 January 2021, Council resolved to authorise the Director City Development to seek authorisation from the Minister to authorise the preparation and exhibition of Amendment C227. Council lodged the request on 26 March 2021. The Manager, State Planning Services, under delegation, gave conditional authorisation on 17 November 2021. The Amendment was exhibited from 24 February 2022 to 25 March 2022, with four submissions received. Council endorsed a Post Exhibition Report about the submissions received at the Council Meeting on 23 June 2022 and subsequently requested a planning panel to be convened. The Directions Hearing was held on 25 July 2022 and the Planning Panel was held on 29, 30 and 31 August 2022. There was one submitter in addition to Council's submission. On 20 September 2022 officers received the Planning Panel Report and the recommendations were presented to Council for consideration at the Council Meeting on 13 December 2022,

Amendment	Intent	Status	Progress summary
			where the Amendment was adopted, with changes. Council officers submitted the Amendment to the Minister for approval on 20 December 2022. The Minister is yet to determine this matter.

12.5	Planning Compliance Activity Update - 1 January to **31 March 2024**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Kristen Gilbert
Attachment(s)	1. Service Requests Received and PINS 1 January to 31 March 2024 [**12.5.1** - 1 page] 2. Location of Requests for Services Received 1 January to 31 March 2024 [**12.5.2** - 1 page]

Purpose

For Council to note the Planning Compliance Activity Update for the period 1 January to 31 March 2024.

Officer Recommendation

That Council notes the Planning Compliance Activity update for the period of 1 January to 31 March 2024.

Background

Council is the Responsible Authority under the *Planning and Environment Act 1987*. In this role, Council administers the Planning Scheme and enforces its requirements to ensure the use and development of land in the municipality is consistent with the various zones, overlays and other planning provisions. Council also enforces compliance with conditions of planning permits and other statutory requirements, including agreements made under section 173 of the Act.

Matters for Consideration

Analysis

Request	Requests for Service	Resolved during this period	Total active requests	Infringement Notices Issued	Official Warnings Issued
Quarterly 1 January – 31 March 24	105	109	180	24	13
Year to Date 1 July – 31 March 24	329	458	180	78	13

Council's Planning Compliance Unit received 105 new requests for service between 1 January and 31 March 2024. The number of requests received was higher than the previous quarter when 92 requests were received. There were 109 requests resolved by officers during the quarter.

The most common requests received related to contravention of planning permit conditions, which accounted for 24 percent of the total requests. These requests were located across the municipality, with the majority being in the central and eastern areas.

Home based businesses were next, being 21 percent of total requests, and uses without a planning permit being 15 percent of the most common requests received.

Other requests for service related to signage. Information on the number of service requests received and Planning Infringement Notices issued is in Attachment 1.

A location map of requests received is in Attachment 2.

Community Engagement

Not applicable.

Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2023/2024.

There are no Community, Environmental, Financial, Regulatory or Safety risks identified.

Legislation/Council Plan/Policy Context

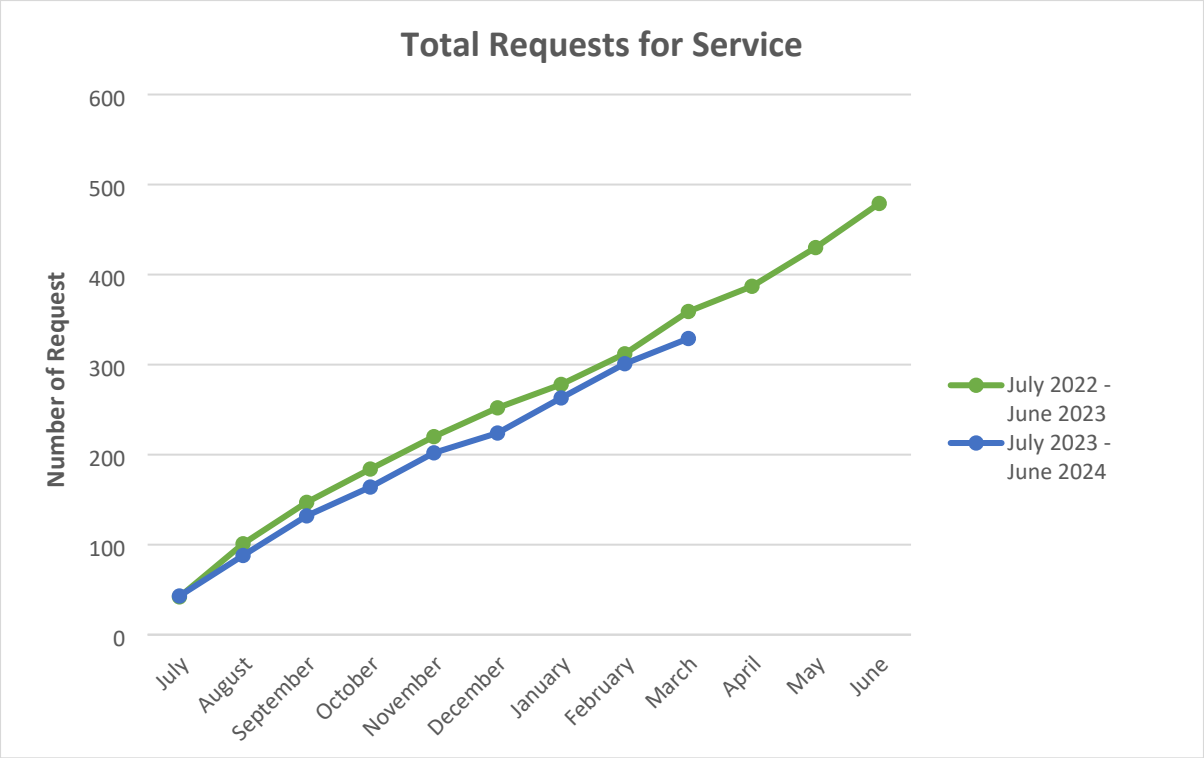
This report supports the Council Plan 2021-2025 strategic direction and objective of:

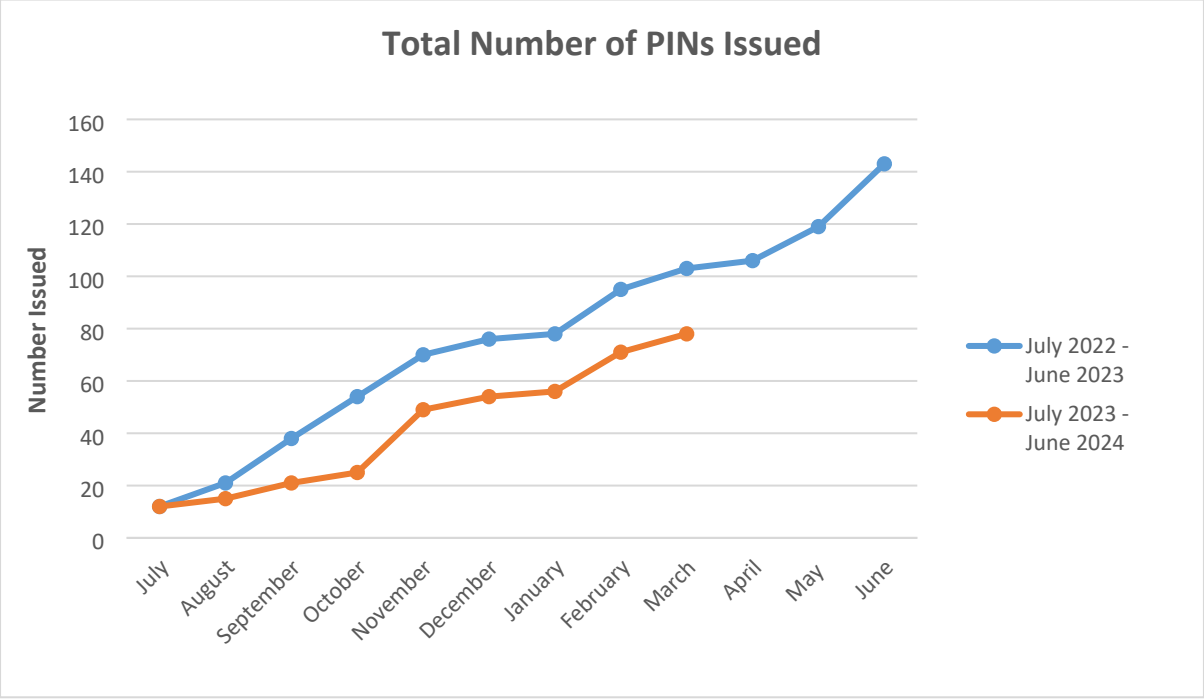
2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around.

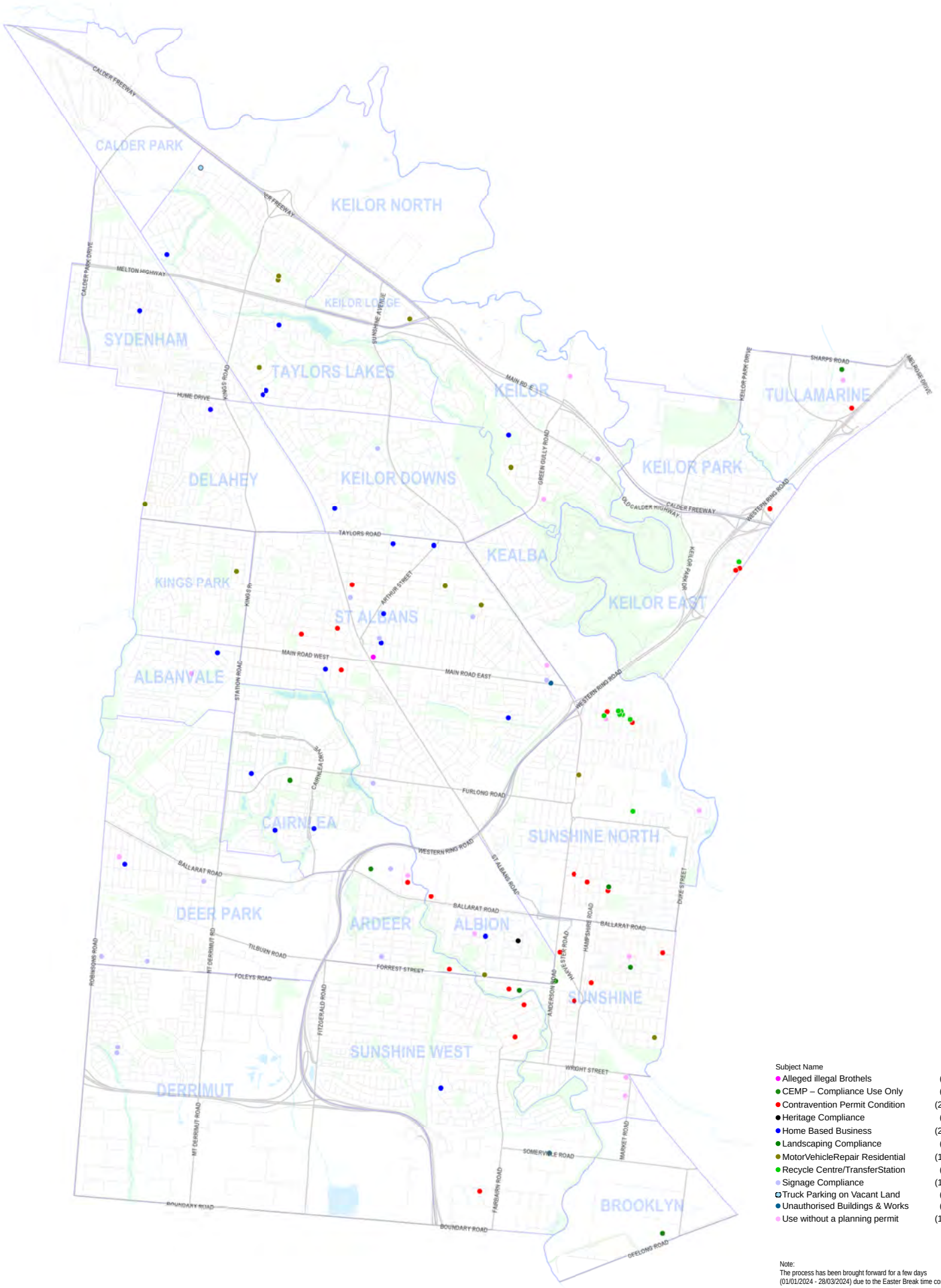
This report complies with the *Planning and Environment Act 1987* (*the Act*) and the Brimbank Planning Scheme (Planning Scheme).

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Service Requests Received and PINs issued – 1 January to 31 March 2024







Subject Name

Alleged illegal Brothels	(1)
CEMP – Compliance Use Only	(6)
Contravention Permit Condition	(24)
Heritage Compliance	(1)
Home Based Business	(21)
Landscaping Compliance	(2)
MotorVehicleRepair Residential	(12)
Recycle Centre/TransferStation	(8)
Signage Compliance	(14)
Truck Parking on Vacant Land	(1)
Unauthorised Buildings & Works	(2)
Use without a planning permit	(13)

Note:
The process has been brought forward for a few days (01/01/2024 - 28/03/2024) due to the Easter Break time conflict.

DISCLAIMER
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Attachment 12.5.2

VERSION CONTROL: BCC2532-50-IFC

SOURCE:
Planning Compliance reports from Council CRM for January to March 2024

PRODUCTION DATE: 9TH JANUARY 2024
PRODUCED BY: ASSET & PROPERTY SERVICES DEPARTMENT

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Scale 1 : 25,000
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Planning Compliance Report (CRM)

Period: January, February and March 2024

Brimbank City Council

12.6	Application to Amend Planning Permit P772/2014 for 697-703 Ballarat Road, Ardeer
Directorate	City Futures
Director	Kelvin Walsh
Manager	Kristen Gilbert
Attachment(s)	1. Zoning Map [12.6.1 - 1 page] 2. Aerial Photo [12.6.2 - 1 page] 3. Acoustic Report [12.6.3 - 8 pages] 4. Detailed Assessment [12.6.4 - 7 pages] 5. Proposed Conditions [12.6.5 - 6 pages]

Purpose

To provide Council with an assessment of an application to amend Planning Permit P772/2014 for use and development of the land for a child care centre and creation of access to a main road at 697 – 703 Ballarat Road, Ardeer, against the Brimbank Planning Scheme.

Officer Recommendation

That Council issues a Notice of Decision to Amend Planning Permit P772/2014 for use and development of the land for a child care centre and creation of access to a Road Zone Category 1 at 697 – 703 Ballarat Road, Ardeer, subject to the conditions at Attachment 5 to this report.

Background

The subject site is located on the southern side of the Ballarat Road service road in Ardeer, east of the intersection with Chatsworth Avenue (refer to Attachments 1 and 2). The site is irregular in shape, generally flat and has a total site area of 2,215 square metres. The site adjoins residential properties to the south, east and west. A child care centre currently operates on the site.

The original planning application for this child care centre received eight (8) objections when it was advertised, with issues raised by the objectors relating to overlooking, noise and traffic and parking concerns. The application was considered at the Council Meeting on 10 March 2015 where it was resolved to issue a Notice of Decision to Grant a Planning Permit. As no appeals were lodged against this decision, the planning permit was subsequently issued on 13 April 2015.

The child care centre was constructed in 2019/2020 and commenced operation around July 2021.

Planning Permit P772/2014 allows the centre to operate from 7am to 7pm Monday to Friday and includes a condition which prevents children from using the outdoor play areas before 9am and after 5pm. This application seeks approval to amend the permit to change the hours of operation to 6.30am to 6.30pm and to delete condition 15(b) which prevents children from using the outdoor play areas before 9am and after 5pm.

The application is coming before Council for consideration because the previous decision was made at a Council Meeting and the current proposal is seeking to vary that decision.

Matters for Consideration

The site and the surrounding land to the south, east and west are located within the General Residential Zone Schedule 1. The outdoor area of the child care centre abuts the secluded private open space areas of five adjoining residential properties and the car park for the child care centre abuts three adjoining properties.

An acoustic report was submitted with the application, assessing the noise impact of earlier drop-offs of children and arrival of staff. The acoustic report is contained at Attachment 3. The acoustic report concluded that there would be no material change in surrounding noise amenity if the centre opened at 6.30am instead of 7am due to the noise already created by traffic on Ballarat Road.

Whilst the acoustic report did not consider the proposal to remove the condition that restricts children from playing outdoors before 9am and after 5pm, this was the aspect of the proposal that resulted in an objection being lodged. Following consideration of the objection, the applicant advised that they were happy to have this condition amended to restrict outdoor play before 8am instead.

A detailed assessment of the application against the provisions of the Brimbank Planning Scheme is contained at Attachment 4 to this report. The detailed assessment indicates that there is policy support for this proposed amendment and that it will not have an adverse impact on the surrounding properties. It is recommended that the application to amend the permit be approved subject to the conditions at Attachment 5 to this report.

Community Engagement

Notice of the application to amend the permit was given in accordance with the notice requirements of section 52(1)(a) and (d) of the Act in February 2024. At the end of the notification process, one objection had been received.

The objection raised concerns about noise disturbance associated with the removal of the condition that restricts outdoor playtimes before 9am. The objector suggested that outdoor playtimes should commence no earlier than 8am.

One letter of support was also received during public notification. It welcomed the proposal to remove restrictions to outdoor playtimes, especially in the morning hours.

A response to these submissions is in the detailed assessment at Attachment 4 to this report.

Resource And Risk Implications

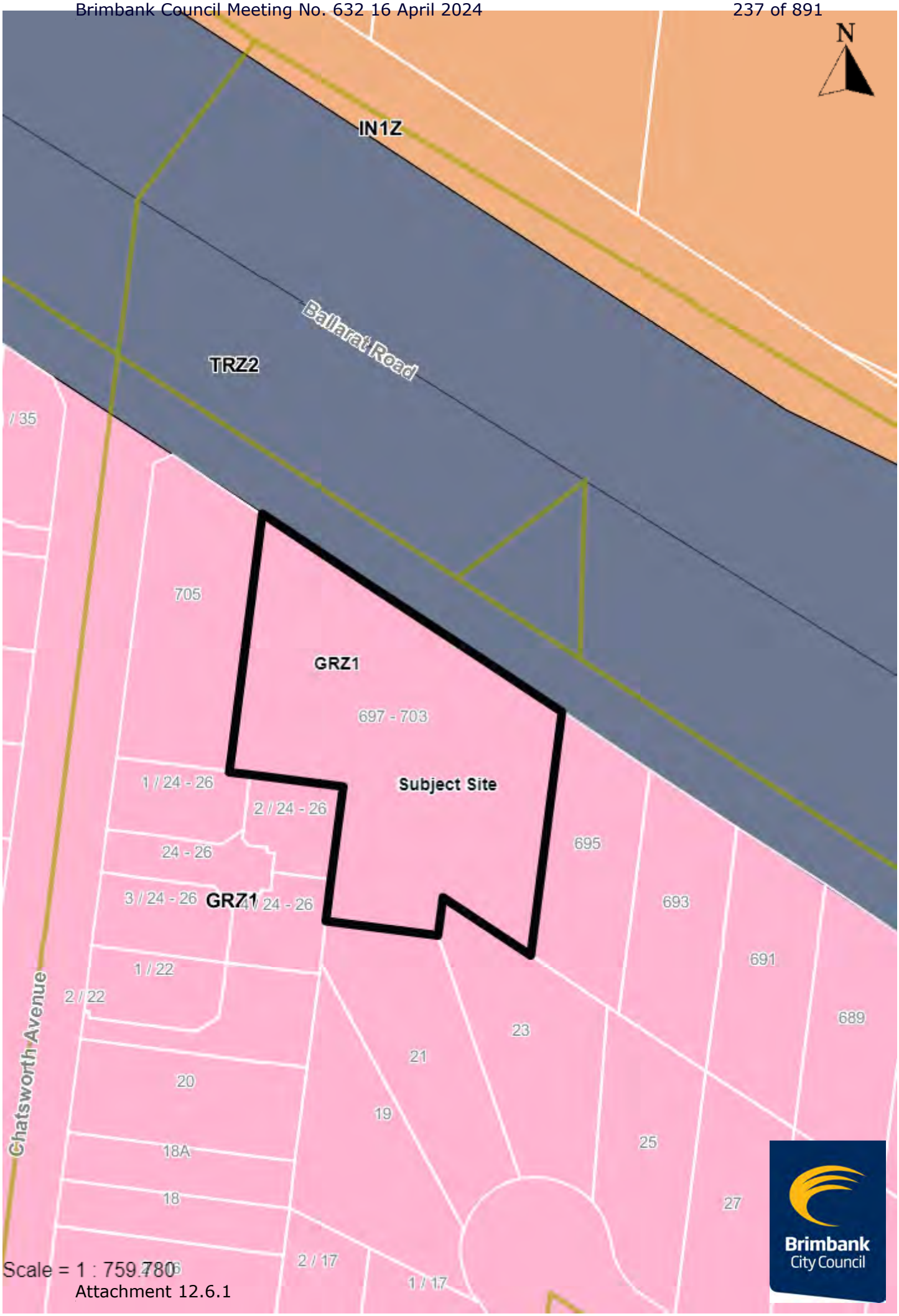
Resource requirements can be met within the Annual Budget 2023/2024.

There are no Community, Environmental, Financial, Regulatory or Safety risks identified.

Legislation / Council Plan / Policy Context

This report has also been prepared under the relevant guiding principles of the Brimbank Planning Scheme and the *Planning and Environment Act 1987*.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.



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Attachment 12.6.1

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Attachment 12.6.2

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697-703 BALLARAT ROAD, ARDEER

Acoustic Report for Extension of Operating Hours

For

CKH ARDEER C/- DCA DESIGN

DOC. REF: V1742-01-P ACOUSTIC REPORT (R0)
30 JANUARY 2024

Enfield Acoustics Pty Ltd
ABN 15 628 634 391
Ph: +61 3 9111 0090
PO Box 920
North Melbourne, VIC 3051

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ENFIELD ACOUSTICS NOISE VIBRATION

Project	697-703 Ballarat Road, Ardeer
Subject	Acoustic Report
Client	CKH Ardeer c/- DCA Design
Document Reference	V1742-01-P Acoustic Report (r0)
Date of Issue	30 January 2024

Disclaimer:

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The information contained within this document should not be relied upon by any third parties or applied under any context other than that described within this document. Advice provided in this document is done so with respect to instructions, on the basis of information supplied to Enfield Acoustics Pty Ltd at the time of writing, and in accordance with any reasonable assumptions, estimations, modelling and engineering calculations that we have been required to undertake. Enfield Acoustics Pty Ltd do not represent, warrant or guarantee that the use of guidance in the report will lead to any certified outcome or result, including any data relied on by third parties.

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ENFIELD ACOUSTICS NOISE VIBRATION

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2 Site Inspection 3
3 Assessment 6
4 Conclusion 7

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1 Introduction & Scope

Enfield Acoustics has been engaged by CKH Ardeer (Applicant) c/- DCA Design to prepare an acoustic report for a childcare centre at 697-703 Ballarat Road, Ardeer (Subject Land).

It is understood that the Applicant seeks to commence operation at 6.30am instead of 7.00am as currently permitted on planning permit no. P772/2014, allowing for earlier arrivals/drop-offs in the morning. Our instructions are that the Applicant does not propose to use the outdoor play areas during the extended hours.

This assessment has been prepared in response to Council RFI, as follows:

- *A document from a qualified acoustic engineer to confirm whether there will be a change to noise impact and acoustic mitigation requirements as the opening hour will change from 7am to 6.30am.*

To this end, Enfield Acoustics has:

1. Visited the Subject Land to survey nearby sensitive uses and conduct a noise survey during the period of time proposed to be extended; and
2. Conducted noise measurements before and after arrivals occurring at the childcare centre and residential interfaces.

We are satisfied that the Application can be approved where it can be demonstrated that the earlier commencement will not result in adverse noise impacts and/or a material change in noise amenity.

2 Site Inspection

Our office visited the Subject Land on 25 January 2024 between 6.30am and 7.45am to survey residential interfaces and to conduct measurements of existing noise conditions, including from morning drop offs.

Because outdoor play areas will not be used during the proposed extended hours, the assessment is only relevant to noise impacts from arrivals occurring at the car park and entrance of the childcare centre.

Nearby sensitive uses (dwellings) relevant to the Application have been identified as follows:

Tag	Location of Sensitive Use	Direction	Type
R1	705 Ballarat Road	West	Single-storey
R2	24-26 Chatsworth Avenue	South	Single-storey

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Noise measurements were conducted adjacent to Receiver R1 and R2, where 'worst-case' noise impacts are expected to occur.

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Location M1

Location M2

It was observed that the ambient noise environment was dominated by traffic noise on Ballarat Road, with appreciable volumes of road traffic observed. Overall, the ambient noise environment surrounding the Subject Land is considered elevated and consistent with urban areas next to major roads.

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3 Assessment

Our assessment will consider whether there would be any material change in surrounding noise amenity resulting from earlier arrivals/drop-offs occurring between 6.30am and 7.00am, and whether the use of the carpark will likely result in adverse noise impacts at identified sensitive uses.

Based on the results of our noise measurements, we provide the following analysis:

Measured Maximum Noise Levels (Locations M1 and M2)

Item	Location M1	Location M2
Existing ambient noise – **Before 7.00am** *Traffic noise from Ballarat Road from car passbys*	65 to 70 dB(A) L_{max}	65 to 75dB(A) L_{max}
Noise from arrivals – **After 7.00am** *Car door slams, car ignitions, front gate slams, children speaking*	N/A	60 to 65 dB(A) L_{max}

While noise emissions from the carpark were not measured directly at Location M1 (because those particular car spaces were not used early in the morning), it is reasonable to expect comparable noise levels to Location M2 given the similar setback distances to carpark bays.

The above analysis is particularly relevant to sleep disturbance assessments, noting that the application for 6.30am commencement will mean that noise impacts will occur during the sensitive 'night' period (pre-7am).

The Sleep Disturbance assessment trigger of **L_{max} 65dB(A)** outside habitable room windows is often used to determine if noise emissions are likely to cause adverse sleep disturbance impacts.

The results above indicate that traffic noise from Ballarat Road already regularly exceeds sleep disturbance thresholds, which is a common occurrence for dwellings sited close to major roads. Noise emissions from arrivals were also found to comply with sleep disturbance thresholds, further inferring that the use of the carpark will not result in adverse sleep disturbance impacts.

Long-term Average Noise Levels

Time	Sound Pressure Level
Pre-Arrival Measurements – Location M2	
6.30am – 6.45am	63 dB(A), $L_{Aeq-15min}$
6.45am – 7.00am	62 dB(A), $L_{Aeq-15min}$
Post-Arrival Measurements – Location M2	
7.00am – 7.15am	63 dB(A), $L_{Aeq-15min}$
71.5am – 7.30am	63 dB(A), $L_{Aeq-15min}$
7.30am – 7.45am	63 dB(A), $L_{Aeq-15min}$

Based on the measured results above, there was no material change in long-term average noise levels before and after arrivals, meaning that even if arrivals were to commence at 6.30am, there would be no noticeable change in surrounding noise amenity.

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Overall, arrivals of staff and children were observed to generate varying levels of noise, however, the highest recorded events were used in the tables above to be conservative. Further, some arrivals were not observed to generate material noise levels at all.

In effect, the noise generated from the carpark was found to be largely indistinguishable from ambient traffic noise on Ballarat Road and therefore we do not consider that there is any risk in allowing arrivals to commence from 6:30am instead of 7am.

4 Conclusion

Enfield Acoustics has assessed potential noise impacts from a childcare centre at 697-703 Ballarat Road, Ardeer and is satisfied that the application can be approved. In particular, we are satisfied that staff arrivals and drop-offs can commence at 6.30am without resulting in adverse noise impacts or any material intensification.

Based on our site inspections and observations, we conclude that:

- Noise emissions from the carpark were largely indistinguishable from Ballarat Road traffic. In effect, any noise emissions from drop-offs will be masked by existing road traffic noise.
- The measurements indicate that there would be no material change in surrounding noise amenity should arrivals and drop-offs commence at 6.30am.

On this basis, Enfield Acoustics is satisfied that the permit can be amended to allow 6.30am commencement without requiring further mitigation.

To ensure no other impacts will occur before 7.00am, it is also recommended that the centre's noise management plan is updated to prohibit outdoor play use between 6.30am and 7.00am.

Detailed Assessment

Application Number:	P772/2014 (Application to amend the permit)
Location:	697-703 Ballarat Road Ardeer
Proposal:	Amendment to Planning Permit P772/2014 to: • alter hours of operation from 7am to 7pm to 6.30am to 6.30pm • deletion of condition 15(b) to remove the prevention of children from outdoor playtimes before 9am and after 5pm
Applicant:	i9 Education
Have all fees been paid?	Planning Application Fees: **Yes** Public Notice Fees: **Yes** Metropolitan Planning Levy Certificate provided? **N/A**
Zoning:	General Residential Zone Schedule 1 Development Contributions Plan Overlay Schedule 2
Adjoining Zoning/Overlays:	All surrounding land to the south, east and west is zoned General Residential Zone Schedule 1 and is affected by a Development Contributions Plan Overlay Schedule 2. Land abutting the site to the north (Ballarat Road) is within a Transport Road Zone 2. Note – this used to be known as a Road Zone Category 1.
Environmental Audit:	The Environmental Site Assessment provided on 14/12/2017 by Frontline Environmental was considered to satisfy planning permit conditions 26-32. The Assessment was approved on 30/01/2018. No further assessment is required based on the current proposal.
Proximity to former Land Fill sites:	No environmental site assessment was required under the original application, as the site is located outside the recommended buffer distance from the nearest former landfill.
Cultural Heritage Management Plan:	Not required
Restrictive Covenant:	Yes – Covenant No. 1813628 is registered on the Title. The covenant relates to the prevention of excavation for the purpose of quarrying. The proposal does not breach the covenant restriction.
Section 173 Agreement:	There is no Section 173 Agreement registered on the Title.
Planning History:	**Planning Permit No. P772/2014** was issued on 13/04/2015 for use and development of the land for a child care centre with an ancillary training centre and creation of access to a Road Zone Category 1. This permit was amended on 27/11/2017 to delete the words 'with an ancillary training centre'. The permit preamble now reads: Use and development of the land for a child care centre with an ancillary training centre and creation of access to a Road Zone Category 1. This permit was again amended on 1/08/2018 to reduce the number of children from 100 to 96 and to amend plans to change the size of windows and internal alterations.

	Planning Permit No. P97/62 was issued on 13/03/1997 for the use of the site for advertising signage relating to an irrigation business. **Planning Permit No. P96/520** was issued on 31/12/1996 for Buildings and works in two Stages to an existing non-conforming prohibited use (peripheral sales).
Planning Decision:	Was the permit issued as a result of a VCAT decision (including the outcome of a permit issued following a consent order)? No the permit was not issued at the direction of VCAT.
Considered Plans:	Advertised Documents and Plans which includes: • Application form – received 19/07/2023 • Title documents – received 12/10/2023 • Noise Management Plan – received 12/10/2023 • Acoustic Report for the extension of operating hours – received 06/02/2024
Amended Permit Required Pursuant to:	Pursuant to Part 4 Division 1 of the *Planning and Environment Act 1987*, further approval is required to amend a permit/plans/documents associated with a Planning Permit. Pursuant to Section 73 of the Act, the application to amend a permit and/or associated plans/documents must be dealt with in accordance with the requirements of Section 47 of the Act.
Proposal Details:	The proposed amendments seek the following changes to Planning Permit P772/2014: • Amend Condition 12 to alter trading hours from 7am to 7pm to 6.30am to 6.30pm • Delete condition 15(b) to remove the prevention of children from outdoor playtimes before 9am and after 5pm. There are no changes proposed to the endorsed plans.
Site and Surrounds:	<u>Subject Site</u> The subject site is located on the southern side of the Ballarat Road service road, just east of Chatsworth Avenue, in Ardeer. The subject site is irregular in shape, generally flat and has a frontage of 57.95 metres and a total site area of 2215 square metres. Three easements run along the rear of the site. A child care centre was constructed in 2019/2020 and is now in operation on the site, having commenced in around July 2021. <u>Surrounding Area</u> The surrounding area comprises of predominantly residential areas and parkland on the southern side of Ballarat Road. Across the road to the north is occupied by industrial uses. Ballarat Road is a main road with three west-bound lanes and two east-bound lanes in this immediate area.
Re- Notification:	As it was considered that the proposal may cause material detriment, the application was advertised to owners and occupiers of adjoining properties in accordance with Section 52 of the *Planning and Environment Act 1987*. Advertising was undertaken by the following means: On Site Notice **Yes** Mail **Yes**

	Newspaper **No** Objections: **Yes** No. **1** Grounds of objection: - Object to the removal of outdoor playtime restriction before 9am. The objector accepts no outdoor playtime prior to 8am. Letter of support: It is noted that one letter of support was also received during this period of public notification. The letter supports the removal of restriction to the outdoor playtimes.
Referrals:	**Comments:** No internal or external referrals were required in this instance.
Planning Scheme Requirements:	**Planning Policy Framework** **State Planning Policy Framework** *Clause 11* – Settlement *Clause 11.06* – Metropolitan Melbourne *Clause 13* – Environmental risks *Clause 16* – Housing *Clause 17* – Economic Development *Clause 18* - Transport *Clause 19* - Infrastructure **Local Planning Policy Framework** *Clause 21* – Municipal Strategic Statement *Clause 21.06* – Built Environment *Clause 21.07* – Housing *Clause 21.10* – Transport and Infrastructure *Clause 21.11* – Community and Leisure Facilities **Zoning Provisions** *Clause 32.08* – General Residential Zone Schedule 1 **Overlay Provisions** *Clause 45.06* – Development Contributions Plan Overlay Schedule 2 **Particular Provisions** *Clause 52.06* – Car Parking **General Provisions** *Clause 65* – Decision Guidelines
Comparison against Planning Controls:	**Planning Policy Framework** The amendments have been assessed against the Planning Policy Framework and it is considered that the proposed amendments are consistent with relevant policies contained within this section of the Brimbank Planning Scheme. **Local Planning Policy Framework** *Clause 21.07-4 - Non Residential Uses in Residential Areas* *The primary purpose of residential areas is for the provision of land for housing, however there are a wide range of uses that are compatible with residential land use. Uses can include medical centres, convenience stores, schools, child care centres and service stations, providing local access to services within residential areas and creating a reinforced sense of community. Non-residential uses need to be managed to ensure the amenity of the residential area is not negatively impacted upon.*

The objectives and relevant strategies of this Clause are:

1. *To provide the community with access to local services.*
   - *Ensure any non-residential uses in residential areas provide a service to the local community.*

2. *To protect the amenity of residential areas from the negative impacts of non-residential uses.*
   - *Ensure non-residential buildings in residential areas integrate with the streetscape in terms of design, form, massing and setbacks.*
   - *Ensure the days and hours of operation, and location and access to car parking and bicycle facilities, protect the amenity of existing residential land use.*

The relevant policy Guidance *(criteria for the exercise of discretion)* includes:

Ensure the following matters are considered in the design, location and use of buildings for non-residential uses:
- *Safe pedestrian access that is separated from vehicle accessways;*
- *Number of staff/patrons on the premises at any one time; and*
- *Noise attenuation measures.*

It is proposed that the child care centre commences operation at 6.30am rather than the current allowed time of 7am. A noise report from a qualified acoustic consultant was submitted to determine if there would be any material change in surrounding noise amenity resulting from earlier arrivals/drop-offs occurring between 6.30am and 7am. The report reached the following conclusion:

Based on our site inspections and observations, we conclude that:

- Noise emissions from the carpark were largely indistinguishable from Ballarat Road traffic. In effect, any noise emissions from drop-offs will be masked by existing road traffic noise.
- The measurements indicate that there would be no material change in surrounding noise amenity should arrivals and drop-offs commence at 6.30am.

The noise report has confirmed that that there will no additional noise impact as a result of the earlier arrivals of staff and drop offs of children. On this basis, the change in operation time is considered appropriate and it is recommended that this aspect of the proposal be approved.

The proposal also seeks to remove the restriction to prevent outdoor play prior to 9am and after 5pm. This relates to Condition 15 where a noise management plan is required to be submitted. Specifically, Condition 15(b) states:

b) Staggering of playtimes for different age groups to outdoor areas, including no outdoor playtimes before 9am and after 5pm.

One objection was received regarding deleting the restriction on outdoor playtimes. The objection suggested that the outdoor playtime be prevented prior to 8am due to the impact that allowing children to play outdoors may have on the objector and their family. No concern was raised with allowing outdoor playtimes after 5pm.

Restricting the outdoor playtime before 8am was discussed with the applicant who agreed to the condition being amended to reflect this, rather

than being deleted altogether. On this basis, it is recommended that Condition 15(b) will be amended to state:

- *Staggering of playtimes for different age groups to outdoor areas, including no outdoor playtimes before 8am.*

A Noise Management Plan was not submitted previously, as required by Condition 15. A Plan has now been submitted as part of this amendment application. This Noise Management Plan must also be amended to reflect the requirement of no outdoor playtimes before 8am. This change should be requested under Condition 1 of an Amended Planning Permit, should the proposal be approved. All previous Condition 1 requirements should be deleted because they have already been satisfied.

The amendments have been assessed against the Local Planning Policy Framework and it is considered that the proposed amendments are consistent with relevant policies contained within this section of the Brimbank Planning Scheme.

Zoning Provisions

Clause 32.08 – General Residential Zone

Purpose:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The relevant decision guidelines under Clause 32.08-14 Non-residential use and development

- *Whether the use or development is compatible with residential use.*
- *The scale and intensity of the use and development.*

Assessment:

The acoustic report submitted concluded that there will be no additional negative impact on the surrounding residential properties as a result of the earlier start time. The restriction of outdoor playtime before 8am is considered a balanced outcome to limit noise concerns of surrounding residents while accommodating more outdoor playtimes for children. The scale and intensity of the use will not alter under this proposed amendment. As such, the child care facility will continue to be compatible with adjoining residential use.

The amendments have been assessed against the relevant zoning provisions and it is considered that the proposed amendments are consistent with the purpose of the zoning controls contained within the Brimbank Planning Scheme.

Particular Provisions

There are no Particular Provisions that relate to the proposed amendments to this permit.

General Provisions

Clause 65.01 requires that before deciding on an application or approval of a plan, the Responsible Authority must consider, as appropriate:

- *The matters set out in section 60 of the Act.*
- *Any significant effects the environment, including the contamination of land, may have on the use or development.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the environment, human health and amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*
- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

The relevant matters set out in s60 of the Act are:

(1) Before deciding on an application, the responsible authority must consider—

(a) the relevant planning scheme; and

(b) the objectives of planning in Victoria; and

(c) all objections and other submissions which it has received and which have not been withdrawn; and

(d) any decision and comments of a referral authority which it has received; and

(e) any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development; and

(f) any significant social effects and economic effects which the responsible authority considers the use or development may have.

(1B) For the purposes of subsection (1)(f), the responsible authority must (where appropriate) have regard to the number of objectors in considering whether the use or development may have a significant social effect.

	The application has been assessed against the Decision Guidelines, in particular Clause 65.01 (Approval of an Application or Plan) of the Planning Scheme and section 60(1) and (1B) of the Act, and it is considered that the proposed amendments to the planning permit meet the relevant decision guidelines contained within this section of the Brimbank Planning Scheme.
Officer Comments:	**Response to Grounds of Objection** One objection was received which stated that they objected to the removal of the restriction on outdoor playtime before 9am. The objector advised that they accepted that outdoor playtime could commence at 8am however any time before this was seem to impact on their family needs, particularly given that their bedroom windows were very close to the outdoor play area. Discussions were held with the applicant who agreed to the outdoor playtime restrictions being altered from 9am to 8am, instead of removing the restrictions altogether. This is considered a good balance to limit noise concerns to surrounding residents while support the needs of children for additional outdoor playtime. **Amended Planning Permit** If approved, the following permit conditions should be altered: Condition 1 - Delete all of the previous Condition 1 requirements (1(a) to (j)) and add a requirement to amend the Noise Management Plan to state that there will be no outdoor playtime before 8am. Condition 12 - Amend the condition to state: *The use of the child care centre may operate only between the hours of 6.30am to 6.30pm Monday to Friday, without the written consent of the Responsible Authority. During this time, not more than 96 children may be present on the premises at any one time without the written consent of the Responsible Authority.* Condition 15(b) - Amend the condition to state: *Staggering of playtimes for different age groups to outdoor areas, including no outdoor playtimes before 8am.* These changes have been reflected in blue text in Attachment 5 to this report so that it is clear what is proposed to be amended.
Conclusion and Recommendation:	The above assessment of the application against the provisions of the Brimbank Planning Scheme, and taking into account the concerns raised in the objection, shows that there is support for a modified version of the proposal. The modification is restricting outdoor play areas before 8am instead of removing the restriction altogether. On this basis it is recommended that a Notice of Decision to Grant an Amended Planning Permit be issued under delegated authority of Council for the amendments described above under the Officer Comments section of this report and as reflected in **Attachment 5** to this report..

Proposed Conditions:

Amended/Endorsed Plans

(1) Before the amended hours of use of the outdoor play areas commence as approved by Condition 15(b) of this permit, an amended Noise Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Noise Management Plan will be endorsed and will then form part of the permit. The hours of use of the outdoor play areas must not be altered until such time as the amended Noise Management Plan is endorsed.

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

Landscaping

(3) Before the development starts, a landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by 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 be in accordance with the landscape plan received on 5 July 2017 but modified to show the correct location of the proposed landscaping, buildings, carpark (etc.) with regard to the title boundaries.

(4) Prior to the Occupancy Permit being issued for the buildings hereby permitted, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority.

(5) The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.

(6) The following payments are required prior to the collection/release of endorsed plans:

a) A cash bond for $2,000, plus a non-refundable 5% service charge of $100 (Total of $2,100), shall be lodged with the Responsible Authority prior to the collection of endorsed plans to ensure the completion and establishment of landscaped areas. This cash bond will only be refunded after a 13 week establishment period beginning when the Responsible Authority is satisfied with the completed landscaping works, provided that the landscape is being maintained to the satisfaction of the Responsible Authority.
b) The owner must pay to the Responsible Authority a fee of $940 (including GST) for planting of 2 x replacement street trees within the naturestrip.

Street trees and nature strip

(7) The removal of the 2 x existing street trees identified on the plans for removal must be undertaken by a Council approved contractor.

(8) The naturestrip must not be used for the storage and delivery of any building materials or the parking of vehicles during or after the construction.

Development Contribution Levy

(9) A Development Contribution in accordance with the approved Development Contributions Plan must be paid to Brimbank City Council.

Payment of the Development Infrastructure Levy (DIL) must:

(a) Be paid prior to the commencement of any development or works on the land or prior to Statement of Compliance (SOC) for the subdivision of the land associated with the development permit, whichever comes first; OR

(b) When a staged subdivision is sought, be paid prior to the issue of a Statement of Compliance based on the net increase within each stage.

Boundary fence

(10) The new boundary fence between the subject site and the property at 23 Sunhill Crescent must be constructed to a minimum height of 1.9 metres from natural ground level and the owner of the subject land must pay all costs associated with the construction of the fence (including materials), to the satisfaction of the Responsible Authority.

Amenity

(11) The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:

a) Transport of materials, goods 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) Presence of vermin.

Hours of operation

(12) The use of the child care centre may operate only between the hours of 6.30am to 6.30pm Monday to Friday, without the written consent of the Responsible Authority. During this time, not more than 96 children may be present on the premises at any one time without the written consent of the Responsible Authority.

Acoustic Report

(13) Before the development starts, an acoustic report from a suitably qualified acoustic engineer (or similar) must be submitted to and approved by the Responsible Authority. The report must assess and detail the suitability of the acoustic screening to the first floor outdoor play area in mitigating noise to the surrounding residential properties, and provide any recommendations as appropriate, to the satisfaction of the Responsible Authority.

General

(14) No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the building without the written consent of the Responsible Authority.

Noise Management Plan

(15) Before the use starts, a Noise Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Authority. When approved, the Plan will be endorsed and will then form part of the permit. All activities forming part of the use must comply with the endorsed Plan. The Plan must include:

a) Measures to reasonably manage noise from the premises.
b) Staggering of playtimes for different age groups to outdoor areas, including no outdoor playtimes before 8am.
c) Staff supervision of play areas so as to reasonably limit noise.
d) Limitation of internal amplification equipment and the like so as not to adversely impact adjoining residential areas.
e) No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose.

Waste collection

(16) The owner/operator of the site must provide a regular private waste collection including a regular collection of recyclable materials for the land to the satisfaction of the Responsible Authority. Collection of waste must be conducted so as not to cause any disturbance to nearby residential properties and may only occur between the hours of 7.00am and 8.00pm Monday to Saturday and 9.00am to 8.00pm Sundays and Public Holidays, to the satisfaction of the Responsible Authority.

General

(17) During the construction phase of the development, the following conditions shall be met:
- (a) Only clean rainwater shall be discharged to the stormwater drainage system;
- (b) Stormwater drainage system protection measures shall be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the premises, enters the stormwater drainage system;
- (c) Vehicle borne materials shall not accumulate on the roads abutting the site;
- (d) All machinery and equipment must be cleaned (if required) on site and not on adjacent footpaths or roads;
- (e) All litter (including items such as cement bags, food packaging and plastic stripping) must be disposed of responsibly;
- (f) All site operations shall comply with the *Environment Protection (Residential Noise) Regulations 2008*.

Car Parking

(18) Before the use 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:

a) Constructed in concrete;
b) Properly formed to such levels that they can be used in accordance with the plans;
c) Drained;
d) Line marked to indicate each car space and all access lanes and
e) Clearly marked to show the direction of traffic along access lanes and driveways

to the satisfaction of the Responsible Authority. Car spaces, access lanes and driveways must be maintained and kept available for these purposes at all times.

(19) Protective kerbs (*of a minimum height of 150 mm*) must be provided to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas and to control drainage flows.

(20) The vehicular crossing must be constructed to the road to suit the proposed driveway to the satisfaction of the Responsible Authority prior to any works being undertaken on the site. A Vehicle Crossing Permit must be obtained from Council's Engineering Department prior to any works commencing on the site.

(21) All disused or redundant vehicle crossings must be removed and replaced with kerb and channel, naturestrip and footpath to the satisfaction of the Responsible Authority. A permit must be obtained from Council's Engineering Department prior to the commencement of these works.

(22) Concrete kerbs or other barriers must be provided to the satisfaction of the Responsible Authority to prevent direct vehicle access to Ballarat Road other than via the vehicle crossing as shown on the endorsed plans.

Engineering

(23) Access to the site and ancillary road works must be constructed in accordance with the requirements of the Responsible Authority.

(24) An on-site stormwater drainage retention system must be installed on the subject land to the satisfaction of the Responsible Authority.

(25) The entire development site must be connected to the existing underground drainage and sewerage systems to the satisfaction of the Responsible Authority.

(26) The crossover must be located and constructed to the satisfaction of the Responsible Authority in accordance with plans approved by the Responsible Authority. The plans submitted must show all services within the road reservation including power poles, drainage pits, Telstra pits, trees, road humps, bus stops and any other road infrastructure or asset that may hinder or impact on the operation of the crossover.

Environmental Site Assessment

(27) Prior to the commencement of any use and/or development, buildings and works or certification under the *Subdivision Act 1988*, an environmental site assessment report (Assessment), prepared by a suitably qualified environmental professional to the satisfaction of the Responsible Authority, must be submitted to the Responsible Authority. The Assessment must specify:

a) The nature of the previous land use or activities on the subject site;
b) How long the land use or activity took place on the subject site;
c) Any contamination or pollution on, under or from the subject site and its extent;
d) How any contamination or pollution is being managed or may be managed to prevent any detrimental effect on the use and development of the subject site or adjoining land or on buildings and works;
e) Whether the use of the land for a child care centre is suitable given the contamination or pollution on the site; and
e) Advice on the need for there to be a full statutory environmental audit in accordance with Part IXD of the *Environment Protection Act 1970* to obtain a certificate or statement of environmental audit in accordance with Section 53Y or 53Z of that Act on all or part of the subject site.

(28) Should the Responsible Authority require it following receipt of the Assessment, the Responsible Authority may at the cost of the owner/permit holder obtain a peer review of the environmental site assessment required by Condition 27 (Peer Review). The Peer Review shall include but not be limited to review of the methodology, results and conclusions of the Assessment and a copy of this review must be provided to the owner/permit holder.

(29) Following receipt of the Assessment and any Peer Review, should the Responsible Authority conclude that an Audit is required, 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.

Two (2) copies of the Environmental Audit Report and Certificate of Environmental Audit or Statement of Environmental Audit must be submitted to the Responsible Authority.

(30) Building works to facilitate remediation of the site may commence prior to the completion of an Assessment or 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.

(31) All the conditions of the Assessment, Peer Review or 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.

(32) Prior to the commencement of the use, 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.

(33) Where a:

(a) Statement of Environmental Audit or any associated plan; or
(b) If no Audit is required the Assessment or Peer Review;

Details ongoing maintenance or monitoring conditions/requirements, 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 and Environment Act 1987* to the satisfaction of the Responsible Authority to provide for the following:-

a) The owner and any subsequent owners must meet any ongoing maintenance or monitoring conditions detailed in the Statement of Environmental Audit, any associated Environmental Management Plan, any Remediation Action Plan or where no Audit is required, the Assessment or Peer Review.

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

VicRoads

(34) The crossover and driveway are to be constructed to the satisfaction of the Roads Corporation and the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of works hereby approved.

(35) Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operational efficiency of the road or public safety (e.g. by spilling gravel onto the roadway).

(36) All disused or redundant vehicle crossings must be removed and the area reinstated to kerb to the satisfaction of and at no cost to Roads Corporation prior to the commencement of the use or the occupation of works hereby approved.

Time Limit

(37) This permit will expire if one of the following circumstances applies:

a) The development and use are 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 the permit expires, or:

a) Within six months afterwards for commencement, or
b) Within twelve months afterwards for completion.

Notes

(1) This is not a Building Permit. Please consult a Building Surveyor and ensure that a Building Permit is obtained prior to the commencement of works.

(2) Approval must be obtained from Council's Engineering Department (Phone: 9249 4430) for the construction or alteration of any vehicle crossings prior to the commencement of any works on the site.

(3) Prior to any works commencing on site, an Asset Protection Permit must be obtained from Council's Engineering Department (Phone: 9249 4430).

(4) Checking and supervision fees will be required by Council's Engineering Department.

(5) The premises must comply with the Public Health and Wellbeing Act 2008 and the Food Act 1984 (if applicable) and associated Council Local and By-Laws. Council's Health Department should be contacted on 9249 4919 regarding these requirements.

(6) Planning approval is required for some advertising signs. Advertisement includes any word, letter, image, device or representation as well as bunting, streamers, flags, windvanes or the like. The Responsible Authority should be consulted prior to the erection of any sign or advertisement.

(7) The use of the land for any purpose not specified in this permit may require the further consent of the Responsible Authority.

(8) All care must be taken by the developers of the site to ensure that other street trees aside from the two that are nominated for removal are not damaged in any way, or the developer will be liable to pay Council for the cost of the replacement of any damaged trees.

(9) Please contact Council's Development Contribution Plan (DCP) Officer to make payment or for any queries in relation to the Development Contributions payable under this permit.

A calculator is provided on Council's website to provide the indicative levy at: https://www.brimbank.vic.gov.au/building-and-planning/development-contributions-plan

VicRoads Note

(10) The proposed development requires the construction of a crossover as well as the reinstatement of disused crossovers. 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 being undertaken.

12.7	Final Draft Brimbank Housing and Neighbourhood Character Strategy - Adoption
Directorate	City Futures
Director	Kelvin Walsh
Manager	Leanne Deans
Attachment(s)	1. Draft Brimbank Housing and Neighbourhood Character Strategy - Officer Consideration of Submissions Received [12.7.1 - 33 pages] 2. Final Draft Brimbank Housing and Neighbourhood Character Strategy [12.7.2 - 109 pages] 3. Final Draft Brimbank Housing and Neighbourhood Character Strategy - Appendices [12.7.3 - 43 pages] 4. Final Draft Brimbank Housing and Neighbourhood Character Background Report [12.7.4 - 141 pages] 5. Final Draft Brimbank Housing and Neighbourhood Character Background Report - Appendices [12.7.5 - 132 pages]

Purpose

For Council to consider the Final Draft Brimbank Housing and Neighbourhood Character Strategy and Appendices (Final Draft Strategy), shown at Attachments 2 and 3 and Final Draft Brimbank Housing and Neighbourhood Character Background Report and Appendices (Final Draft Background Report), shown at Attachments 4 and 5 for adoption.

Officer Recommendation

That Council:

a. Notes the Summary of Submissions Report in relation to the Draft Brimbank Housing and Neighbourhood Character Strategy, shown at Attachment 1.

b. Adopts the Final Draft Brimbank Housing and Neighbourhood Character Strategy and Appendices shown at Attachments 2 and 3, and the Final Draft Brimbank Housing and Neighbourhood Character Background Report and Appendices, shown at Attachments 4 and 5.

c. Writes to submitters to the Draft Brimbank Housing and Neighbourhood Character Strategy thanking them for their submission and advising of Council's decision.

Background

At the Council Meeting on 17 October 2023, Council endorsed the Draft Strategy for an eight-week community consultation and resolved to receive a further report:

- outlining all submissions made about the Draft Strategy
- presenting the Final Draft Strategy and Final Draft Background Report for consideration.

The Final Draft Strategy is an integrated plan for housing and neighbourhood character that sets out how Brimbank can meet housing need over the next 20 years through a framework that provides a broad mix of housing in the most suitable locations. It is informed by the Final Draft Background Report, which outlines Brimbank's residential context, analyses housing opportunities and constraints, and presents emerging neighbourhood character precincts.

The Final Draft Strategy is structured around five themes and includes an implementation plan with an associated action plan. The five themes are growth, character, diversity, amenity and sustainability. The Final Draft Strategy has been prepared to:

- support growth and enhance liveability
- respect and celebrate neighbourhood character and facilitate high quality new development that contributes positively to the public realm
- enhance housing diversity to meet changing community needs and respond to an urgent need for more affordable housing
- manage potential amenity conflicts between residential and other incompatible land uses
- improve the sustainability and climate resilience of new housing development.

Matters for Consideration

Options

The following options are available to Council and the officer recommendation is Option A.

Option A

Adopt the Final Draft Strategy shown at Attachments 2 and 3 and Final Draft Background Report shown at Attachments 4 and 5, including changes informed by community feedback, as recommended in the Summary of Submissions Report shown at Attachment 1.

Option B

Adopt the Final Draft Strategy and Final Draft Background Report with different changes to those recommended in the Summary of Submissions Report shown at Attachment 1.

Option C

Defer a decision about the Final Draft Strategy and Final Draft Background Report, pending further work.

Analysis

Council received 33 submissions from a wide range of stakeholders that comprise residents, resident groups, a major landholder, a non-profit organisation, local developers, Melbourne Airport, Development Victoria and WorkSafe Victoria.

The key issues that emerged from the submissions outlined in Attachment 1 are:

Key Issue	Per Cent of Submissions
Support protecting heritage and character	30
Support higher density developments	30
Want more action on tree coverage / protection, sustainability, climate change	21
Want more action on housing affordability and diversity	15

The feedback has informed suggested changes to the Draft Strategy, which are incorporated into the Final Draft Strategy at Attachments 2 and 3. These changes can be summarised as follows:

- Acknowledging the heritage significance of the H. V. McKay Estate in Albion.
- Making changes to the description of the H.V. McKay Estate Street layout to emphasise that the streets radiate out from the eastern half of Selwyn Park.
- Updating aircraft noise related content including labelling and mapping.
- Adding commentary to clarify that Council would continue to use the existing Melbourne Airport Environs Overlay (MAEO), which is based on the 2018 Australian Noise Exposure Forecast (ANEF) contour, as a constraint because it is the MAEO that triggers the need for a planning permit to develop a dwelling and the overlay contains restrictions on subdivision.
- Removing the River Valley Estate from the housing change and character maps to avoid inconsistent strategic direction on the basis that the site already has an approved development plan that provides for a higher density of residential development.
- Adding a note to indicate that the balance of Development Victoria's land in Cairnlea (26S Glenbrook Avenue and 147 Cairnlea Drive, Cairnlea), which is located outside the inner and outer safety areas (Major Hazard Facility buffer) for the Hexion Major Hazard Facility, has the potential to be in an increased change area.
- Updating the Residential Development Framework to ensure all areas in a Major Hazard Facility buffer are designated for minimal change.
- Including more detailed information from Worksafe about Major Hazard Facilities and the associated risks and potential effects.
- Provide a simple overview about the intent of the Final Draft Strategy through inclusion of a two-page summary, including the proposed residential zoning map and information about the new residential zone schedules.

Council officers have also included the following changes in the Final Draft Strategy to align with the *Victoria's Housing Statement 2024-2034,* which was released after the Draft Strategy was prepared, including:

- Adding a note to indicate that the Final Draft Strategy supports the 'Future Homes' initiative on the basis that the areas designated for increased or significant change are informed by a similar methodology.
- Changing references to granny flats and dependent person units, given they are now redundant terms and are now referred to as small second dwellings.

In consultation with the Department of Transport and Planning, the Residential Development Framework has been further refined to ensure no two housing change categories have the same proposed residential zone schedules. This update means additional residential zone schedules that apply to minimal change areas are needed. Also, officers propose to retain existing private open space requirements in all schedules that apply to minimal change areas, including interface areas, to differentiate these schedules from other change areas.

Council officers have included the following editorial changes in the Final Draft Strategy:

- Updating and contextualising photos with short captions.
- Minor edits to maps and other content.

Consequential updates have also been incorporated into the Final Draft Background Report to align with the Final Draft Strategy including:

- Adding commentary about the Housing Australia Future Fund initiative.
- Adding a note about WorkSafe Victoria's request to refer to its Land Use Planning guidance on their website.
- Updating the planning/building approval requirements for a single dwelling on a lot between 300 and 500 square metres, following the change introduced by the *Victoria's Housing Statement 2024-2034* that has been implemented into the Victoria Planning Provisions via relevant residential zones.

Implementation

If Council decides to adopt the Final Draft Strategy and Final Draft Background Report, a planning scheme amendment will be required to implement relevant strategic policy objectives into the Brimbank Planning Scheme.

Subject to a decision to adopt, Council officers will prepare planning scheme amendment documentation, which will be presented to a future Council Meeting for a decision about whether to request the Minister for Planning to prepare and exhibit the planning scheme amendment. The amendment documentation is proposed to be drafted using the new format planning scheme. This would include:

- Updates to and new residential zone schedules (with tailored objectives and built form requirements) and associated updates to zoning maps.
- Updated local policy content to include new housing policy provisions.
- Updates to the list of background documents to include the Final Draft Strategy, Final Draft Background Report and other associated documents.
- Explanatory Report and other documentation required by the Department of Transport and Planning.
- Confirmation of consultation with relevant authorities including Department of Transport and Planning officers and referral authorities required under Ministerial Directions.

Community Engagement

Council conducted community consultation about the Draft Strategy from 18 October to 13 December 2023, seeking feedback about what respondents liked and if there was anything that could be improved.

Consultation activities included:

- Six drop-in sessions across Brimbank in Council's libraries where the community could view the Draft Strategy and associated documents and discuss or seek further information with attending Council officers.

- Two webinars were proposed during the consultation period; however, they were not required due to only one registration, which involved a meeting with officers instead.

- A local developer forum on 29 November 2023, with invitations sent to 55 stakeholders of which six attended. The purpose of the forum was to hear what

local developers thought about the proposed location of new residential zones, and new preferred design and neighbourhood character objectives.

- The Draft Strategy and associated documents (including translated information in Vietnamese, Greek Tagalog and Punjabi) were available on Council's Your Say website, which attracted 717 visitors and 1,513 views. Community engagement also occurred via social media, with over 1,300 views on Facebook.

- Submitters to the Draft Strategy were invited to present their submission to a Planning Forum on 12 March 2024. Six submitters accepted the invitation to speak at the Forum of which five attended.

Consultation on the Draft Strategy was led by Council's Strategic Planning Unit, with support from City Planning officers. Support was also provided by the Project Working Group and Project Control Group comprising membership from Council departments and units including City Strategy, City Planning, Urban Design, Engineering and Infrastructure Services, Social Policy and Research, and Leisure and Facilities.

In addition to broad community engagement, consultation has also involved the Brimbank Community Voice, the Social Justice Coalition, the development sector, the Department of Transport and Planning, Melbourne Airport, Development Victoria and WorkSafe Victoria.

Resource And Risk Implications

Resource requirements for the preparation of the Final Draft Strategy and Final Draft Background Report have been met within the Annual Budget 2023/2024.

Community: potential impact on community, including public trust and customer service impact
• Yes – subject to a Council decision, the Final Draft Strategy will have implications for how residential land can be developed in the future. This will be of interest to the community, may be politically sensitive and therefore likely to have customer service impacts during any future planning scheme amendment period.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• Yes – the Final Draft Strategy seeks to enhance sustainability through improved planning and residential development guidance.

Financial: significant financial impacts
• Yes – subject to a Council Decision, a planning scheme amendment will be required to implement key strategic policy objectives into the Brimbank Planning Scheme during which Council will need to notify by post every owner and occupier of a residential property in Brimbank to which the amendment will apply.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• Yes – subject to a Council decision, a planning scheme amendment will be required to implement key strategic policy objectives into the Brimbank Planning Scheme. Council would be bound by the procedural obligations associated with planning scheme amendments as established by the *Planning and Environment Act 1987*. This includes a requirement for authorisation and approval by the Minister for Planning.

Safety: health, safety or duty of care impacts
• Yes – the Final Draft Strategy seeks to minimise amenity impacts by limiting residential development in areas that are designated for minimal change due to the presence of one or more constraints such as aircraft noise, proximity to a major hazard facility or a significant landfill site.

Legislation / Council Plan / Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around

3. Opportunity and Prosperity - A future focused, transforming city where all have opportunities to learn and earn - A prosperous place for all
• Growing and Transforming - Optimise community opportunities through infrastructure innovation and investment

4. Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all
• Engaged and Responsive - Community insights are valued to enhance connection and engagement with Council
• High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community.

This report complies with the Brimbank Planning Scheme, the *Planning and Environment Act 1987*, Planning Practice Note 90: Planning for Housing (PPN90), and Planning Practice Note 91: Using the Residential Zones (PPN91).

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Draft Brimbank Housing and Neighbourhood Character Strategy (Draft Strategy)

Officer consideration of submissions received

Submitter	Key issues	Officer response	Proposed recommendation
1	• Supports emphasis on increased density and development to support population growth. • Requests that increased densities be supported in a way that creates a new neighbourhood character and seeks further explanation in the Draft Strategy, including how it works with local character and heritage. • Suggests greater reference to ideas developed by the 'Yes in my back yard (YIMBY) group' particularly on the 'missing middle' for a model for new neighbourhood character.	• Support is noted. • In a number of locations the Draft Strategy does articulate that development does not need to respect neighbourhood character in areas identified for increased density. In the section titled *Preferred Character* in particular it is clear that a new character will be achieved in 'Substantial Change' areas with the aim to create well designed, denser areas. This section then goes on to say that in 'Increased Change' and 'Incremental Change' areas will contribute to an evolving preferred character that 'respects existing character', with existing character preferred for 'Minimal Change' areas (affected by the Heritage Overlay). Preferred character areas descriptions and proposed zoning also highlight the relationship between existing and future character. Any future planning scheme amendment will contain draft zone schedules and policy guidance to further articulate the relationship between growth, character and heritage. • The Draft Strategy supports increased density and development in substantial and increased change areas, which are in proximity to larger activity centres and a train station, and without any major constraints. The Residential Growth Zone and General Residential Zone are the preferred zonings for these areas.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		If the Draft Strategy is implemented as part of a future planning scheme amendment, this combined with the existing allowance of residential development contained within activity centres and other non-residential zones that allow residential uses (such as the Activity Centre Zone and Mixed Use Zone) is expected to reverse the historical trend of underdevelopment in these areas.	
2	• Wants areas within the pedestrian shed (800m) included in the Draft Strategy's increased change areas given they are already next to villas, townhouses and apartments, and a short walk to the station.	• Areas within an 800-metre pedestrian walking catchment of a Metropolitan and Major Activity Centres or train station are included as a substantial or increased change areas, unless they are affected by a constraint or contain recently developed housing that are unlikely to undergo redevelopment.	• No change to the Draft Strategy.
3	• Supports substantial change, low-rise apartment buildings and other diverse housing types (up to four storeys) with infrastructure and other services and amenities.	• The Draft Strategy supports the mentioned development types in substantial change areas where infrastructure and other services and amenities are already present and there are no known constraints.	• No change to the Draft Strategy.
4	• Wants to keep the character of the original traditional neighbourhoods.	• Older parts of Brimbank that have more traditional housing are identified in the Draft Strategy as having a 'Suburban Traditional' preferred character. Developments in these areas would need to appropriately respond to this preferred character.	• No change to the Draft Strategy.
5	• Does not want to see multiple dwellings built on a lot due to night time light intrusions, privacy and noise.	• Two or more dwellings on a lot is a permissible use and development in a residential zone under the Victoria Planning Provisions. • Applications to construct multiple dwellings on a lot are assessed on their merits against relevant State and local planning policies, requirements and guidelines in the	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		Brimbank Planning Scheme. Consideration about privacy and amenity impacts are made as part of this assessment in line with planning guidance. • The Draft Strategy only seeks to propose a restriction on subdivision size for properties in a Major Hazard Facility Safety Area but this is in response to a defined potential risk which has also been recognised as a key constraint in the Draft Strategy.	
6	• Supports subdivision and development of large properties to provide multi-purpose homes. • Dislikes multi-storey apartment buildings, which are considered unattractive.	• The Draft Strategy supports subdivision and development of large properties to provide a range of housing in substantial change, increased change and incremental change areas where the land is not subject to a constraint. • Applications to construct a multi-storey apartment building are assessed on their merits against relevant State and local planning policies, requirements and guidelines in the Brimbank Planning Scheme. The aesthetics of a building is not a planning matter.	• No change to the Draft Strategy.
7	• Does not support development that is three or more storeys on the basis that the municipality has 'plenty of land', and these types of buildings are tall and, as a consequence, can block solar panels on adjoining houses.	• Overshadowing is an amenity impact that is considered under both the planning and building regulations. A planning application to construct a building of three or more storeys is assessed on its merits against relevant State and local planning policies, requirements and guidelines in the Brimbank Planning Scheme, which includes the overshadowing objective and standards under ResCode. • While the Draft Strategy supports three or more storeys, housing of these heights would be located in substantial change and increased change areas, which	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		are in proximity to a large activity centre and a train station. These areas will either be in the General Residential Zone (up to 3 storeys) or Residential Growth Zone (up to 4 storeys). Housing in the remaining areas would be of 2 storeys or less in the Neighbourhood Residential Zone. The proposal to do this is in line with State led planning requirements and guidelines. • Under the Draft Strategy, and subject to a planning scheme amendment, the amount of land affected by the Neighbourhood Residential Zone would increase from what currently exists. This means that the Draft Strategy aims to reduce the amount of land where buildings of three or more storeys can be developed.	
8	• Is concerned that that the Draft Strategy does not take into account climate change, and exposes residents to greater future costs and health risks. • Requests that all housing plans be updated to increase open space around and between housing. • Housing policy needs to ensure there are less hard paved surfaces and increased shade and trees, asserting that planting trees elsewhere is not sufficient.	• Climate change is an important matter in the Draft Strategy and is considered under the Sustainability section, which includes a discussion about passive design of buildings. Further work is also proposed as part of the Draft Strategy actions to: - Update the Brimbank Planning Scheme to include strengthened guidance regarding landscaping and open space. - Explore ways to influence sustainable design outcomes, such as a design review panel or similar. In addition, the Brimbank Planning Scheme has a local policy on environmentally sustainable development under Clause 22.02 that provides a framework for early consideration of environmental sustainability at the building design stage to achieve multiple forms of efficiency and benefit.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		• The Brimbank Planning Scheme also contains existing policy and requirements to both retain and plant canopy trees and provide additional private open space in most residential zone schedules.	
9	• Requests that the Draft Strategy includes: - Content from the *Brimbank City Council Post-Contact Cultural Heritage Study, Version 2 (Gary Vines, Olwen Ford, Graeme Butler and Francine Gilfedder)* about the heritage significance of the H. V. McKay legacy in relation to the planning and development of Albion. - An acknowledgement of Albion's 'nationally and internationally significant' H. V. McKay estate layout. - References to the layout and structure of the Albion settlement pattern, i.e. the layout has a radial road pattern instead of grid. - An action under the 'overlays' section to investigate whether a Heritage Overlay would be an appropriate planning control over the H. V. McKay estate areas of Albion that are currently not covered by the Heritage Overlay including the cluster of Beaufort homes which Council has proposed for heritage protection.	• The Draft Strategy is about planning for housing while respecting neighbourhood character. While the Draft Strategy considers existing heritage, i.e. areas where the Heritage Overlay applies, the purpose of the consideration is to ensure these areas are designated for minimal change, in line with State planning guidance. It is more appropriate to properly recognise and reflect on the heritage significance of an area as established by a heritage study in a heritage strategy rather than a housing strategy. The heritage study commissioned by Council does suggest investigations into the application of the Heritage Overlay for Sunshine West. • Amending the Draft Strategy to acknowledge, recognise and action Albion as a nationally and internationally significant H. V. McKay estate layout plays no role in guiding future residential density for the area, nor guides how future housing should be developed to ensure valued neighbourhood character is respected. However, reference to H. V. McKay can be included to reflect the origin of the below mentioned street pattern. • While the street pattern is not completely gridded, it is also not completely radial. It is considered that a change to the description is warranted to reflect that	• Include commentary about the heritage significance of the McKay Estate. • Amend the description of Albion's street pattern to say that the streets radiate out from the eastern half of Selwyn Park.

Submitter	Key issues	Officer response	Proposed recommendation
		the streets radiate out from the eastern half of Selwyn Park. • Council has previously assessed the heritage significance of the H. V. McKay estate areas that are not currently covered by the Heritage Overlay. The outcome of the assessment is that the heritage of these areas is not significant enough to warrant the application of the Heritage Overlay.	
10	• Requests that the Solomon Heights estate in Sunshine North is developed for housing.	• The Draft Strategy relates to residentially zoned land only. • A range of issues impact the Solomon Heights Precinct including: - critically endangered flora and fauna species - planning overlays and buffers that restrict land use and development - limited servicing and public road access. • Council resolved at the Council Meeting on 10 December 2019 that, among other things, Council: - does not have a role in leading any development proposal for the Precinct - is not currently seeking to change the Industrial 3 Zone that applies to the Precinct - will continue to advocate to Federal and State Governments, and other entities, about the environmental values of the land and the need to achieve an appropriate outcome. • Refer to Council's website for more information.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
11	• Identified that Figure 7 in Part 1 is incorrect because the Heritage Overlay boundary for HO23 excludes 114 and 116 Derby Road in Sunshine despite both properties being listed on the Victorian Heritage Database website.	• The properties at 114 and 116 Derby Road, Sunshine were removed from HO23 under amendment C125 (Part 2). The removal was made after Council completed a further heritage assessment in December 2009 to address the Panel's recommendations to amendment C84. • Information on the Victorian Heritage Database website has been updated to reflect this change.	• Information on the Victorian Heritage Database website has been updated via HERMES.
12	• Considers the Draft Strategy: - Has an excellent level of detail. - Provides a summative explanation of the different zones in table format, which is useful, but there is no simple way to look up this information.	• Officers acknowledge the length and complexity of the Draft Strategy, as it essentially combines three strategic planning documents. Officers propose to provide a summary of the zones and other key information to assist understanding of the zones and intent in the Draft Strategy.	• Add the summative explanation of the different zones in table format in the Draft Strategy.
13	• The Draft Strategy needs to include high rise to make development affordable.	• The Draft Strategy supports higher density (up to 4 storeys) developments in substantial change and increased change areas, which are in proximity to a major or large activity centre and a train station. In addition, the existing Activity Centre Zone, which applies to land in the Sunshine Metropolitan Activity Centre, currently supports high density developments of up to 9 storeys. • Nonetheless, the Draft Strategy recognises the historical trend of underdevelopment in areas zoned Residential Growth Zone and General Residential Zone where such higher density developments are supported.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		• The Draft Strategy seeks to address the underdevelopment trend in these areas through planning controls in the form of zone schedules and clearer policy direction in order to set clearer direction on development expectations for certain areas. This is expected to incentivise land assembly, and change the permit assessment process so that development capacity of parcels is a consideration. • Actions contained in the Draft Strategy also seek to improve the delivery of affordable housing by providing more direction on where it should be located and identifying better ways to negotiate for delivery.	
14	• Considers the following are barriers to the delivery of more housing in Brimbank: - Too much NIMBYISM (not in my backyard). - Having multiple staff handle a planning application which results in the applicant having to start from scratch to understand what stage the application is at. - Planning application time frames are too long. - Inefficient processes where there can be multiple information requests. - Councillors' lack of education on planning law / neighbourhood character – where neighbourhood character is incorrectly used to refuse planning applications.	• The Draft Strategy supports increased density and development in substantial and increased change areas, which are in proximity to a major or large activity centre and a train station without any major constraints. • The Draft Strategy articulates that development does not need to respect neighbourhood character in substantial change areas, where increased density is identified. In these areas, Urban Renewal is the preferred character and the Residential Growth Zone is the recommended zone. • State Government has recently introduced new rules, in relation to the Housing Statement, that would enable the Victorian Civil and Administrative Tribunal to dismiss vexatious objections to planning applications without needing a hearing. • Documents required to support a planning permit application are detailed in the planning section of	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		Council's website. Delays in the application process are often due to incorrect or inadequate documentation. There are instances where Council may require further information after the lodgement of the application because the requirement may be apparent only after development plans are lodged and reviewed.	
15	• Sees merit in the 20-minute neighbourhood principles but suggests that the Draft Strategy needs to explain how to accomplish it. • Concerned that there is no mention of retaining and encouraging existing shopfront houses that have been abandoned and wants this be addressed so they can be retained and not be replaced with dwellings. • Concerned that the Draft Strategy is proposing to minimise the number of Heritage Overlays and only encourages modern design resulting in a 'ghetto feel' where every house looks identical and there is no defined neighbourhood character. • Suggests that multi-dwellings could be built with a mock-heritage look that reflect the early 1900s to break up the uniform look of neighbourhoods. • Agrees it is necessary to encourage high density buildings around train stations, but they must be accompanied with car parking to avoid parking congestion in surrounding streets. • Believes sustainability and passive houses should be further emphasised and that Council should	• The 20-minute neighbourhood is one where residents can access most of their daily needs (via shops, services, parks, healthcare facilities, etc.) within a 20-minute return walk from home. The Draft Strategy has mapped out an 800-metre walkable catchment around Brimbank's activity centres and the areas designated for significant change or increased change which present the best opportunities towards creating a 20-minute neighbourhood given their proximity to a major or large activity centre and a train station without any major constraints. • The focus of the Draft Strategy is on the Residential Growth Zone, General Residential Zone and Neighbourhood Residential Zone only. Discussion about shopfront houses and measures to retain and encourage them are contained in other strategic planning documents, such as the Brimbank Activity Centres Strategy. • The Draft Strategy is about planning for housing while respecting neighbourhood character. While the Draft Strategy considers existing heritage, i.e. areas where the Heritage Overlay applies, the purpose of the consideration is to ensure these areas are designated for minimal change, in line with planning rules. It is	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
	provide easier access to information to encourage take up.	more appropriate to assess and where appropriate properly recognise and reflect on the heritage significance of an area in a heritage strategy rather than a housing strategy. Nonetheless, the Draft Strategy recommends that the heritage significance of Sunshine West be investigated to determine whether a Heritage Overlay would be an appropriate planning control. • Mock-heritage designs that reflect the early 1900s is a matter of personal preference and is not something that is currently supported within Clause 22.01 *Brimbank Heritage Policy* contained within the Brimbank Planning Scheme. • Sustainability and passive design related content that is contained in the Draft Strategy and an exploration of other planning direction in relation to sustainability has been responded to above. See response to Submitter 8.	
16	• Considers that the Draft Strategy is too focused on double and triple storey buildings rather than single storey as these typologies are not suitable for all abilities. • Concerned about housing outcomes where there are no gardens and "people are basically sitting on top of each other." • Concerned that the Draft Strategy is not responding to the needs of middle aged or elderly people.	• The Draft Strategy does recognise the changing and ageing demographic of Brimbank's population. This has been considered in developing the Residential Development Framework (RDF), which maps out how housing of varying densities are to be directed across the municipality's residential areas. • The RDF encourages housing diversity across Brimbank by supporting substantial change (up to 4 storeys) and increased change (up to 3 storeys) in areas with good access to a major or large activity centre and a train station, and limiting the majority of the municipality's residential areas to incremental or minimal change (up to 2 storeys). The substantial change and increased change areas will be in a Residential Growth Zone or	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		General Residential Zone respectively while the incremental or minimal change area will be in the Neighbourhood Residential Zone. Focussing growth in areas that are well serviced, particularly in an apartment typology, is expected to provide an ideal dwelling outcome for all abilities. • It should be noted that a double-storey single dwelling can already be developed as-of-right, i.e. without needing a planning permit, in all residential zones if it is constructed on a lot that is larger than 300 sqm and not affected by a constraint, e.g. an overlay. There is also no ability to mandate or require single level dwellings. • Actions contained in the Draft Strategy include further work to investigate ways to deliver diverse, alternative and specialised housing options. This work may assist with supporting all abilities pending available Council budget.	
17	• Supports the Draft Strategy. • Acknowledges the need to address the lack of tree canopy and improved building design, but concerned about the lack of direction and that more analysis is required. • Highlights that literature on the heat island effect already exists, and believes development should avoid dark coloured roofs and paved surfaces through building requirements. • Believes planning controls should not allow paved spaces to count as open space.	• Support is noted. • Sustainability and provision of canopy trees are both important themes in the Draft Strategy. See response to Submitter 8. • There is no ability for the Draft Strategy to require avoidance of dark coloured roofs, nor alter building requirements. This is because State planning policy does not allow this. Paved surfaces, however, can be managed to an extent through ResCode, as part of site coverage and permeability controls. Nonetheless, this is heavily influenced by what else is needed on a lot. The Draft Strategy, and any future zone schedules will seek	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		to address this in order to achieve the best development outcome possible. • Private open space is defined in the Victoria Planning Provisions (VPP) under Clause 73.01 (General Terms). The State Government does not permit a local government to amend the meaning of a general term in the VPP.	
18	• Concerned that Brimbank 'will lose much of its charm' if four storey apartment complexes are constructed. • Believes townhouses and two-storey buildings are preferred over higher density development however is concerned about road capacity to accommodate this. • Would like to see infrastructure to support increased populations delivered first.	• The Draft Strategy supports apartments of up to 4 storeys only in areas where the Residential Growth Zone is proposed to apply. These areas are predominantly near a major or large activity centre and a train station. • The Draft Strategy proposes to apply the Residential Growth Zone to only about 4% of Brimbank's residential areas. The Neighbourhood Residential Zone (NRZ) (up to 2 storeys) is proposed to apply to a significant portion of the balance, which would result in more residential areas in the NRZ than what currently exists in the Brimbank Planning Scheme. • The Draft Strategy hopes to mitigate road congestion by encouraging 20-minute neighbourhoods around Brimbank so that more residents can access most of their daily needs (via shops, services, parks, healthcare facilities, etc.) within a 20-minute return walk from home. The ability to deliver infrastructure relies heavily on Federal and State Governments, which are outside the scope of the Draft Strategy. At a local level, Council collects a development contribution to support infrastructure delivery through a Development Contributions Plan Overlay (DCPO) of which two	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		currently exist in the Brimbank Planning Scheme. Additional DCPOs may be proposed in the future to cater for population growth resulting from intensification of uses.	
19	• Is concerned that the Draft Strategy will create further layers of control that will result in a greater number of applications being refused. • Believes Council should adopt a more pragmatic approach if they are serious about improving housing affordability. • Concerned that the Draft Strategy treats all land within a precinct the same thereby removing the ability for unique sites to be used more efficiently or developed differently.	• It is a State Government requirement for a local government to prepare a housing and neighbourhood character strategy that: - Meets the anticipated population projections prepared by the State Government. - Considers the State Government's advice in *Planning Practice Note 90: Planning for Housing (PPN90)* and *Planning Practice Note 91: Using the Residential Zones (PPN91)* to ensure housing growth is directed towards better suited areas and neighbourhood character is respected where warranted. • The Draft Strategy seeks to update relevant policy and zone provisions to provide clearer guidance for decision-makers and permit applicants so that housing is developed in a way that reflects the desired density and character of the area. • Council seeks to encourage and support an increased supply of affordable housing to meet the current and future needs of Brimbank residents. The Draft Strategy recognises that increasing the supply of affordable housing is a complex challenge that requires a coordinated approach, involving all levels of government. • Brimbank's *Position Statement on Social and Affordable Housing (2022)* advocates for the provision of social and	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		affordable housing to capture and share value created through development, i.e. inclusionary zoning. The Draft Strategy discusses in detail the practicality of using this means to provide affordable housing with recommended actions outlined in the response to Submitter 13. • Neighbourhood character statements capture the key built form and vegetation settings that characterise a precinct. While the statements provide guidance on how future developments should respond to respect the valued neighbourhood character, the guidance is to be applied on a discretionary basis. Any future planning scheme amendment which seeks to introduce new zoning schedules, will at times include specific changes to ResCode standards however the direction set will not impede development diversity within a precinct.	
20	• Does not believe the apartment typologies proposed in the Draft Strategy can be delivered due to the submitter's development experience in relation to: - Insufficient parking. - Council permit application timeframes. - Overshadowing. - Limited suite of public transport compared to other locations in Melbourne. • Believes apartment buildings should provide cars that are available to hire.	• The Victoria Planning Provisions (under Clause 52.06) include car parking provisions to ensure an appropriate number of car parking spaces is provided having regard to the demand likely to be generated within residential zones. • The Draft Strategy supports apartments in locations near a major or large activity centre and a train station, i.e. substantial change areas in the Residential Growth Zone, to encourage public transport use, cycling and walking. Providing an excessive number of car parking space is not a productive use of scarce land where modal shift is encouraged, nor does it align with Council's *Brimbank Parking Strategy 2019 - 2029*.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		• Time taken to assess a permit application is an operational issue and beyond the scope of the Draft Strategy, although it is noted that the *Planning and Environment Act 1987* does specify planning permit application assessment timeframes. • Overshadowing is an amenity impact that is considered under both the planning and building regulations. A planning application to construct a building of 3 or more storeys is assessed on its merits against relevant State and local planning policies, requirements and guidelines in the Brimbank Planning Scheme, which includes the overshadowing objective and standards under ResCode. Consideration of amenity impacts will be specifically tested when proposing any new zoning schedules in line with ResCode standards. • Officers acknowledge car hire schemes as one of several ways to address parking issues. Nonetheless, it is up to the market to provide the service.	
21	• Has concerns that the Draft Strategy does not seek to protect all heritage in Albion. • Suggests all of Albion should be classified as 'Traditional Suburban' in the Draft Strategy. • Supports substantial development on Forrest Street and Ballarat Road, but is concerned about the impact of new subdivisions in other neighbourhoods, particularly the delivery of 'black roofs, plastic grass and no trees'. • Concerned that the Draft Strategy does not consider a warming climate and urban heat island	• Areas covered by the Heritage Overlay in Albion are already protected through those provisions. When considering these areas in the Draft Strategy, planning guidance contained in PPN90 and PPN91 require these areas to be zoned Neighbourhood Residential Zone. • Besides the areas currently covered by the Heritage Overlay, the Draft Strategy also proposes to apply the Neighbourhood Residential Zone to the western part of Albion. The Neighbourhood Residential Zone is proposed in areas where there is a need for development to respect neighbourhood character.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
	and seeks greater investment in tree planting and measures to promote liveability in Albion.	• Areas in the eastern part of Albion that are not covered by the Heritage Overlay are considered suitable to support higher residential growth due to their proximity to the Sunshine Metropolitan Activity Centre and train stations and a lack of attributes that would result in valued neighbourhood character. • An officer response to climate change and canopy tree planting can be found in the response to Submitter 8. • An officer response to matters relating to building materials such as black roofs can be found in the response to Submitter 17.	
22	• Suggests that the Draft Strategy should allow greater heights and more flexibility in zoning to assist with: - Meeting the current housing shortage – particularly for certain sectors within the community (e.g. ageing populations and women). - Maximising use of land and delivering housing diversity. - Supporting retention of character in other areas.	• Acknowledge support for higher building heights and housing diversity. • The Draft Strategy does encourage higher density residential developments of up to four storeys in substantial change areas where the Residential Growth Zone is proposed. These developments would complement those of up to two storeys in incremental and minimal change areas where the Neighbourhood Residential Zone is proposed so as to better protect the valued neighbourhood character. • A response to delivering housing for a range of housing needs and typologies is provided in the response to Submitter 16.	• No change to the Draft Strategy.
23	• Requests the following changes: - Refer to the River Valley Estate as an important Strategic Development Site or alternatively, if the Draft Strategy maintains the proposal that the River Valley Estate	• On review, the character and change area designations for the River Valley Estate in the Draft Strategy do not reflect the outcomes sought under the approved strategic documents and planning provisions.	• Remove the entire River Valley Estate from the Draft Strategy in relation to housing change designation and

Submitter	Key issues	Officer response	Proposed recommendation
	planning sits outside the Draft Strategy, then remove the entire Estate from the Draft Strategy to avoid inconsistent application of strategic direction. - Update the preferred character types given only the existing houses associated with Stage 6 of the approved Development Plan reflect the 'Grand Suburban' character type with single dwelling conventional lots. Submits that other parts of the Estate are or would be more consistent with the 'Urban Transition' or 'Urban Renewal' character type. - Update the change area designation to increased change and substantial change to reflect the intent of the River Valley Estate and development delivery. - Refer to land at 71 Penna Avenue, Sunshine North, as a 'future residential investigation site' due to existing planning processes underway. - Include reference for the proposed River Valley Neighbourhood Activity Centre. - Acknowledge the linear parklands that have been delivered at 5B Mineral Terrace as open space. - Acknowledge the future public transport routes in the River Valley Estate. - Correct mapping errors and discrepancies relating to current title boundaries or current	• Regarding 71 Penna Avenue, it is inappropriate to acknowledge the land as a 'future residential investigation site' even though a rezoning application (in the form of a proponent led planning scheme amendment) was prepared and lodged. This is because there are a number of outstanding matters that still need to be addressed before there is sufficient merit to progress an amendment for rezoning. Further, the land is currently subject to numerous constraints that include critically endangered species under the federal *Environment Protection and Biodiversity Conservation Act 1999*, in addition to a range of overlays in the Brimbank Planning Scheme that relate to flora and fauna and environmental values, flooding, and airport noise. Geotechnical matters, bushfire prone areas and Aboriginal Cultural Heritage are also required to be considered. Until these issues are satisfactorily addressed to aid an assessment of the proposed rezoning, it is not appropriate for the Draft Strategy to provide an expectation that the land possesses the potential to accommodate future housing.	neighbourhood character (existing and preferred) to avoid inconsistent application of strategic direction.

Submitter	Key issues	Officer response	Proposed recommendation
	subdivision approvals associated with Stages 7C and 7D.		
24	• That additional minimal change areas are included in Albion, and a Heritage Overlay applied, in order to protect Californian bungalow style dwellings in streets such as Burnewang Street, Derrimut Street, Hutchinson Street, King Edward Avenue. • Is concerned that the lack of protection will impact the consistency of these streetscapes (with a mix of medium and high density, combined with restored homes). • Strongly supports the application of the Heritage Overlay over brick veneer homes in Albion and Sunshine West. • Believes Matthews Hill, Chapman Street and Couch Street in Sunshine should all be minimal change in the Draft Strategy. • Concerned about the visual impact of wheelie bins with a solution to rubbish removal required. • Believes Council needs to enforce building and development standards and improve the standard of materials used. • Wants Council to require maintenance of buildings and gardens. • Wants on-site car parking supply to be proportionate to dwelling numbers to avoid increased demand for on-street parking.	• Refer to officer response to Submitter 21 in relation to how heritage has been considered and responded to in Albion. • Regarding having a Heritage Overlay over brick veneer homes in Albion and Sunshine West, the Draft Strategy recommends that the heritage significance of Sunshine West be investigated to determine whether a Heritage Overlay would be an appropriate planning control. Large areas of Albion already contained HOs, with other areas previously assessed where it was determined that there was insufficient strategic justification to apply the Heritage Overlay. • While not all of Matthews Street, Chapman Street and Couch Street in Sunshine is designated minimal change, much of it is designated incremental change and will remain in the existing Neighbourhood Residential Zone. Parts of Matthew Street is designated increased change and proposed to be rezoned to the General Residential Zone on the basis that the area is close to the Sunshine Metropolitan Activity Centre and Sunshine Station and therefore can accommodate higher density residential developments. The General Residential Zone would complement the balance of the street, which would remain in the Neighbourhood Residential Zone to better protect the valued neighbourhood character. • Rubbish removal is a Council operations matter and beyond the scope of the Draft Strategy.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
	• Would like to see more user-friendly public transport. • Requests that Wright Street be increased change (if not substantial change) to align with the outcomes proposed for similar developments in Albion.	• The Draft Strategy proposes to update relevant residential zones and schedules with neighbourhood character objectives and provisions. This provides better guidance for future developments on how to respect the valued neighbourhood character. • Enforcement of building standards is an operational matter and beyond the scope of the Draft Strategy. • The car parking provisions under Clause 52.06 do consider the number of bedrooms in a dwelling when calculating the number of car parking spaces required. Council continues to advocate the State Government for improved provision for integrated and user-friendly public transport. • Much of Wright Street is designated incremental change as it is outside the walking catchment of Sunshine Metropolitan Activity Centre. Parts of Wright Street east of Anderson Road are designated minimal change because of their proximity to the State Significant Industrial Precinct.	
25	• Ensure that the future use and development of residential land does not prejudice the curfew free status or the optimum usage of Melbourne Airport per Clause 18.02-7S (Airports and Airfields) and Clause 18.02-7R (Melbourne Airport) of the Brimbank Planning Scheme and the National Airport's Safeguarding Framework. • Supports the use of the Melbourne Airport Environs Overlay; however, requests the Draft Strategy be updated to reference the 2022 ANEF	• An update can be made to the Draft Strategy to ensure the 2022 Australian Noise Exposure Forecast (ANEF) contour is accurate in Figure 8, as well as inclusion of the Noise above (N) contour. This is appropriate as mapping was recently made available on VicPlan (State Government's state wide map viewer for location based planning scheme information). • In relation to the Residential Development Framework, it is proposed that the Draft Strategy continues to only consider the Melbourne Airport Environs Overlay	• Update the Draft Strategy to: - Depict the 2022 ANEF contour in Figure 8. - Incorporate N-contour mapping into Figure 8. - Review wording to ensure it is clear why the Draft Strategy only considers the existing

Submitter	Key issues	Officer response	Proposed recommendation
	contours given they are included in the approved 2022 Melbourne Airport Master Plan. • The red hatched area in Figure 8 is incorrectly labelled as ANEF 2022 and should be updated to 2022 ANEF contours as per the 2022 Melbourne Airport Master Plan. • Requests that the Draft Strategy incorporates the N-contour mapping in the 2022 Melbourne Airport Master Plan which is also referenced in Clause 18.02-7S of the Brimbank Planning Scheme. • Requests the Draft Strategy be amended to include the need for noise attenuation measures in new dwellings constructed within N-contour affected areas and / or notification of prospective purchases about aircraft noise in these areas. • Objects to zoning changes where the Draft Strategy proposes to allow either residential or increased residential density on land affected by the N-contours. • Recommends that the 'Amenity' section of the Draft Strategy includes a greater focus on the 2022 ANEF and N-contours in relation to aircraft noise impacts. • Suggests updates to local policy in Clause 21.07 (Housing) of the Brimbank Planning Scheme to include commentary around the 2022 ANEF, N-contours and need for noise attenuation	(MAEO) that currently exists in the Brimbank Planning Scheme when determining minimal change areas. This is because this is the only planning scheme tool that triggers a planning permit to use or develop land for a dwelling and the overlay contains restrictions on development density. There is also no direct interpretation of N-contour mapping in the planning scheme at this time. • The Victorian Government is leading planning in relation to airport noise and safeguarding, including implementing changes to incorporate the 2022 ANEF contour and N-contour into the Victorian Planning Provisions. It is important that this is a State led process as it is a regional issue and requires a consistent approach across all councils. Any impact to planning for housing growth and development would need to be assessed if and when that occurs. • The MAEO contains a requirement for buildings that require a permit under the overlay to comply with any noise attenuation measures required by Section 3 of the Australian Standard *AS 2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction*, issued by Standards Australia Limited. The State provisions under Clause 18.02-7S contain a strategy that encourages measures to reduce the impact of aircraft noise in planning for areas within the Urban Growth Boundary (UGB) (noting the Draft Strategy does not propose any zoning or overlay changes outside the UGB). However, there is currently no trigger to do so. As such, it would be superfluous for	MAEO (2018 ANEF contour).

Submitter	Key issues	Officer response	Proposed recommendation
	measures within areas affected by either of these noise contours.	the Draft Strategy to include recommendations for inclusion of noise attenuation measures into new dwellings constructed in affected areas. The MAEO is an effective means of alerting prospective purchasers about aircraft noise in affected areas until such time as the State Government progresses their own planning for this regional issue. As detailed earlier, the N-contour mapping is now available on VicPlan. • The 'Amenity' section of the Draft Strategy captures only the existing MAEO in the Brimbank Planning Scheme given it is this overlay that triggers a planning permit to use or develop land for a dwelling and the overlay contains restrictions on development density. • The planning scheme guidance in the State Government's *Practitioner's guide to Victoria's planning schemes, Version 1.5 (April 2022)* indicates that a provision must not duplicate other legislation, instruments or planning scheme provisions. On this basis, it is considered unnecessary to integrate commentary about the 2022 ANEF contour and N-contour when updating Clause 21.07 (Housing) since the MAEO and Clause 18.02-7S already contain provisions relating to both noise metrics. • It is important to note that a number of the matters raised by this submitter have been previously tested with Council and set aside as part of planning scheme amendment C225brim, which was adopted by Council in October 2022 and is currently sitting with the Minister for Planning for approval.	

Submitter	Key issues	Officer response	Proposed recommendation
26	• Concerned that there is not enough direction for Albion and that current issues associated with increased development and population are not sufficiently addressed. • Requests the need to balance housing typologies on single blocks (one, two and three storey). • Concerned about a lack of delivery and enforcement in relation to landscaping for multi-unit developments and the removal of existing trees / vegetation. • Concerned that the Draft Strategy omits direction in relation to fencing and use of colour. • Requests further consideration of Albion's character including the construction of metal homes built after WW2.	• In relation to Albion, the Draft Strategy includes: - The preferred character for areas currently covered by the Heritage Overlay and the areas to the west is 'Suburban Traditional'. These areas are recommended to be in the Neighbourhood Residential Zone where the maximum building height is two storeys. - The preferred character for the areas to the east that are not covered by the Heritage Overlay (excluding those fronting Forrest Street or Ballarat Road) is 'Urban Transition'. These areas are recommended to be in the General Residential Zone where the maximum building height is three storeys. - The preferred character for the areas to the east with frontage to Forrest Street or Ballarat Road is 'Urban Renewal'. These areas are recommended to be in the Residential Growth Zone where the maximum building height is four storeys. • The Draft Strategy recognises the conflict between growth expectations and heritage protection around Albion due to the neighbourhood's proximity to Sunshine Metropolitan Activity Centre and Albion Quarter. Areas currently covered by the Heritage Overlay will continue to have heritage protection and remain in the existing Neighbourhood Residential Zone. In addition, the Draft Strategy has designated areas to the west for incremental change, which will have a stronger focus on respecting the valued neighbourhood character. These areas would be rezoned from the existing General Residential Zone to the Neighbourhood	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		Residential Zone, meaning there would be a decrease in development density given the maximum building height would decrease from three to two storeys. • Compliance issues relating to landscaping on multi-developments are operational matters and beyond the scope of the Strategy. However, further guidance in relation to landscaping is proposed as part of an action contained in the Draft Strategy. This may assist with articulating expectations for landscaping which may improve the current landscaping issues that exist. • It should be noted that often colour schemes and fencing are a matter of personal preference, rather than a planning outcome. • The Brimbank Planning Scheme contains existing requirements to plant canopy trees and provide additional private open space in all residential zone schedules except the Mixed Use Zone and GRZ2. Actions relating to canopy tree planting and landscaping, including further work and stronger policy guidance are contained in the Draft Strategy and are expected to provide more direction in relation to canopy tree planting within Brimbank's residential areas. • Council has previously assessed the heritage significance of the H. V. McKay estate areas that are not currently covered by the Heritage Overlay. The outcome of the assessment is that the heritage of these areas is not significant enough to warrant the application of the Heritage Overlay.	

Submitter	Key issues	Officer response	Proposed recommendation
27	• Supports the development of green spaces, landscaping and street character considerations. • Wants stronger direction for mid-scale medium and higher density development to deliver extensive landscaping and canopy tree planting, including the retention of existing mature vegetation. • Supports inclusive housing options and universal design that caters to the needs of older residents and those with various abilities. • Wants four storey housing near transport and activity centres to accommodate a range of sizes that is also suitable for families, and to avoid small and impractical housing as seen in other areas of Melbourne. • Strongly recommends that lower-scale townhouses and apartments of up to three storeys provide backyard spaces or local amenities such as open-spaces within walkable distance. • Supports the emphasis on affordable housing and increasing the supply of social and affordable housing but requests the Glossary of Terms to define affordable housing – potentially using Centrelink payments as a benchmark. • Believes references to 'proportional and liveable homes' are missing and more consideration about the size of bedrooms.	• Support is noted. • The Brimbank Planning Scheme contains existing requirements to plant canopy trees and provide additional private open space in all residential zone schedules except the Mixed Use Zone and General Residential Zone Schedule 2. The Draft Strategy identifies the need to further investigate landscaping and provide additional guidance regarding canopy tree planting too. • The Draft Strategy recognises that four-storey developments (in the Residential Growth Zone) should accommodate a range of family sizes. This is also referenced in the associated Draft Background Report in relation to housing diversity. • The provision of local amenities such as open-air grass spaces within walkable distance is only feasible for subdivisions of a sufficiently large parcel where there is scope to create an opportunity for open space contributions as required under the *Subdivision Act 1988*. • Council cannot reference Centrelink payments as a basic benchmark for affordability because Council must have regard to the meaning of affordable housing as provided under Section 3AA of the *Planning and Environment Act 1987*. • The Victoria Planning Provisions, under Clause 58 (Apartment Developments), include functional layout requirements to ensure bedrooms meet minimal internal room dimensions so that they are useable and	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
		functional. Nonetheless, it is acknowledged that these requirements can only be applied to apartment developments of five or more storeys if they are in the General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone. The requirements can be applied if the development is in a commercial zone, Comprehensive Development Zone or Activity Centre Zone. Diverse Housing Typologies and Designs, and Universal Design are both discussed in detail under the 'Diversity' section of the Draft Strategy. The section proposes increased provision and strengthened local policy guidance, in addition to identifying advocacy and other initiatives that seek to contribute to more diverse housing outcomes for a wide range of people.	
28	• Has concerns that the market isn't ready for apartments in Growth Zone areas and suggests: - Updates to the Neighbourhood Residential Zone in the Draft Strategy to enable more development to encourage ageing in place in older suburbs, with consideration to amending open space and garden area requirements to enable single-storey and side-by-side units on a 500 sqm. - Reducing setback standards as the current approach uses too much land. - Supporting side entries to enable more efficient use of land and allow street surveillance.	• The Draft Strategy recognises the historical trend of underdevelopment in areas designated for substantial or increased change. It seeks to address the underdevelopment trend in these areas through planning controls in the form of zone schedules and clearer policy direction. This will provide greater certainty to the development community regarding development expectations, incentivise land assembly, and change the permit assessment process so that development capacity of parcels is a consideration. • The Draft Strategy supports side-by-side unit developments but consideration must also be given to providing meaningful on-site amenities such as open space and landscaping. Some existing Neighbourhood Residential Zone areas are identified as suitable for	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
	• Suggests that more needs to be done in outer areas of Brimbank to deliver increased housing density, improve neighbourhood character and promote improved maintenance, e.g. Albanvale. • Believes the garden area rule is a hindrance to achieving good development outcomes.	'Urban Renewal' or 'Urban Transition' and these areas would accommodate denser residential developments. The balance would remain in the Neighbourhood Residential Zone on the basis that the character of these areas warrant greater respect from future developments. This approach aligns with guidance in Planning Practice Note 90: Planning for Housing (PPN90), where Council must consider the need to provide adequate housing to accommodate anticipated population growth as well as the need to respect neighbourhood character in appropriate areas. • Areas designated for incremental or minimal change can also accommodate more housing. The difference, when compared with substantial or increased change areas, is the amount of change and intensity of change. Incremental and minimal change areas can accommodate more housing through subdivision, with potentially the exception of land affected by the Major Hazard Facility buffer, but the new development must not exceed two storeys and would need to respect the valued neighbourhood character. • Garden area requirements are stipulated by the State Government and cannot be altered by Council.	
29	• Concerned about the lack of single storey units being built and the lack of greenspace being delivered for two and three storey development, impacting neighbourhood character. • Concerned about a lack of onsite parking and the impacts on public streets and access / egress.	• While the Draft Strategy promotes housing diversity, the number of single and double storey units built is decided by the market. The Draft Strategy does, however, include a number of actions which seek to guide and encourage the delivery of greater housing diversity for all abilities and ages. These have been outlined in the response to Submitter 16 above.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
	• Concerned about the use of cheap building materials in developments.	• The Draft Strategy provides an opportunity to define and recognise neighbourhood character in specific areas and seeks to address the issue by updating relevant zone schedules with neighbourhood character statements and requirements that would provide guidance to future developments on how to respect the valued neighbourhood character. Notwithstanding that, the Brimbank Planning Scheme contains existing requirements to plant canopy trees and provide additional private open space in all residential zone schedules except the Mixed Use Zone and General Residential Zone Schedule 2, with further work identified to prepare landscaping guidance. • Developments must meet the parking requirements set out in the Victoria Planning Provisions, which seek to ensure adequate parking is provided depending on the development's size. The assessment of car parking must meet relevant engineering standards which apply relevant Australian standards. Nonetheless, it is beyond Council's control if a household chooses to keep more cars than there are parking spaces on their property. • Cheap wall panels can help lower building costs and make housing more affordable. The Draft Strategy recognises issues with the quality of building materials and their impact on sustainability, both in terms of what they are made of and their lack of durability. Strengthened policy guidance and Council led advocacy are both proposed as actions in the Draft Strategy to improve the current situation. The market, however,	

Submitter	Key issues	Officer response	Proposed recommendation
		has the biggest impact on the use or non-use of quality building materials.	
30	• Concerned about the Draft Strategy 'down-zoning' (from Residential Growth Zone to Neighbourhood Residential Zone) land near the Deer Park Train Station and that this is a development opportunity. • Believes there is sufficient distance from the Hexion Major Hazard Facility (MHF) to reduce the risk on surrounding residential lots; however, agrees that the Elgas MHF needs further consideration to balance the needs of community and the operator.	• The proposed rezoning from the Residential Growth Zone to the Neighbourhood Residential Zone is necessary as these lots have been designated for minimal change due to their proximity to major hazard facilities. The minimal change designation aligns with policy provisions and guidance under Clause 13.07-2S (Major hazard facilities), Clause 53.10 (Uses and activities with potential adverse impacts), PPN90: Planning for housing, PPN91: Using the residential zones, and PPN92: Managing buffers for land use compatibility. This has also been proposed in response to WorkSafe Victoria's own planning guidance. It should be noted that any future planning scheme amendment will require consultation with WorkSafe Victoria prior to lodgement to the Minister for Planning in line with Ministerial Direction 20 – *Major Hazard Facilities*.	• No change to the Draft Strategy.
31	• Requests that additional minimal change areas are included in Albion, and a Heritage Overlay applied, in order to protect Californian bungalow style dwellings in streets such as Burnewang Street, Derrimut Street, Hutchinson Street, King Edward Avenue. • Is concerned that the lack of protection will impact the consistency of these streetscapes (with a mix of medium and high density, combined with restored homes).	• Refer to the officer response to Submitter 21 and Submitter 24 in relation to how heritage has been considered and responded to in Albion. • Landscaping and building design are other ways to reduce the dominance of 3-storey buildings over the streetscape besides setbacks.	• No change to the Draft Strategy.

Submitter	Key issues	Officer response	Proposed recommendation
	• Requests increased setbacks for 3 storey buildings to ensure they don't dominate the streetscape. • Strongly supports the application of the Heritage Overlay over brick veneer homes in Albion and Sunshine West. • Believes Matthews Hill, Chapman Street and Couch Street in Sunshine should all be minimal change in the Draft Strategy. • Concerned about the visual impact of wheelie bins with a solution to rubbish removal required. • Wants Council to require maintenance of buildings and gardens. • Wants on-site car parking supply to be proportionate to dwelling numbers to avoid increased demand for on-street parking. • Would like to see more user-friendly public transport. • Requests that Wright Street be increased change (if not substantial change) to align with the outcomes proposed for similar developments in Albion.		
32	• The Development Victoria landholding at 147A Cairnlea Drive and 26S Glenbrook Avenue, Cairnlea, is a significant site capable of supporting significant residential and mixed-use development outcome.	• The land is designated minimal change due to its proximity to a major hazard facility. The designation is consistent with advice provide by WorkSafe and aligns with policy provisions and guidance under Clause 13.07-2S (Major hazard facilities), Clause 53.10 (Uses and activities with potential adverse impacts), PPN90: Planning for housing, PPN91: Using the residential	• Amend the Draft Strategy to recognise that the balance of the land, which is outside the MHF buffers area, has the potential to be in an

Submitter	Key issues	Officer response	Proposed recommendation
	• Highlights that the land presents a key opportunity to contribute to Victoria's Housing Statement, as well as providing for the existing and future community of Cairnlea. • Highlights that Development Victoria has intentions to redevelop the land, including remediation and delivery of affordable housing.	zones, and PPN92: Managing buffers for land use compatibility and Ministerial Direction 20 Major Hazard Facilities. • Nonetheless, it is proposed to amend the Draft Strategy to recognise that the balance of the Development Victoria land in question, which is outside the Major Hazard Facility Safety Area buffer, has the potential to be in an increased change area per the existing Development Plan Overlay 4 (DPO4). • It is worth noting that proposed planning scheme amendment C222brim to the Brimbank Planning Scheme (Amendment C222brim), which proposes a Ministerial amendment to rezone the Development Victoria site to a Comprehensive Development Zone, has been submitted to the Minister for Planning for consideration. On this basis, the Draft Strategy has not considered this proposal in relation to the outcomes proposed on the site. Council's position in relation to Amendment C222brim is also provided at Amendment C222brim.	increased change area as per the existing DPO4.
33	• Requests changes to designate areas that are inside the Major Hazard Facility (MHF) Safety Area buffer as minimal change, instead of incremental change. • Suggests Council could include subdivision limitations to areas designated for minimal change.	• It is considered that incremental change areas should be redesignated for minimal change if they fall inside the Major Hazard Facility (MHF) Safety Area buffer. • On page 49, the Draft Strategy discusses including subdivision limitations in any future zone schedules that would apply to minimal change areas. • It is out of scope for the Draft Strategy to consider proposed developments on non-residential vacant land currently within the MHF Safety Area buffer, with the	• Amend the RDF to redesignate incremental change areas inside the MHF buffers to minimal change. • Amend the Draft Strategy with wording suggested by WorkSafe Victoria to

Submitter	Key issues	Officer response	Proposed recommendation
	• Queries consideration of proposed developments on vacant residential land that currently sit within the MHF buffers. • Seeks advice on what changes are allowable in minimal change areas and queries whether Council is open to limiting development to like-for-like in areas that are inside the MHF buffer. • Requests information in relation to the projected annual increase in population in minimal change areas over the life of the Draft Strategy. • Suggests Council utilises wording from WorkSafe Victoria's current Land Use Planning guidance to provide a clear definition of the MHF and clearly communicate the risks associated with development inside the MHF buffer. • Concerned that the Draft Strategy's proposed density limits may not have accounted for the potential number of small second dwellings following recent legislation changes. • Requests Council consider including a link to WorkSafe Victoria's Land Use Planning guidance to better inform planners in finding up-to-date information regarding safety areas. • Requests Council consider updating the Draft Strategy content under 'Impacts on Human Health' with risks posed from critical key industrial operations and dangerous goods. • Recommends changing wording in the Draft Strategy to clearly inform the reader why	exception of designating the areas affected as minimal change. Any vacant land that is not residentially zoned is out of scope of the Draft Strategy. • Residential development density is not expected to increase in minimal change areas. The Neighbourhood Residential Zone is the applicable zone in minimal change areas. The zone limits the maximum building height for a dwelling or residential building to 9 metres / 2 storeys and this limits the land's capacity to increase density through developments such as 3-storey townhouses and apartments. The zone, if supported to change, also places greater emphasis on requiring new developments to respect neighbourhood character. • Population projections provided by the State Government's *Victoria In Future*, which Council is required to use for the Draft Strategy, is only available at the municipal level and therefore the request to provide details in relation to the projected annual increase in population in minimal change areas is not possible. Details about population projections can be found in the Draft Strategy and the Draft Background Report. It should be noted that ID forecast numbers have also been assessed. • It is considered that updating wording to generally accord with WorkSafe Victoria's guidance is appropriate to better communicate the meaning of MHF and some of the risks associated with development inside the MHF buffer. However, it is proposed that in some instances inclusion of a link to Worksafe Victoria's website is more appropriate. Minor edits are also	better define MHFs and associated risks. • Include links to WorkSafe Victoria's Land Use Planning guidance into the Draft Strategy and draft Background Report. • Amend Strategy to ensure wording articulates WorkSafe Victoria's role in relation to development in areas surrounding MHFs. • Amend Strategy to highlight that while the Draft Strategy has considered two MHFs, there is the potential for this number to change over time.

Submitter	Key issues	Officer response	Proposed recommendation
	WorkSafe Victoria does not support development in areas adjacent to MHFs. • Suggests removing specific MHF number references as the number of MHFs can change over time.	proposed to the wording provided in the submission to better reflect the current planning processes that exist. • Changes to the Victorian Planning Provisions to introduce new rules for Small Second Dwellings was initiated by the State Government. Most small second dwellings, if proposed, would not require a planning permit. It is difficult to ascertain the extent such dwellings would impact on density given the decision on whether to develop would be influenced by many factors. This includes the market interest, lot size, development costs and specific rules around how they are to be delivered etc. • It is considered that there is merit in providing a link to WorkSafe Victoria's Land Use Planning guidance and this is proposed in both the Draft Strategy and Draft Background Report. • Officers acknowledge that there are a range of risks in relation to MHFs and are supportive of including the definition of MHFs, which include references to the potential risks, in the definition table of the Draft Strategy. Rather than state any further detail regarding these risks, it is proposed to provide a web link to WorkSafe Victoria's own planning guidance to ensure information is both accurate and up to date. • Updates to the Draft Strategy to better articulate WorkSafe Victoria's role in relation to both licencing and guiding land use and development in areas within the MHF buffer areas is appropriate. This will clearly inform the reader about WorkSafe Victoria's position on development.	

Submitter	Key issues	Officer response	Proposed recommendation
		• Specific number references are proposed to be included as they were utilised to understand the specific constraints that impact housing development within the Draft Strategy. Additional wording is however proposed to identify that the number of facilities can change over time.	

Brimbank City Council

Draft Brimbank Housing + Neighbourhood Character Strategy

APRIL 2024

Attachment 12.7.2

CLIENT	Brimbank City Council
PROJECT	Brimbank Housing and Neighbourhood Character Strategy
VERSION	1.0 Initial draft issued for PWG/PCG review
	2.0 Revised to consolidated 3 documents into one
	3.0 Edits following second substantive review by Council
	4.0 Edits following community consultation
	5.0 Edits following third substantive review by Council
PREPARED BY	Leah Wittingslow and Hannah Ehlenfeldt
REVIEWED BY	Leah Wittingslow
DATE	April 2024

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Council respectfully acknowledges and recognises the Kulin Nation, including the Wurundjeri, Bunurong and Boon Wurrung Peoples, as the Traditional Owners of the land in the City of Brimbank, and pays respect to Elders past, present and future. For the Traditional Owners, the lands in the City of Brimbank have always been a significant trading and meeting place.

Executive Summary

The City of Brimbank is growing and changing.
A new approach to planning for housing is needed.

The City of Brimbank (Brimbank) is a growing and changing municipality. By 2041, there will be an additional 34,000 residents, and at least 14,000 new homes will be needed to accommodate this growth. Brimbank's population is not only increasing, but it is also ageing and becoming more diverse-bringing changes to household structures and housing needs. While families will continue to make up the majority of households, single person households and households with people over 65 will increase significantly over the next 20 years.

Brimbank's community is one of the most socio-economically disadvantaged in metropolitan Melbourne and has the highest instance of people experiencing homelessness in Greater Melbourne's west. Like other major cities around Australia, housing in Brimbank is becoming increasingly unaffordable, and this threatens the security and well-being of current and future residents.

These are significant challenges to address. Brimbank needs more housing, and it needs to be diverse, affordable and well-located.

Currently, Brimbank's housing stock is relatively homogenous—comprising over 80% separate housing—and it will not meet the needs of the future population. Units and townhouses are gradually emerging, yet the feasibility of apartment developments remains hindered by site conditions, market preferences and economic considerations. Even as the demand for separate houses persists, the limited availability of greenfield land precludes detached housing as an option for accommodating the anticipated population growth.

The Sunshine Metropolitan Activity Centre (MeAC) and St Albans Major Activity Centre (MAC) have the capacity to accommodate a significant portion of Brimbank's new apartment developments and housing growth. Sunshine MeAC in particular is set to transform, with Council anticipating significant infrastructure enhancements and higher density housing as a result of significant State government investment in infrastructure and planning and Council's own Transforming Brimbank agenda.

Outside of these areas, in established neighbourhoods, Council needs a plan to accommodate a pipeline of new housing. This needs to include a mix of detached homes, townhouses, apartments and other diverse forms of housing. There also needs to be a mix of tenures (owned and rented) and affordable housing, including social housing and other low-cost options. The location and design of new housing needs to enhance sustainability and liveability, offer convenient access to services and infrastructure and contribute to the valued character of Brimbank's local neighbourhoods.

The purpose of this Housing and Neighbourhood Character Strategy is to establish a long-term, shared vision for the future of housing in Brimbank and to set out a plan to realise it.

MARIBYRNONG RIVER VIADUCT

The community-developed housing vision for Brimbank is:

By 2041, Brimbank will be a city of green, connected and diverse neighbourhoods, offering a range of high quality, sustainable housing choices for everyone at every stage of their life.

To accomplish this vision, the Strategy recommends denser housing of up to four storeys in transport-rich locations, particularly within and around activity centres. Development will contribute to a new character in these areas and feature high quality, sustainably designed contemporary buildings.

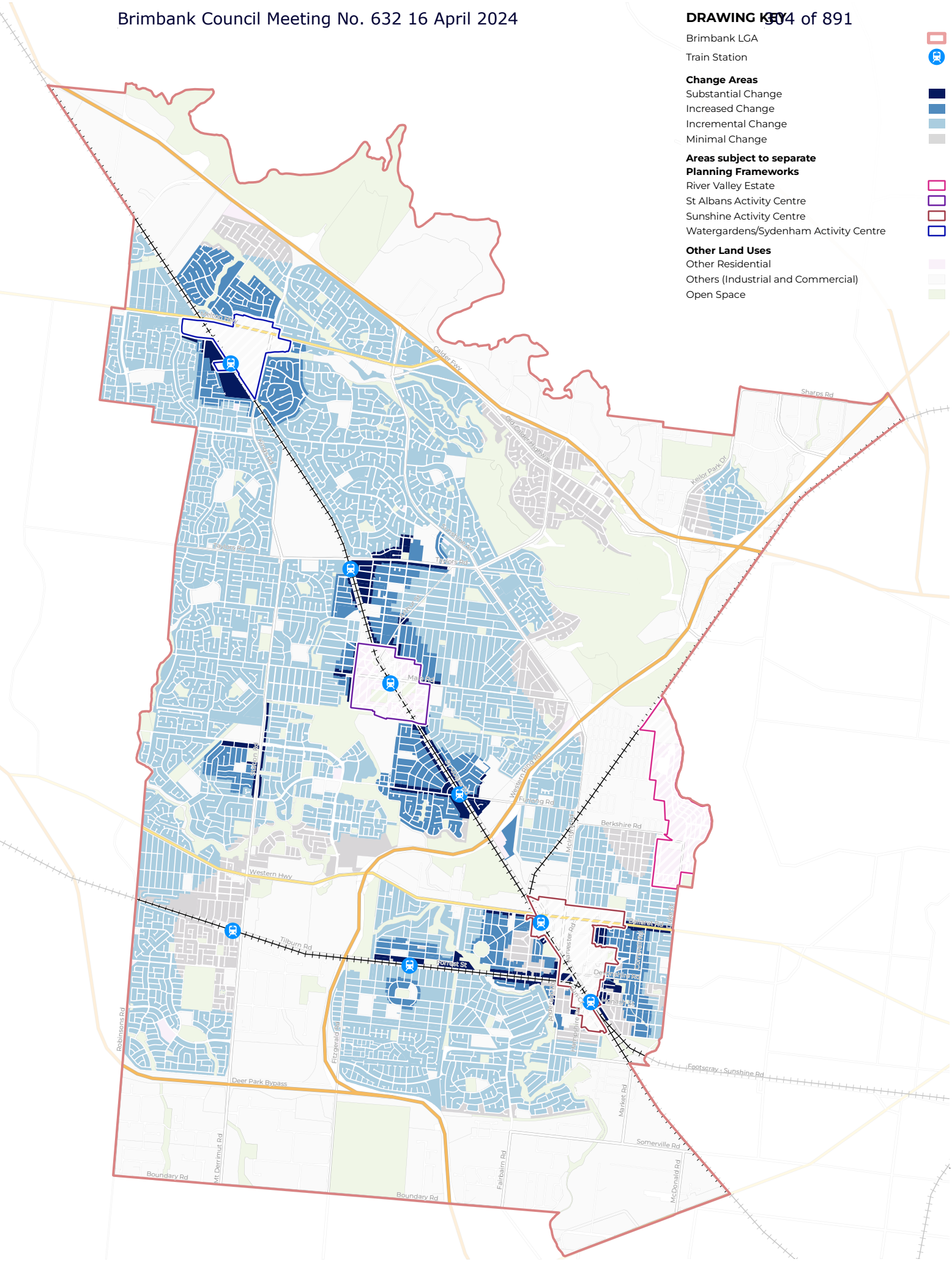
Outside these areas, development will transition to lower-scale townhouses and apartments of up to three storeys within walking distance of transport, shops, and services. This housing will offer high quality alternatives to a variety of household structures, including singles, couples and families, freeing up existing separate housing across Brimbank for those that have the greatest need for more space, such as large and multigenerational families. While development will respect existing character, it will also bring changes, including more diverse housing options, enhanced landscaping, tree planting and high quality development. Facilitating affordable housing supply will be a priority in these areas, given their proximity to transport and services.

In most of Brimbank's remaining residential areas, change will be incremental and of a lower scale. This will include units and townhouses of up to two storeys, designed to respect the preferred character of Brimbank's diverse neighbourhoods. This housing is anticipated to meet the needs of the majority of Brimbank's family households.

Some parts of Brimbank will experience development at a slower pace, due to constraints such as airport noise or other environmental factors. Other parts of the municipality will evolve gradually because of heritage values. Development in these areas will still be possible, but it will occur at a scale and intensity that celebrates and enhances Brimbank's history and character.

Planning for housing is complex and challenging, and Federal and State governments hold many of the levers that affect housing supply and affordability. However, Councils have a significant role to play in planning for housing through the application of residential zones, overlays and policies. State government provides clear direction on how to use these tools in order to create certainty about development outcomes in each zone and liveable neighbourhoods .

This Strategy aligns with those directions and lays the groundwork for a local planning framework to deliver the housing growth and diversity Brimbank needs.



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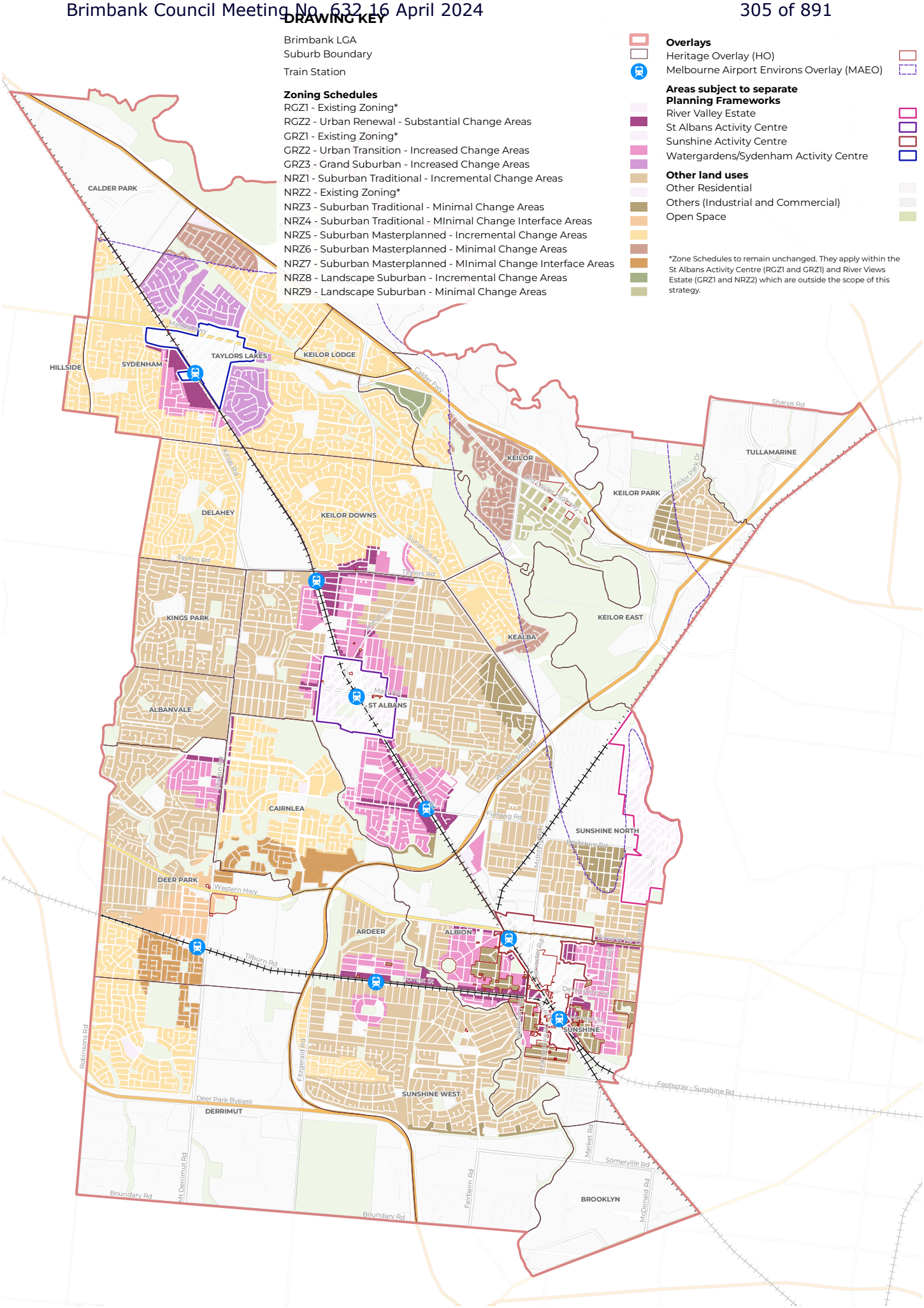
DRAWING KEY
Brimbank LGA
Suburb Boundary
Train Station
Zoning Schedules
RGZ1 - Existing Zoning*
RGZ2 - Urban Renewal - Substantial Change Areas
GRZ1 - Existing Zoning*
GRZ2 - Urban Transition - Increased Change Areas
GRZ3 - Grand Suburban - Increased Change Areas
NRZ1 - Suburban Traditional - Incremental Change Areas
NRZ2 - Existing Zoning*
NRZ3 - Suburban Traditional - Minimal Change Areas
NRZ4 - Suburban Traditional - MInimal Change Interface Areas
NRZ5 - Suburban Masterplanned - Incremental Change Areas
NRZ6 - Suburban Masterplanned - Minimal Change Areas
NRZ7 - Suburban Masterplanned - MInimal Change Interface Areas
NRZ8 - Landscape Suburban - Incremental Change Areas
NRZ9 - Landscape Suburban - Minimal Change Areas
Overlays
Heritage Overlay (HO)
Melbourne Airport Environs Overlay (MAEO)
Areas subject to separate Planning Frameworks
River Valley Estate
St Albans Activity Centre
Sunshine Activity Centre
Watergardens/Sydenham Activity Centre
Other land uses
Other Residential
Others (Industrial and Commercial)
Open Space
*Zone Schedules to remain unchanged. They apply within the St Albans Activity Centre (RGZ1 and GRZ1) and River Views Estate (GRZ1 and NRZ2) which are outside the scope of this strategy.
CALDER PARK
HILLSIDE
SYDENHAM
TAYLORS LAKES
KEILOR LODGE
DELAHEY
KEILOR DOWNS
KEILOR
KEILOR PARK
TULLAMARINE
KEILOR EAST
KEALBA
KINGS PARK
ALBANVALE
ST ALBANS
CAIRNLEA
DEER PARK
ARDEER
ALBION
SUNSHINE NORTH
SUNSHINE
SUNSHINE WEST
DERRIMUT
BROOKLYN
Taylors Rd
Western Hwy
Tilburn Rd
Deer Park Bypass
Boundary Rd
Somerville Rd
Footscray - Sunshine Rd
Sharps Rd
Furlong Rd
Robinsons Rd
Fitzgerald Rd
Mt Derrimut Rd
Fairbairn Rd
Market Rd
McDonald Rd

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Abbreviations

ACZ	Activity Centre Zone
CBD	Central Business District
CDZ	Comprehensive Development Zone
CZ	Commercial Zone
DCPO	Development Contributions Plan Overlay
DDO	Design and Development Overlay
DELWP	the Department of Environment, Land, Water and Planning
DoT	the Department of Transport
DPO	Development Plan Overlay
DTP	the Department of Transport and Planning
ESD	Environmentally Sustainable Development or Design
ESO	Environmental Significance Overlay
GRZ	General Residential Zone
HO	Heritage Overlay
LSIO	Land Subject to Inundation Overlay
MAEO	Melbourne Airport Environs Overlay
MeAC	Metropolitan Activity Centre
MUZ	Mixed Use Zone
NCO	Neighbourhood Character Overlay
NEIC	National Employment and Innovation Cluster
NRAS	National Rental Affordability Scheme
NRZ	Neighbourhood Residential Zone
PPF	Planning Policy Framework
PPN	Planning Practice Note
PPTN	Principal Public Transport Network
PSA	Planning scheme amendment
ResCode	Residential Code
RGZ	Residential Growth Zone
SBO	Special Building Overlay
SEIFA	Socio-Economic Indexes for Areas
SHWEP	Sunshine Health, Wellbeing and Education Precinct
SLO	Significant Landscape Overlay

Glossary of Terms

Term	Definition
20-minute neighbourhood	A neighbourhood in which residents can access most of their daily needs (e.g., via shops, services, parks, healthcare facilities) within a 20-minute return walk from home.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Adaptable housing	Housing that is designed to be used by everyone and accommodate changes in family size or family member mobility over time.
Affordable housing	Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.
Australian Noise Exposure Forecast (ANEF)	The ANEF system is the approved aircraft noise exposure metric for use in land use planning across Australia. ANEF contours are a way to describe the measure of aircraft noise exposure levels around airports.
Contemporary development	New housing development that has replaced traditional housing stock in older suburbs, or that has been recently developed in newer suburbs.
Contributory heritage buildings	Buildings that make a significant contribution to the heritage character of an area.
Community housing	Refers to a type of not-for-profit social housing. Community housing offers secure, affordable, rental housing for very low to moderate income households with a housing need
Crisis and emergency housing/ accommodation	Includes a range of specialist services for people who are homeless, at risk of homelessness, escaping family violence, or in other emergency situations. It includes women's refuges, youth refuges and major crisis supported accommodation services.
Greenfield land	Undeveloped land identified for future residential, industrial or commercial development and use.
High density development	As used in this Strategy, development of four or more storeys, containing apartments or units.
Higher density development	As used in this Strategy, a descriptor that encompasses both medium density development (2–3 storeys) and high density development (4+ storeys).
High scale development	As used in this Strategy, development of three or more storeys. (In contrast to 'low scale development' – see below.)
Housing diversity	A variety of housing sizes and types. Seen as desirable due to the premise that people need different types of housing depending on their lifestyle and life stage.
Housing location	Where a dwelling is within a geographical area. Often thought about in association with proximity to desired features or attractors.
Housing scale	Refers to the size of a dwelling. Measured by floor area, number of bedrooms, and/or size of lots.
Housing tenure	Ownership status of a dwelling, typically either homeownership or rental.

Housing typology	The physical type of dwelling. Includes detached homes/separate houses, semi-detached, townhouses, unit, apartments, and specialised housing (e.g., retirement villages, aged care facilities, student housing).
Inclusionary zoning	A land use planning intervention by government that either mandates or creates incentives so that a proportion of a residential development includes a number of affordable housing dwellings.
Infill development	Development of vacant or under-utilised land in within an area that is already largely developed.
Liveable/liveability	A measure of a city's residents' quality of life, used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.
Low scale development	As used in this Strategy, development of one to two storeys.
Metropolitan activity centres (MeACs)	As used in the Victorian Planning System, higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Plan Melbourne identifies 9 existing MeACs (including Sunshine) and two future centres.
Major activity centres (MACs)	As used in the Victorian Planning System, suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments. Plan Melbourne identifies 121 major activity centres.
Major Hazard Facilities (MHFs)	Worksafe Victoria, who are a Government Authority that issue licences for Major Hazard Facilities, define MHFs as facilities that 'use significant quantities of dangerous goods. If there were a major incident at a MHF, it could be catastrophic for employees, the community and the environment. While major incidents are highly unlikely, they can occur and may result in fire, explosion and the release of hazardous substances.'
Medium density development	As used in this Strategy, development that has dwellings or apartments in buildings of two to three storeys. This can include townhouses, unit developments and low scale apartment buildings.
Minimal housing change	As used in the Victorian Planning System, this describes areas unsuitable for housing growth due to their constraints.
National Employment and Innovation Cluster (NEIC)	Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy
Neighbourhood character / character	As defined by DTP, 'Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.' (PPN43)
Neighbourhood character precincts	Areas identified by this Strategy, areas having qualities (similarities and comparative differences) that give them a unique character from other parts of the municipality.
Non-contributory heritage buildings	Buildings that do not make a significant contribution to the heritage character of an area but that still fall under a HO.
Planning authority	Any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. A council is planning authority for its municipality and for any area adjoining its municipality that the Minister authorises.
Planning Permit	In Victoria, a legal document that allows a certain use or development to proceed on a specified parcel of land.

Planning scheme	A planning scheme is a statutory document that sets out objectives, policies and provisions relating to the use, development, protection and conservation of land in the area to which it applies. A planning scheme regulates the use and development of land through planning provisions to achieve those objectives and policies.
Planning Scheme Amendment (PSA)	Involves a change to a planning scheme map, a change to the written part of the scheme, or both. The Minister for Planning may authorise the preparation of a PSA by a municipal council.
Planning Policy Framework (PPF)	The policy content of the planning scheme that provides state, regional and local context for spatial planning and decision making by planning and responsible authorities.
Priority precincts	In Victoria, areas around transport nodes that will be a focus of employment and housing growth.
Public housing	Long-term rental housing that is owned by the government. Its purpose is to accommodate very low to moderate income households that are most in need.
ResCode	The collective name for Clauses 54, 55, 56 and 58 in the Victorian Planning Scheme. These clauses set objectives and standards for residential development for one dwelling on a lot (Clause 54), two or more dwellings on a lot (Clause 55), subdivision (Clause 56), and apartment buildings (Clause 58).
Residential Development Framework (RDF)	As used in the Victorian Planning System, identifies housing change areas, typically as minimal, incremental or substantial change.
Rezoning	The statutory process of changing the zone of land to another zone. In Victoria, this requires a Planning Scheme Amendment.
Schedule	As used in the Victorian Planning System, a set of objectives, standards, and requirements and decision guidelines attached to either a zone or an overlay.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Special character	As used in this Strategy, areas that have a unique and valued character that is differentiated from surrounding neighbourhoods. This may include an intact, prevailing architectural style from a certain decade or a distinct landscaped setting.
Substantial housing change	As used in the Victorian Planning System, this describes areas where development will occur at a substantially different scale and intensity compared to other areas of a given municipality.
State significant industrial precinct/land	Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways.
Universal design	Design that is accessible to all people, no matter their age or ability.
Value uplift	The uplift in future economic and social value created by the construction of significant infrastructure or rezoning land. Value uplift is often referred to in the context of capturing some of the value to deliver broader public benefits.
'Your Say' website	A website run by a Council or State government that allows residents to give input into proposed plans, strategies and initiatives.

Introduction

The Brimbank Housing and Neighbourhood Character Strategy (the Strategy) is a long-term plan to manage housing growth and change across the municipality. By 2041, Brimbank's population is projected grow by 33,964 people, and it is estimated that the municipality will need an additional 14,000 dwellings to meet its forecasted need. Brimbank has more than enough theoretical capacity to meet this need. This Strategy seeks to direct the right type of growth to the right locations and to provide housing that supports and enhances neighbourhood character, diversity, amenity and sustainability.

BEAVER STREET

INTERFACE AREA TO RIVER VALLEY ESTATE

Brimbank is set to transform over the coming decades. Brimbank's population is increasing, getting older and becoming more diverse. As such, Brimbank will see not only a greater demand for housing, but a demand for different types of housing to suit a wide range of residents.

Brimbank is also the focus of substantial government and private industry investment and urban renewal. This will encourage new residents and workers to move to Brimbank and will catalyse new development opportunities.

These opportunities are primarily located in the Sunshine Priority Precinct, which includes the Sunshine MeAC and Albion Quarter, and also within the Sydenham/Watergardens MAC. Growth and change within these centres will be significant and will provide excellent opportunities for large-scale housing growth, transit-oriented development and high quality mixed-use urban renewal.

Planning for growth within the Sunshine MeAC, Albion Quarter, Sydenham/Watergardens and the St Albans MAC does not form part of this Strategy, as growth within these areas is either already guided by separate, tailored planning frameworks, or these areas are actively being planned as part of separate strategic planning processes. Land within the Mixed Use Zone (MUZ) will also be looked at separately.

Brimbank's established residential neighbourhoods are the focus of this Strategy. Controls and policies affecting these areas will have a significant impact on the quantity and quality of future housing growth.

The Strategy has been prepared to:

- Support growth and enhance liveability.
- Respect and celebrate neighbourhood character and facilitate high quality new development that contributes positively to the public realm.
- Enhance housing diversity to meet changing community needs and respond to an urgent need for more affordable housing.
- Manage potential amenity conflicts between residential and other incompatible land uses.
- Improve the sustainability and climate resilience of new housing development.

Overview

The Strategy is an integrated plan for housing and neighbourhood character. It sets out how Brimbank can meet housing need over the next 20 years and serves as a framework to provide a broad mix of housing in the most suitable locations. It details what is driving and influencing housing change in Brimbank, provides a long-term vision and outlines strategic directions and recommended actions.

Brimbank has the capacity to meet its housing demand the coming years. The Strategy provides direction to ensure that the type and location of new housing will meet residents' needs. It will be used as the basis for introducing changes into the Brimbank Planning Scheme to implement its vision and directions.

Context

Provides an overview of policy, demographic trends and housing supply factors that will drive housing change in Brimbank in the coming years. Identifies the primary opportunities and constraints on housing growth and change and key influences on neighbourhood character.

Vision and themes

Presents a long-term vision for housing and neighbourhood character in Brimbank and outlines strategic directions organised around five themes.

Growth

Directs housing growth to appropriate locations to accommodate identified housing need. The Change Areas Plan contained within this section identifies areas of substantial, increased, incremental, and minimal change. The Residential Development Framework (RDF) determines the appropriate residential zones to implement these growth directions.

Character

Describes the preferred future character of Brimbank's residential areas in the context of proposed growth and change and identifies residential zone schedules to implement these character objectives.

Diversity

Sets out objectives and actions to ensure new housing growth meets the needs of the population, including high-level directions to support housing affordability.

Amenity

Outlines how residential zones and schedules are proposed to be used to direct housing growth away from major sources of amenity conflict, including major hazard facilities (MHFs), industrial areas and where airport noise is a constraint.

Sustainability

Proposes objectives and actions to improve the sustainability of Brimbank's new housing by enhancing canopy tree coverage, improving quality of design and materials, and being more strategic about car parking requirements.

Implementation

Consolidates all actions contained within each of the Strategy's sections. Implementation will primarily be achieved through residential zone changes and supported by policy changes and a range of other actions.

Appendices

Provide greater detail on how growth settings have been determined and on the existing and preferred character across all of Brimbank's neighbourhoods.

The Strategy builds upon a previous 2019 Draft Neighbourhood Character Study, while taking into consideration changes to State planning policy. It has relied on background work, including the following analysis and technical inputs:

Brimbank Housing Strategy Background Analysis (Urban Enterprise, 2022)

Brings together and analyses demographic and development information, including forecast population growth and current and projected housing supply and demand. In this Strategy, this report is referred to as the Urban Enterprise Background Analysis.

Draft Brimbank Housing and Neighbourhood Character Background Report (Mesh, 2022)

Outlines Brimbank's residential context, analyses housing opportunities and constraints, and presents emerging neighbourhood character precincts. In this Strategy, this report is referred to as the Mesh Background Report.

Suburb Profiles (Mesh, 2022)

Detail key characteristics of each suburb in Brimbank and the main contributors and threats to their neighbourhood character. These are contained within the Appendices of the Mesh Background Report.

In addition to the above, guidance has been provided by Echelon, Hodyl & Co and Six Degrees Architects in relation to development outcomes in proposed Residential Growth Zone (RGZ) areas.

Strategy Preparation + Scope

The Strategy is being prepared in four key phases:

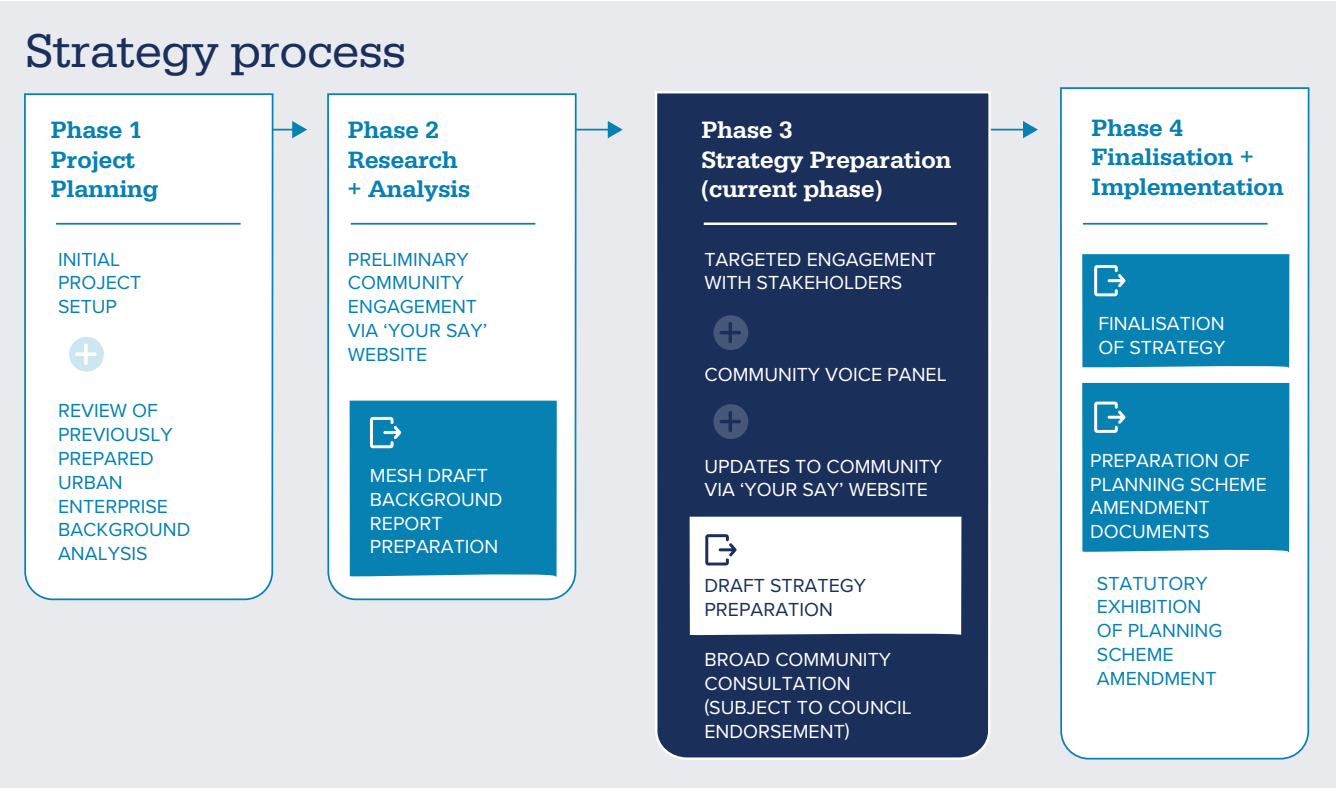


FIGURE 1. STRATEGY PROCESS

The focus of this project is residentially zoned land, excluding zones for mixed uses, other specialised development areas, the area surrounding St Albans MAC that is part of the St Albans Activity Centre Structure Plan[1] and the River Valley Estate, which is currently under development and subject to an existing planning framework.[2]

This project has also had regard for parts of the municipality that will accommodate substantial housing growth (e.g., the Sunshine Priority Precinct and Watergardens Major Activity Centre), in terms of the likely effects on development and population growth. State plans for the development of Sunshine and associated public infrastructure upgrades have been taken into consideration in assessing the suitability of different building heights for nearby residential areas.

While MUZ areas are not a focus of this Strategy, the Mesh Background Report provided a 'stocktake' of these sites, and the Strategy (refer to the 'Growth' theme) recommends investigation of a comprehensive strategy for MUZ zones across Brimbank.

Focus areas

RGZ – Residential Growth Zone

GRZ – General Residential Zone

NRZ – Neighbourhood Residential Zone

Considered as part of background analysis

MUZ – Mixed Use Zone

ACZ – Activity Centre Zone

CDZ – Comprehensive Development Zone

Land within the St Albans Activity Centre Structure Plan and the River Valley Estate (which are subject to existing planning frameworks).

[1] This project analysed the St Albans Activity Centre area and recommended zoning to facilitate the vision for St Albans to 'develop into a high quality, people-focused activity area, with a defined sense of place, maintaining the 'feel' of a local community hub'. The recommended zoning was subsequently adopted into the Brimbank Planning Scheme.

[2] The existing zones and schedules that apply to the River Valley Estate are not proposed to be amended as part of this Strategy.

Engagement

The Strategy has been shaped by community input at key stages. These have included:

- Consultation on the Draft Neighbourhood Character Study 2019 (July – August 2019).
- Preliminary engagement on Housing and Neighbourhood Character Strategies via 'Your Say' (October – November 2022).
- Community Voice engagement on the themes and vision of the Draft Housing and Neighbourhood Character Strategies (July 2023).

Key ideas that emerged from engagement activities are summarised under 'Vision + Themes'. The following provides a summary of the key feedback:

Embracing diversity with quality

Community feedback has generally indicated that residents are open to increased housing diversity and welcome change in their neighbourhoods. However, there was a desire that new development to be high quality.

Inclusive housing

Residents expressed a desire for housing that caters to the needs of all members of the community, including older residents and those with various abilities.

Proximity to infrastructure and amenities

There was broad support for housing growth and diverse housing types to be located near existing infrastructure and amenities. Participants expressed a preference for housing to be located away from industrial areas.

Architectural diversity

There was an appreciation of a mixture of architectural styles and housing types in Brimbank's neighbourhoods. There was a sense that this architectural diversity adds to the overall character and vibrancy of a neighbourhood.

Green spaces and landscaping

Trees, landscaping and green spaces were highly valued by residents, and a stronger treed character was repeatedly raised as an aspiration.

Quality concerns

There were concerns raised about the quality of new housing developments, including the durability of materials and implications for ongoing maintenance.

Housing types in high-growth areas

In high-growth areas,[3] such as in and around activity centres and public transport, residents were generally open to a range of housing types, including townhouses, mixed-use developments and apartments up to four storeys. There was a preference against taller apartment buildings of 10-15 storeys.

Detached housing in low-growth areas

When asked about low-growth areas, residents tended to prefer detached housing with large backyards that cater specifically to families.

Diverse housing in medium-growth areas

When asked about medium-growth areas, residents tended to prefer a mix of family homes and diverse housing. This generally reflects a desire for variety and inclusivity within new and existing neighbourhoods.

[3] 'High-growth areas', 'medium-growth areas' and 'low-growth areas' were not defined for the engagement participants; rather, participants were asked to consider these however they envisioned them.

Methodology

This Strategy has been prepared in accordance with Planning Practice Notes (PPNs) 90 *(Planning for housing)*, 91 *(Using the residential zones)* and 43 *(Understanding neighbourhood character)*, prepared by the Department of Transport and Planning (DTP). These PPNs collectively provide technical guidance about how to plan for and balance housing growth and neighbourhood character, and how to implement growth and character objectives through residential zones.

The methodology employed to produce the Strategy incorporated a range of inputs and used a balancing framework called the Residential Development Framework (RDF) to balance housing and neighbourhood character objectives and identify preferred development outcomes. This was done through designating minimal, incremental, increased and substantial housing change areas amd assigning appropriate zoning. The RDF is proposed to be implemented using zones and schedules to facilitate appropriate development. Figure 2 provides a breakdown of the methodology.

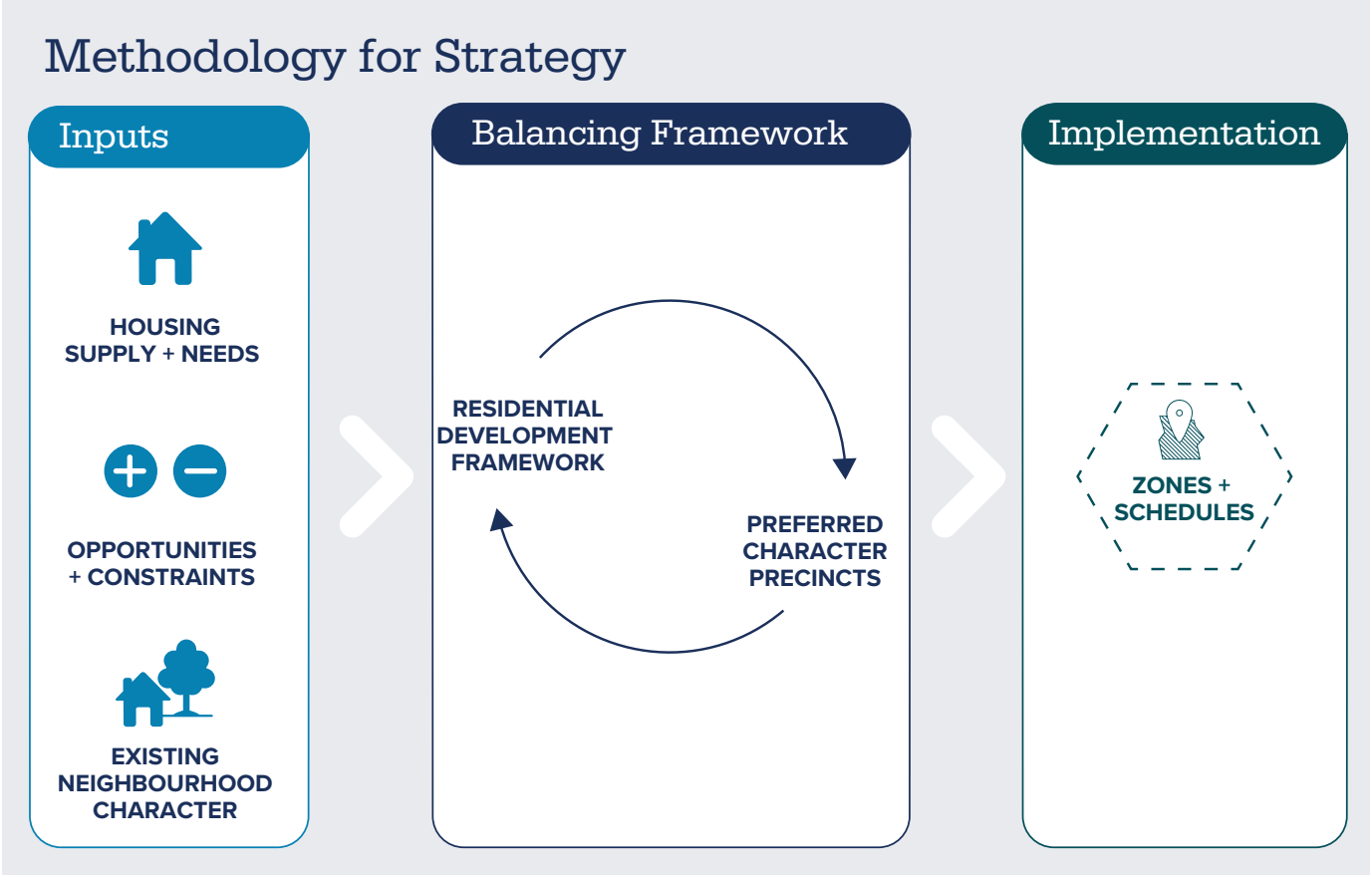


FIGURE 2. METHODOLOGY FOR STRATEGY - BALANCING HOUSING AND CHARACTER

Inputs

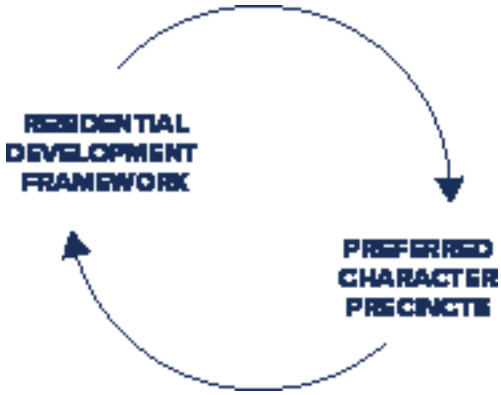
Data about housing supply and needs informed the change area designations of the RDF and the ensuing strategic directions of the Strategy. According to the Urban Enterprise Background Analysis,[4] Brimbank has more than enough supply under the current zoning framework to meet housing needs. However, greater direction is required to ensure housing growth is appropriately directed and that the types of new housing provided meets an ageing and diversifying population. Housing supply and needs are described in detail in the Urban Enterprise Background Analysis and summarised in the Context section under **Drivers of Housing Change.**

Opportunities and constraints to housing growth were identified and then spatially analysed to understand what levels of change would be appropriate for each area. This process recognised that some opportunities and constraints have greater weight than others. Opportunities and constraints are described in detail in the Mesh Background Report and summarised in the Context section under **Opportunities** and **Constraints**.

Existing neighbourhood character was identified and taken into account when making decisions about levels of change and preferred neighbourhood character. Neighbourhoods were grouped into precincts with similar characteristics, derived from detailed desktop analysis and site visits described in the Mesh Background Report. The Character Precincts were further reviewed and refined through preparation of the Strategy. They are summarised in **Appendix 2.**

Balancing Framework

RDF - Change areas were identified, having regard to the above inputs and PPNs 90 and 91. Change areas were categorised as either substantial, increased, incremental or minimal. The resulting RDF can be seen in the **Growth** section. **Appendix 1** provides a summary of opportunities, constraints and neighbourhood character considerations that informed decision making on substantial and increased change areas.



Preferred Character Precincts describe what an area will look and feel like as it grows and changes (as guided by the RDF). The Strategy seeks to guide and shape change in a way that positively contributes to character of the public and the private realms, while also facilitating appropriate development in suitable locations. This is outlined under **Character**, and more detail is provided in **Appendix 2**.

Implementation

The RDF will form the basis for the statutory tools used to manage and facilitate development, primarily through zones and zone schedules.[5] The proposed zones and schedules are outlined in the **Implementation** section, with supporting detail under **Growth** and **Character**.

[4] Urban Enterprise, *Housing Strategy: Background Analysis,* 2021 (updated 2022).

[5] Within the current planning system structure, planning controls within zones and overlays, rather than policy statements, are the most effective way to implement neighbourhood character objectives. This is the approach that is adopted in this Strategy.

The process of developing the RDF and the Strategy took place according to the following steps:

1. Background Analysis

The Draft Housing and Neighbourhood Character Background Report was undertaken to detail housing supply and needs and describe existing neighbourhood character. This report also identified and mapped a set of opportunities and constraints for housing growth in Brimbank.

2. Draft RDF

A Draft RDF was prepared, informed by the identification of opportunities and threats from the Background Report and discussion between Mesh and Council about the relative importance of major vs. minor opportunities and threats. This provided a framework for refinement of opportunities, constraints, potential changes areas and precincts.

3. Neighbourhood Character Directions

General ideas of potential change areas (minimal, incremental and substantial), were used to target on-site verification of existing neighbourhood character (as defined in the Background Report), and as a basis for workshopping to determine proposed preferred neighbourhood character. This step included refinement of the Draft RDF (change area boundaries and proposed schedule precincts).

4. Housing Strategy Directions

The Draft RDF was used as the basis to assess theoretical yields and capacity from the proposed changes areas. Housing Strategy Directions were developed to give more detail to the housing themes of Diversity, Amenity and Sustainability. These were then workshopped with the Council Project Team before preparing the Strategy documents.

5. Neighbourhood Character + Housing Strategy Document Preparation

The above steps resulted in a refined RDF and Housing + Neighbourhood Character Strategy Directions for each theme. Once these were generally agreed with the Project Team, Mesh drafted the text of the Strategies (originally two separate Strategies) and prepared updated mapping. This step also involved lot coverage and lot frontage analysis for each Character Precinct.

6. Community Voice Consultation

A selection of residents from the Brimbank Community Voice consultation group provided feedback on the themes of the strategies and voiced their desires for housing growth in Brimbank. This was used to shape the Vision of the Strategy.

7. Final Strategy

The Council Project Team Provided comments on the Draft Strategy, and a final Strategy was prepared by Mesh.

8. Next Steps

The Strategy will be taken to Stakeholder and Community Consultation (in accordance with engagement plan as determined by Council Project Team).

Through this process, the Strategy has sought to balance a range of strategic considerations in order to support and encourage new housing that meets the needs of Brimbank's growing community.

BRICK HOUSES ON ARMSTRONG STREET, SUNSHINE WEST

A number of other factors have also influenced the proposed zone and schedule boundaries:

- In accordance with PPN90, change is considered relevant to its context, and the existing built form context is the 'starting point' when planning for change. Most of Brimbank's residential areas are single storey. Therefore, in most instances of established, single-storey residential neighbourhoods, the Neighbourhood Residential Zone (NRZ), with its maximum two-storey height limit, represents 'incremental change'. The 'incremental change' NRZ was considered to be the most appropriate zone to achieve housing growth and neighbourhood character objectives in the absence of an identified 'opportunity' to support higher change or 'constraint' that required minimal change.
- Both sides of the street were placed within the same zone wherever possible.
- Where possible, properties in the NRZ and RGZ were configured so that they do not have a direct interface. They have been separated by a road, lane or a General Residential Zone (GRZ) transition area. However, in some instances this separation was not appropriate. For example, in Sunshine, heritage constrains growth on certain properties (requiring an NRZ) in areas that are otherwise suitable for substantial change (RGZ). Other provisions in the zones (such as the zone purpose and decision guidelines) will be relied upon to ensure that appropriate consideration is given to the design of interfaces between the RGZ and NRZ.
- Existing zoning was a consideration, but it was not a determining factor in making decisions about change areas or proposed zoning.
- The existing zoning of large sites used for other purposes (such as schools) has not been recommended to change as part of this Strategy. Rezoning may be considered in the future, but this is likely to require a masterplanning (or similar) process.
- Some areas affected by specific constraints, such as proximity to industrial land, will have additional overlays or controls.

Context

Brimbank is an established middle-ring municipality in western Melbourne with a population of 193,256 people.[6] It is experiencing steady population growth, and this is forecasted to continue over the next decade. It is one of the most culturally diverse municipalities in Australia[7] and the 2nd most socio-economically disadvantaged local government area in metropolitan Melbourne.[8]

[6] .idcommunity, *City of Brimbank*, .idcommunity website, 2022.
[7] Brimbank City Council, *Brimbank Community Profile* 2023.
[8] Urban Enterprise, *Housing Strategy: Background Analysis*, 2021 (updated 2022).

Attachment 12.7.2

CORNER OF MAYNE STREET AND OLDFIELD STREET, SUNSHINE WEST

Brimbank Context

The municipality comprises a mix of established residential neighbourhoods, large-scale employment and industrial areas (including State significant industrial land), and a network of activity centres, including the Sunshine MeAC, St Albans MAC, Sydenham/Watergardens MAC, Deer Park MAC and Brimbank Central MAC. Residential development has tended to be low-scale, with development outside of activity centres generally 1–2 storeys and some instances of three-storey development.

There is very little vacant residential land in Brimbank, meaning the majority of new housing development will be achieved through renewal and replacement of existing housing stock with medium and higher density[9] infill development.

Brimbank is served by an extensive road network and two major train lines, yet many of its residential areas remain poorly served by public transport and are car dependent.

Snapshot of Brimbank

POPULATION + AGE

ESTIMATED RESIDENT POPULATION

194,618
2021

37
MEDIAN AGE

Ageing population

HOUSEHOLD SIZE + TYPE

71,810
TOTAL DWELLINGS IN 2021.

Separate houses 80%

Dwellings 3+ bedrooms 82%

CULTURAL + LINGUISTIC DIVERSITY

194,618
ATTRACTIVE LOCATION FOR OVERSEAS MIGRANTS RESULTING IN A DIVERSE COMMUNITY.

EDUCATION + EMPLOYMENT

AVERAGE WEEKLY HOUSEHOLD INCOME.

$1,506
LESS THAN METRO MELBOURNE $1,901 AVERAGE

11% Unemployment rate

Second most disadvantaged municipality in metro Melbourne

AFFORDABILITY

Fairly even split
OF HOUSING TENURES

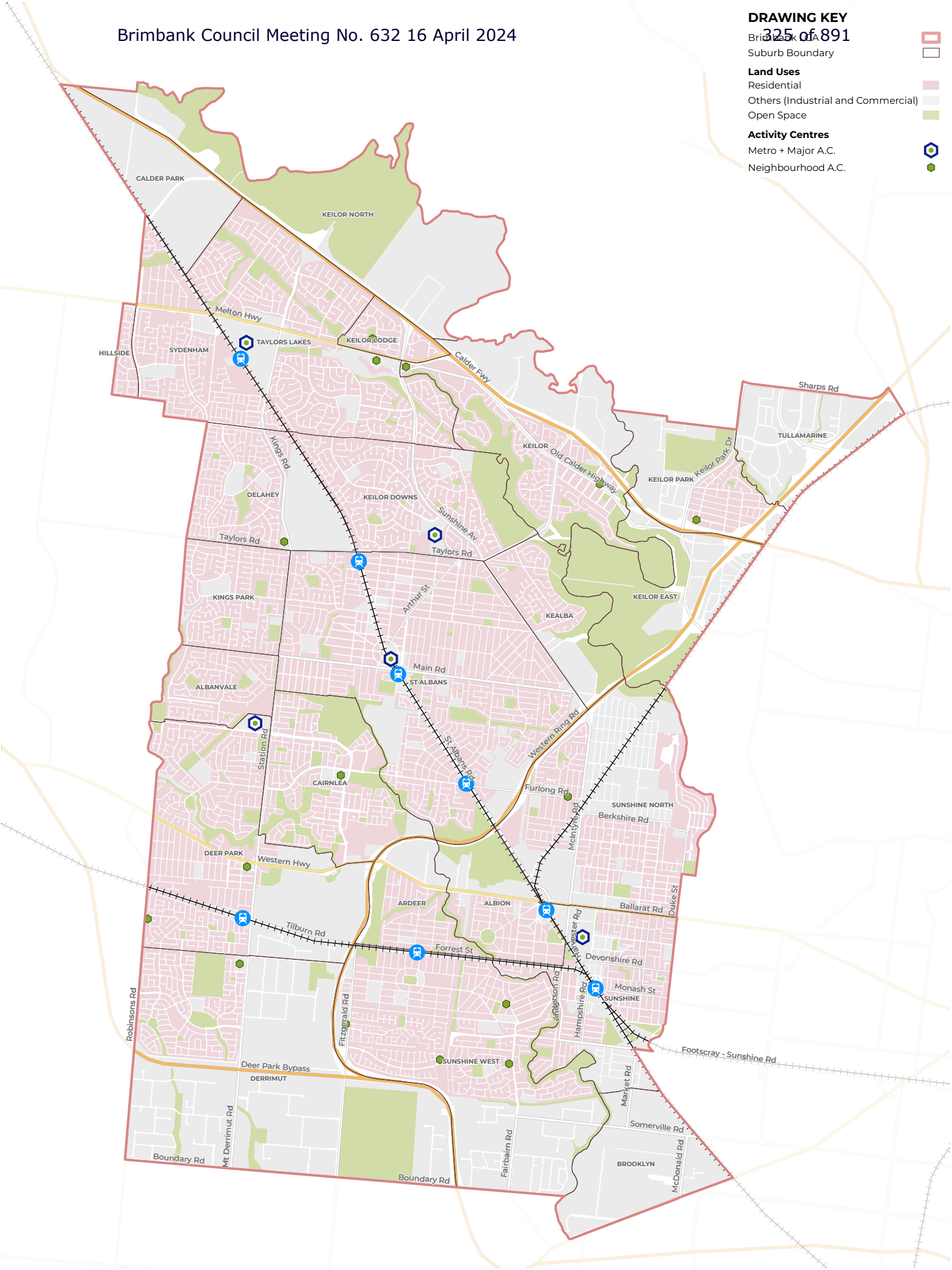
Full ownership 31%

Mortgage 31%

Renting 26%

Affordability decreasing

[9] As compared to existing densities currently delivered across Brimbank.



Attachment 12.7.2

FIGURE 3. STUDY AREA

Policy Context

State policy within the Planning Policy Framework (PPF) of the Brimbank Planning Scheme directs Council, as planning authority, to plan for housing that:

- Is well located to infrastructure and services (Clause 11.01-1S).
- Delivers affordable and specialised[10] supply (Clause 16.01-1S, Clause 16.01-4S and 16.01-5S).
- Facilitates growth around major precincts and activity centres (e.g., the Sunshine MeAC), in accordance with *Plan Melbourne* (Clause 11.01-1R).

Planning authorities are required to ensure there is at least a 15-year supply of land (Clause 11.02-1S) to accommodate projected population growth. Brimbank already has sufficient supply, but State policy requires a review of zoning to consolidate existing urban areas and ensure development contributes positively to preferred neighbourhood character (Clause 15.01-5S) and responds to any constraints on development, including heritage (Clause 15.03) and land use incompatibility (Clause 13.07-1S). In Brimbank, land use compatibility issues include proximity of new housing to major industry, MHFs (Clause 1307-2S) and the Melbourne Airport (Clause 18-02-7R).

Brimbank's current planning scheme[11] includes a range of local policies that provide greater detail regarding State policy. The Municipal Strategic Statement (MSS) identifies an increasing demand for housing, to meet the needs of an ageing population and to accommodate smaller household sizes (Clause 21.02). This housing, as envisaged by the strategic land use vision (Clause 21.04) and the PPF, is to be in the form of well-designed, high quality, sustainable development (Clause 21.07-3, 22.02) that contributes to the desired neighbourhood character and respects heritage and landform (Clauses 21.07-3, 21.06-1, 21.06-3). Increased residential densities are to be in and around activity centres that are serviced by the principal public transport network (21.08-1).

Many of these policies, as well as the current zoning framework, were implemented as part of Brimbank's previous Housing Strategy, *Home and Housed* (2014). They are being reviewed as part of this Strategy.

Key areas of focus relate to:

- Encouraging denser and more diverse housing typologies in preferred areas around the Sunshine MeAC, MACs and transport, in accordance with State policy directions, particularly where planned State government investment is expected to lead to residential growth and improve the commercial viability of higher density housing forms.
- Supporting more incremental infill development of single dwellings, townhouses and units in other neighbourhoods.
- Strengthening guidance around how development should respond to neighbourhood character (currently there is limited guidance).[12]
- Ensuring zones and schedules are designed to achieve their full growth potential (analysis in the Mesh Background Report demonstrates that similar development outcomes are being delivered across broad areas of Brimbank, regardless of zone).

Further detail on policy is provided in the **Mesh Background Report.**

[10] Such as community care accommodation and residential aged care

[11] For the purpose of this section, we have referred to the existing planning scheme format (the LPPF). In the Implementation section, reference is made to the proposed new Planning Scheme format (the PPF), as it is expected that this will be gazetted by the time this Strategy is implemented.

[12] As noted in VCAT decisions—see the VCAT analysis section of the Mesh Background Report for more detail.

Drivers of Housing Change

In the context of this Strategy, housing change refers to a change in the amount and/or type of housing provided within the municipality.

There are range of factors that are driving housing change in Brimbank, including:

- State planning directions for housing.
- A growing and changing population profile.
- A requirement to align housing supply with needs and market expectations.
- Declining affordability.
- Investments in infrastructure and precincts.
- Expectations for enhanced character and sustainability.

Each of these are discussed in turn.

State planning directions for housing

Changes to metropolitan population projections,[13] which see Melbourne reaching 8.4 million by 2050, have focussed State government policy (including *Plan Melbourne*[14]) on accommodating more housing within established areas like Brimbank. This, and other factors, have driven a change in State direction on how housing and neighbourhood character policy should be developed and how residential zones are to be used and implemented.

Changes to State policy direction contained within *Plan Melbourne*, including those relating to major transport infrastructure investment, the Sunshine Precinct, and the 20-minute neighbourhood framework (see call out box), will affect how Brimbank plans for housing. There is now an increased emphasis on achieving 70% of new housing development in established suburbs,[15] meaning that more infill development will need to occur in Brimbank, particularly in areas rich in transport, social and other infrastructure. *Plan Melbourne* is currently being reviewed and refreshed to be a plan for all of Victoria.

20-minute neighbourhoods

A 20-minute neighbourhood is one in which residents can access most of their daily needs (via shops, services, parks, healthcare facilities, etc.) within a 20-minute return walk from home. The idea of the 20-minute neighbourhood is to support local communities and business with viable densities and to give people the option to walk or cycle for transport.

Plan Melbourne contains direction to *'Create a city of 20-minute neighbourhoods'*. Melbourne is to become a city of connected 20-minute neighbourhoods, with connections between neighborhoods and the central city.

[13] Victorian Government, Victoria in Future, 2019.
[14] *Plan Melbourne* was originally released in 2017, and an addendum was released in 2019 following updated population projections. *Plan Melbourne* is currently being reviewed in accordance with the 5-year review schedule.
[15] Victorian Government, *Plan Melbourne 2017-2050*, 2017.

Attachment 12.7.2

A growing and changing population

Brimbank's population is growing and ageing, and its household size is declining. This combination of factors will drive Brimbank's housing need over the next 20 years. The population is anticipated to grow by almost 34,000 people to 2041 creating a demand for almost 14,000 dwellings.[16]

While families are still predicted to generate the greatest housing demand in the future, the demand from couples (including downsizers), singles, and groups is forecast to proportionally increase (Figure 5). Members of the community, at different stages in their lives, will have demands for different forms of housing. This Strategy must anticipate those needs, whilst also accommodating a greater population.

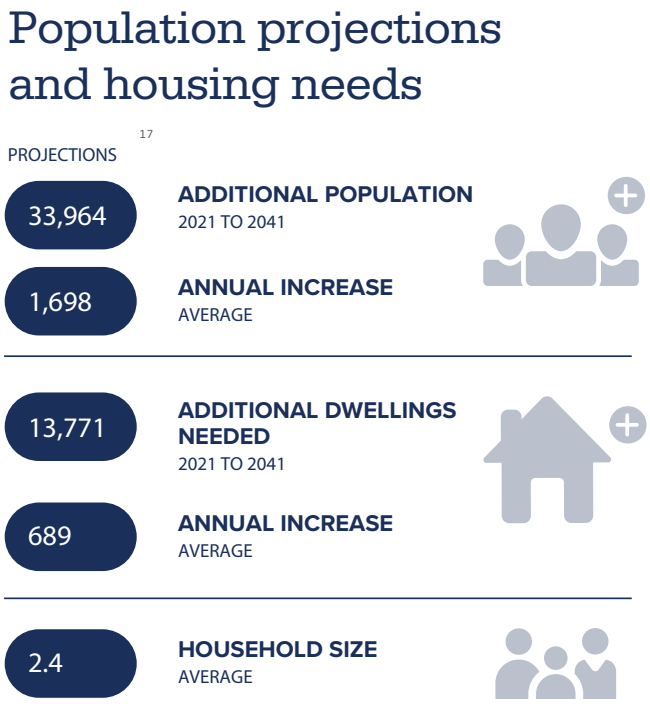


FIGURE 4. POPULATION PROJECTIONS AND HOUSING NEEDS

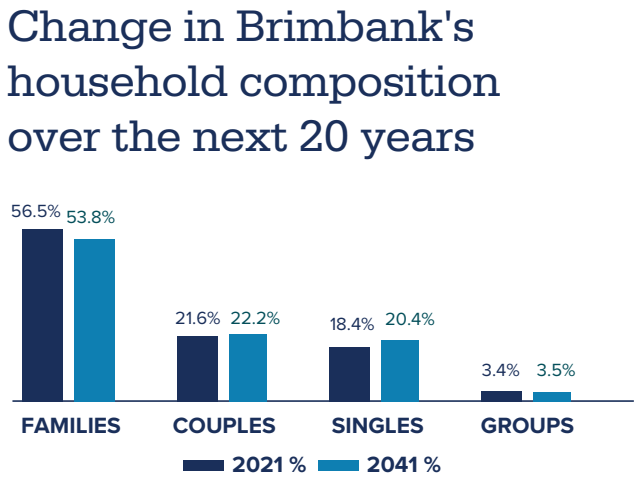


FIGURE 5. CHANGE IN BRIMBANK'S HOUSEHOLD COMPOSITION OVER THE NEXT 20 YEARS (SOURCE: URBAN ENTERPRISE, 2022)

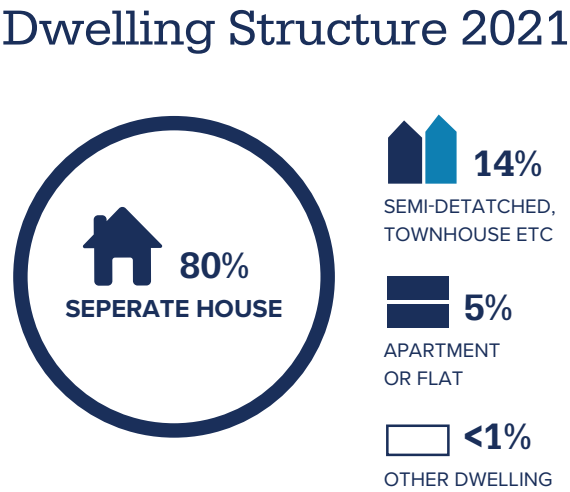


FIGURE 6. DWELLING STRUCTURE IN BRIMBANK (SOURCE: URBAN ENTERPRISE, 2022)

[16] Urban Enterprise, *Housing Strategy: Background Analysis, 2021* (updated 2022).

[17] Populations and dwelling projections are based on Forecast .id scenarios, rather than VIF, given they take into consideration the impacts of the Covid-19 pandemic and the temporary closure of Australia's international borders.

Aligning housing supply with needs and market expectations

According to analysis undertaken by Urban Enterprise,[18] under its current residential zoning Brimbank has a sufficient supply of zoned land available for housing redevelopment to accommodate its projected population growth (capacity for more than 63,000 homes). The Sunshine MeAC alone is theoretically capable of accommodating all projected population growth. However, significant housing growth in the Sunshine MeAC is a long-term proposition that will take time to come to market. It will also likely comprise apartment-style development, and will therefore be unlikely to meet the needs of all sectors of the community.

Housing in other neighbourhoods will be infill development-development of vacant or under-utilised land in within an area that is already largely developed. This infill development will depend on the willingness, expertise and financial capacity of landowners to sell or develop, and it will also take time.

This Strategy will aid Brimbank in aligning housing supply with the needs of the market by introducing strategic directions and actions to support a diverse range of housing growth across well-located areas. This will enable Council to make the most efficient use of existing infrastructure, to provide a higher degree of liveability, and to ensure that housing types and forms match need.

Brimbank's current housing supply is very homogenous. Most dwellings are separate houses (80%), and the Brimbank housing market remains driven by demand for detached housing,[19] particularly for families. As an established municipality, Brimbank has no further greenfield land to support substantial supply of single detached housing.

Townhouses are a secondary option for many in Brimbank. This housing form is particularly attractive to first home buyers and downsizers. Apartments and other denser and more diverse forms of housing are in lesser demand at present, and their delivery is limited due to a combination of market preferences and development forces.

Different household types have propensities to live in certain dwelling types (see 'Housing Propensity' call-out box). However, *Victoria's Infrastructure Strategy 2021-2051*[20] notes that many people may make different housing choices when presented with other benefits, such as access to transport, employment, services and/or recreation. Given constraints on the supply of the preferred form of housing in Brimbank (separate/detached), this Strategy seeks to provide alternative options that meet the changing needs and expectations of the community and that support the market to deliver this supply (refer to **Growth**).

Housing Propensity

- Families, one parent families and adult couples have the greatest propensity to live in separate houses.
- Group households, single person and adult couples have the greatest propensity to live in townhouses.
- Group and single person households have the greatest propensity to live in flats and apartments.

SOURCE: URBAN ENTERPRISE, 2022

[18] Urban Enterprise, *Background Housing Strategy: Background Analysis, 2021* (updated 2022)
[19] Urban Enterprise, *Background Housing Strategy: Background Analysis,* 2021 (updated 2022).
[20] Infrastructure Victoria, *Victoria's Infrastructure Strategy 2021-2051,* 2021.

Declining affordability

Brimbank has one of the most socio-economically disadvantaged populations in metropolitan Melbourne, with increasing instances of people experiencing housing stress and homelessness.[21] As of 2021, Brimbank had the second highest instance of people experiencing homelessness in the Melbourne's west, after Maribyrnong.[22]

Brimbank's housing, like many areas, is becoming less affordable, and people on lower and middle incomes are expected to experience increasing affordability challenges when seeking to purchase a home in Brimbank.

In 2016, approximately 6,478 households in Brimbank needed affordable housing. This equated to more than 9 per cent of all dwellings. As Brimbank only had 2,091 dedicated affordable housing dwellings (all provided as social housing), there was an estimated gap of approximately 4,387 affordable housing dwellings in Brimbank.[23]

Well-located, affordable rental and social housing is an urgent need, and increasing supply is critical to supporting the social and economic well-being of communities in Brimbank (refer to **Diversity**).

KING EDWARD AVENUE, ALBION

Investment in infrastructure and precincts

Significant investment in infrastructure and precinct planning will provide health, well-being, employment, and housing growth opportunities to Brimbank and will be a catalyst for further housing growth and change.

A third of the municipality has been designated a National Employment and Innovation Cluster (NEIC) for employment, innovation and health-related uses. Within the NEIC, Sunshine and surrounds have been designated a priority precinct for urban renewal (one of only a handful across Metropolitan Melbourne). The Sunshine Priority Precinct includes the Sunshine MeAC and surrounding areas such as land around Albion Station, the Victoria University Sunshine and St Albans campuses, and the Sunshine and the Western Centres for Health Research and Education. This precinct can accommodate substantial housing growth (potentially 21,000 higher density homes), including social and affordable housing. It will also become a hub for health care, education and new business investment.

Planned investment in major transport infrastructure, including the Metro Tunnel, level crossing removals, regional train services, station upgrades and the airport rail[24] will further enhance the connectivity and activation of this cluster.

These investments will enhance the amenity of key activity centres in Brimbank by providing additional goods and services as well as housing and transport. It is likely that this will have flow on effects that will lead to increased demand for housing in residential areas nearby but not considered to be part of these centres.

[21] Brimbank City Council, Brimbank Community Profile 2023, 2023.
[22] Ibid.
[23] Affordable Development Outcomes, Affordable Housing in the City of Brimbank: Detailed Needs Assessment, July 2020.
[24] Pending further State government decisions.

Expectations for enhanced character and sustainability

Increasing emphasis on climate resilience and sustainability has an impact on how we plan for housing. Experiences of flooding and bushfire in recent years and rising electricity prices have led to an increased awareness of the need for climate resilient communities and more sustainable housing. Insurers are also beginning to raise premiums for housing at a high risk of climate-related disasters,[25] drawing into question the continued viability of residing in some established areas.

Brimbank already has a suite of policies that address sustainability and climate change. Brimbank's *Greenhouse Reduction Strategy 2013-2023* seeks to introduce stronger environmentally sustainable development (ESD) requirements for new housing as part of its emissions reduction target. Brimbank's *Urban Forest Strategy 2016-2046* seeks to increase canopy tree cover across the municipality not only within the public realm, but also within private open space. For more information on this Strategy and a list of other strategies in Brimbank related to sustainability or the environment, refer to **Sustainability**.

As part of consultation for this Strategy and others, Brimbank's community has expressed a strong desire to enhance the character of its neighbourhoods through high quality new development and increased landscaping and tree planting (refer to **Character**). Both of these have the potential to impact the sustainability of housing and the climate resilience of neighbourhoods.

Summary of how the Strategy relates to drivers of housing change

The Strategy will address the issues of a growing and changing population, aligning housing supply with needs and market expectations and declining affordability through its recommended strategic actions, which include additional policy guidance and zone changes. These have been developed with regard to State planning directions and the likely timeline of infrastructure enhancements and development of the Sunshine Precinct. In relation to sustainability, it will address aspects of sustainability and climate resilience that planning for housing has the ability to influence. These are further explored under the themes of **Growth**, **Diversity** and **Sustainability**.

NEW HOUSING UNDER CONSTRUCTION IN DEER PARK

[25] Climate Council, *Uninsurable Nation: Australia's Most Climate-Vulnerable Places*, 2022.

Opportunities

Opportunities for housing growth are concentrated around activity centres, public transport, accessible open space, higher-order community facilities, and where existing neighbourhoods are walkable and have access to high quality cycling and pedestrian infrastructure.

These areas are mostly located in the southern and central parts of the municipality, in particular within the walkable catchments of Sunshine MeAC and St Albans MAC. In alignment with State policy, walkable catchments have been defined as within 800m of a point of interest.[26]

The Strategy distinguishes major opportunities from minor opportunities, as explained in Table 1.

Major opportunities were defined as areas with one or a combination of factors that could support substantial growth on their own. These are areas around activity centres and train stations that could support 20-minute neighbourhoods, with residents able to meet most of their daily needs within an 800m walk.

Minor opportunities were defined as areas with one or a combination of factors that do not warrant substantial change on their own, but that present opportunities for incremental change. These are relatively isolated or less accessible activity centres, areas with infrequent or less accessible public transportation, and areas near Neighbourhood Activity Centres (NACs) or significant Local Activity Centres (LACs). These opportunities enable a degree of local living, but residents are not able to meet all of their needs within 800m.

The supporting factors of walkable street networks and capacity for redevelopment were also factored into decision making about the potential to accommodate change.

In the course of developing this Strategy, some areas with minor opportunities were nominated for more substantial growth. This happened in cases where substantial growth was appropriate when considered in the context of preferred neighbourhood character and/or in areas where there was a desire to encourage increased density that could potentially support future improvements to services.

ARDEER STATION

GREEN SPACE, BEAVER STREET, ST ALBANS

[26] Victoria State Government, *20-Minute Neighbourhoods: Creating a more liveable Melbourne,* 2019.
[27] A 'pedshed' is a term that describes the pedestrian catchment (i.e., reasonable walking distance, usually defined as 400-800m) of a location.
[28] Determined through GIS analysis and site visits.

Constraints

Housing constraints are factors that limit the ability or suitability of residential land to accommodate future housing growth.

Constraints that limit or preclude housing growth include residential land in close proximity to State significant industrial land (some of which contain MHFs), where the Melbourne Airport Environs Overlay (MAEO) applies, adjacent to road and rail barriers, that contains a Heritage Overlay (HO), and—to a more limited extent—environmental constraints, including the Land Subject to Inundation Overlay (LSIO) (which affects only a very limited area in Brimbank) and the Environmental Significance Overlay (ESO).

Areas of 'special' neighbourhood character may also be considered a constraint, provided their degree of 'specialness' merits application of discrete planning controls to restrict or shape development. In Brimbank, it was considered that the observed special character could be managed through general planning tools, and as such, special neighbourhood character has not been considered to be a major constraint on growth.

Major constraints are factors that prohibit or significantly impact development potential and are therefore unmanageable. Major constraints include the MAEO, the HO, land adjacent to State significant industrial land and land within identified buffers to MHFs and open landfills.

Minor constraints are factors that are manageable. While they may constrain some parts of the development process, there are often design responses to overcome them. Minor constraints include land affected by the EAO (associated with the former Sunshine Landfill, as introduced by Amendment c212brim), the SBO and areas of special character that warrant protection through planning controls.

See Table 2 for an explanation of major and minor constraints.

Attachment 12.7.2

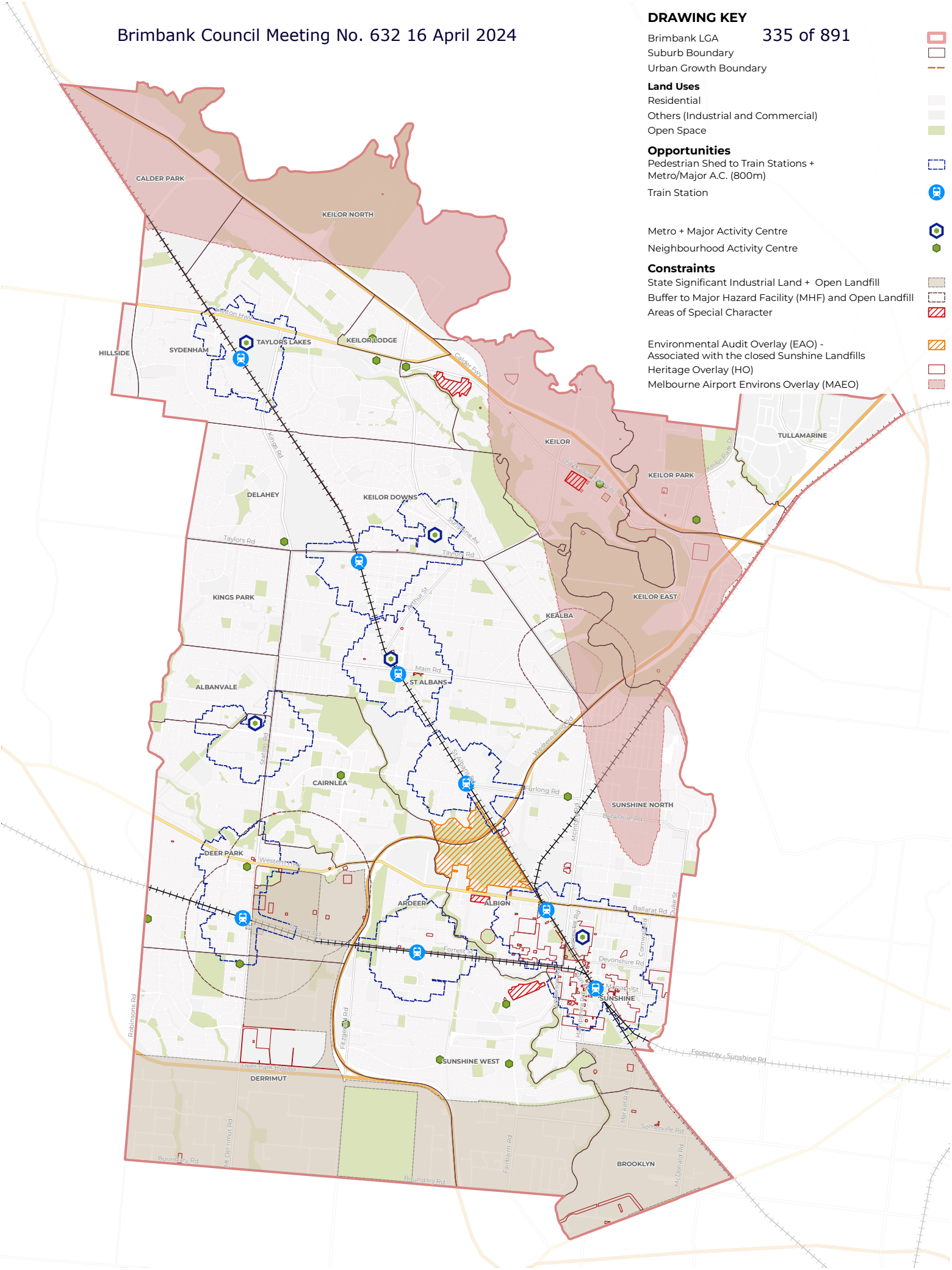
FLIGHT PATH OVER FLINDERS STREET, KEILOR PARK

Opportunity	Major or Minor	Reason
Within 800m pedshed[27] of highly accessible[28] MeACs and MACs.	Major	Residents can access shops and services to cover all of their daily needs within a 5-10-minute walk.
Within 800m pedshed of train stations.	Major	Residents can access public transport that meet their daily needs within a 5-10-minute walk.
Directly adjacent to a principal public transport network (PPTN) bus route.	Major	Residents can access public transport likely to meet their daily needs within a 5-10-minute walk.
Within 400m pedshed of less accessible MACs.	Minor	Residents live near shops and services to meet their daily needs, but it may be difficult or unpleasant to reach these via active transport.
Within 400m pedshed of NACs with significant activity.	Minor	Residents can access some shops and services, but these may not meet all their daily needs.
Within 400m pedshed of LACs with significant activity.	Minor	Residents can access some shops and services, but these may not meet all their daily needs.
With 400m pedshed of train stations that are less accessible and/or have less frequent services.	Minor	Residents can access public transport within a 5-10-minute walk, but the transport may not meet their needs.
Within 400m of a bus route.	Minor	Residents can access public transport within a 5-10-minute walk, but the transport may not meet their needs.

TABLE 1. EXPLANATION OF MAJOR AND MINOR OPPORTUNITIES

Constraint	Major or Minor	Reason
State significant Industrial Land, MHFs and open landfills.	Major	Operations of nearby industrial uses may potentially have adverse amenity impacts (e.g., noise, odour) on residential amenity. Separation distances from to State significant industrial land, and buffers areas associated with MHFs in Deer Park (Elgas Limited and Hexion Pty Ltd) and an open landfill (Kealba) are considered major constraint to housing growth.
MAEO	Major	Areas affected by the MAEO are exposed to noise from flight paths. Development that results in an increase of people affected by aircraft noise is generally not possible and noise attenuation measures are required for new development.
HO	Major	The HO limits the ability to demolish homes and undertake certain types of redevelopment. Intensified development is often not possible, or difficult, in most HO areas.
LSIO	Major	The LSIO designates areas prone to flooding. Design interventions are likely not suitable or cost-effective in these areas. However, the LSIO affects a very limited amount of residential land in Brimbank.
EAO associated with the Former Sunshine Landfill and surrounds, introduced via Amendment C212brim	Major	The EAO associated with the former Sunshine landfill requires analysis to ensure the potentially contaminated land is suitable for sensitive uses. Depending on the outcomes of this analysis, sensitive uses, including housing, may be permitted.
Other EAO land	Minor	Other EAO land will need to have a further assessment of land on a case-by-case basis. Land use constraints may be able to be mitigated during development (subject to further assessment), and as such, are not considered a major constraint.
SBO	Minor	The SBO identifies land liable to inundation by overland flows from the urban drainage system. It requires an assessment of the potential effects of flooding on development, and vice versa, for proposed development.
Areas of special character	Minor	Areas of 'special' neighbourhood character are areas that were identified in the Mesh Background Report to exhibit intact, consistent character-related qualities and include areas in Sunshine West, Albion and Keilor. Intensified development in these areas is considered undesirable (refer to **Character** for further detail).

TABLE 2. EXPLANATION OF MAJOR AND MINOR CONSTRAINTS



Attachment 12.7.2

FIGURE 7. HOUSING OPPORTUNITIES AND CONSTRAINTS

PERTH AVENUE LOCAL ACTIVITY CENTRE, ALBION

Ongoing Work that Affects this Strategy

In addition to the above opportunities and constraints, this Strategy is being prepared in the context of ongoing strategic planning work at the State government level and at a time when significant policy shift in relation to housing is occurring. This will have an impact on planning for housing in the future. These are expected to include the Australian Noise Exposure Forecast (ANEF) 2022 associated with the Melbourne Airport Masterplan and the future planning for the Sunshine Precinct, specifically Albion Quarter. These areas are shown in Figure 8.[29]

[29] Figure 8 includes mapping of the N Contours given they have now been made available on VicPlan.

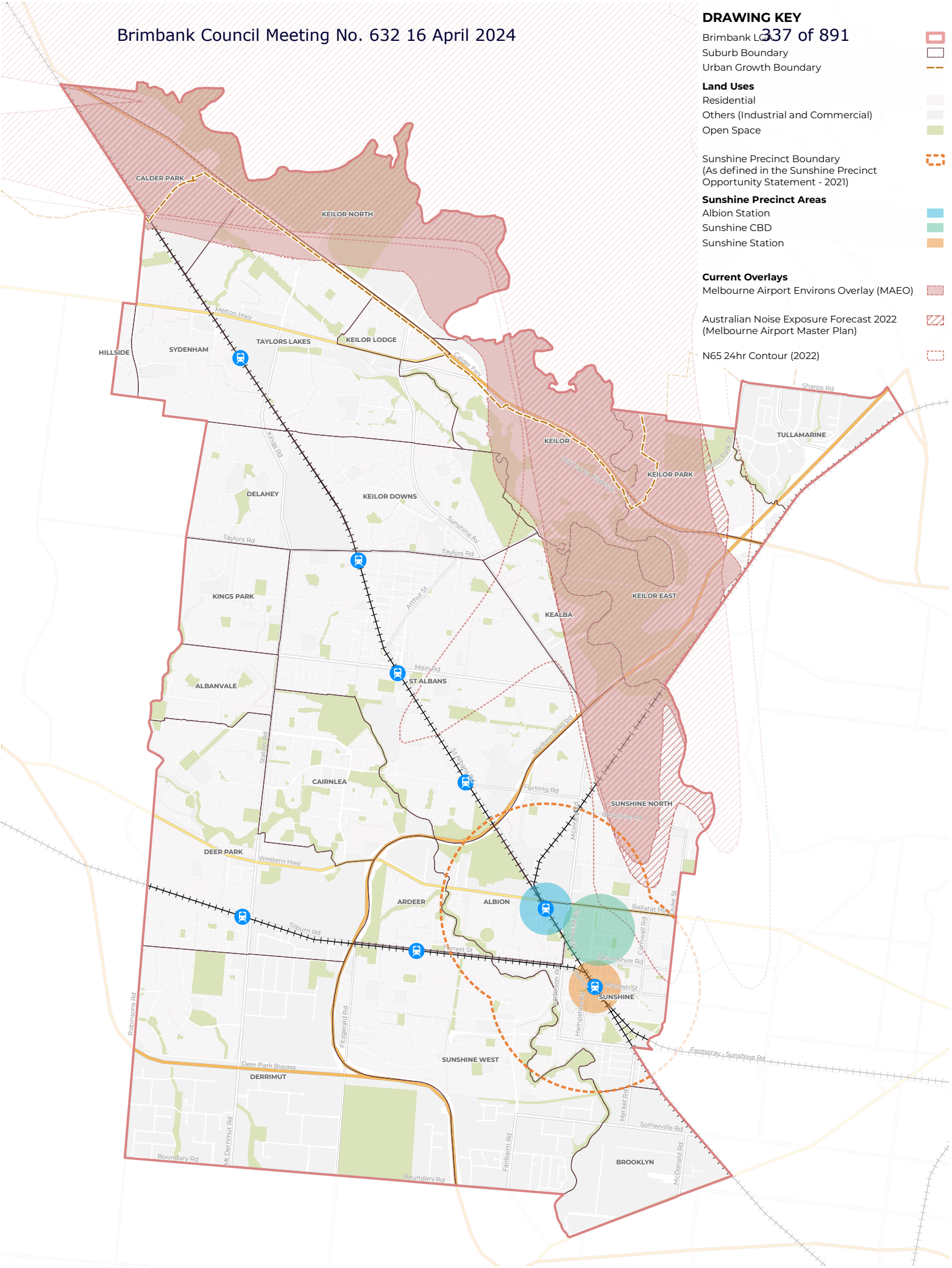


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FIGURE 8. ONGOING WORK THAT AFFECTS THIS STRATEGY

Neighbourhood Character

Neighbourhood character is another important, and required, consideration when planning for the future of residential areas. By requiring certain types of development to have regard for neighbourhood character, the planning system works to ensure that new development meets the expectations and desires of the community. For Brimbank in particular, which is set to experience residential growth in the coming decades, identifying the neighbourhood character that exists and defining the character expectations for the future is critical to retaining valued aspects of the municipality while paving the way for high quality growth.

As defined by DTP, 'Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.'[30]

In Brimbank, there are several aspects of character that are commonly valued and others that many would like to see change. The following outlines some influences on character that are specific to Brimbank that provide context for this Strategy. Where planning frameworks, such as zones, overlays and policy, can influence outcomes, this has been identified.

COMMONLY VALUED CHARACTER ASPECTS OF BRIMBANK

Infill development forms

New infill development varies across the municipality, but there are several consistent typologies that predominate, including villa units and townhouses (refer to Appendix 3). As the housing market matures, and as new housing and character policy is implemented, it is expected that more typologies and variations on existing typologies will emerge. These will each impact character differently. It is important that zones give appropriate guidance on the key matters that will influence amenity for future residents and neighbours (e.g., the building footprint, heights and bulk) and neighbourhood character (e.g., landscaping, building materials, roof forms and built form spacing). Zones and policy should support respectful and high quality infill design, while also allowing space for architectural innovation.

Era of development

All of Brimbank has generally been subdivided, save for some remaining strategic development sites. Some subdivisions, particularly those around Sunshine and Albion, are historical (pre-1900s), while other areas are more recent, such as the masterplanned communities of the late 20th century (Taylors Lakes) and 2000s (Derrimut). Some neighbourhoods are only just nearing completion (Cairnlea). Older areas are more likely to experience change, as traditional housing is replaced with newer, and often denser, development. More recently developed neighbourhoods are less likely to undergo change, as housing is generally still fit for purpose, and there are fewer market incentives to intensify development. Zones and policy must take a long-term view of how all areas may change. Planning frameworks are not static, however, and will be reviewed over time to respond to changing conditions.

[30] Department of Transport and Planning, *PPN43: Understanding Neighbourhood Character*, 2023.
[31] When applying normal ResCode standards.
[32] In fact, most areas of Brimbank already permit development of 2 or 3 storeys, yet single-storey development remains dominant.

Attachment 12.7.2

Existing subdivision patterns

The existing patterns of streets and lots influence the form and character of new development. Lot dimensions strongly influence development types. While older parts of Brimbank comprise generous lot sizes and depths, their relatively narrow frontages can make it challenging to achieve well-designed and efficient multi-story development.[31] Excessive tiering of upper storeys can give a 'wedding cake' appearance, which is often a poor and out-of-character development outcome. To avoid this, zones can vary side setback standards within reason; however, variations coupled with policy that supports consolidation of adjoining lots will enable better design outcomes.

Predominant heights

Brimbank is a predominantly single-storey municipality, with double-storey development a consistent feature only in northern neighbourhoods. In this context, new development of 2 or 3 storeys (the maximum heights of the NRZ and GRZ, respectively) may be perceived as an unwelcome change to character. It is important to remember that change in many neighbourhoods is likely to occur gradually.[32] While the first few examples of taller development in single-storey neighbourhoods may feel out of place, character will evolve. Zones will guide decision-makers to ensure that taller development is designed respectfully.

Architectural styles

While many areas of Brimbank are valued for their diversity of housing styles, there are some areas where consistent architectural forms, designs and materiality are valued. This includes streetscapes of uniform inter-war homes that are particularly intact but not considered suitable for heritage protection.[33] Certain zones and overlays can require that any new development respects the valued features of these homes (including architectural style and bulk and form), but they cannot prevent the progressive demolition and replacement of these homes unless included in an HO.[34]

Landscape

Brimbank does not currently have a strong landscape character (with a few exceptions).[35] Gardens are generally low scale, and streetscapes often do not comprise any canopy trees other than those in the nature strip. Nonetheless, a treed character is an aspiration for Brimbank's community, both for character and sustainability reasons. Zones can set objectives for development to progressively contribute to a new preferred character. It is important, however, to remember, that space for landscaping will need to be balanced with growth directions. It is challenging, but not impossible, to achieve extensive landscaping in mid-scale medium and higher density development while also delivering efficient building and private open space objectives.[36]

Interface with public realm

How housing interfaces with the public realm (usually the street), influences character but also amenity and perceptions of safety. Brimbank's housing generally has a strong, active relationship to the street, with low or no front fencing, clear delineation between the public and private realm through landscaping (with some exceptions),[37] and front doors and windows facing the street. However, the dominance of driveways and garages, high front fencing, and development oriented away from the street, can erode this relationship. Zones can set objectives for how development should interface with the street, but there may be occasions where an alternative relationship with the street is preferred to mitigate issues (e.g. higher front fencing along major roads to manage the amenity impacts of traffic).

LANDSCAPING AT THE AVENUE, TAYLORS HILL

[33] This is surmised given they have not been included in a Heritage Overlay to date.
[34] Review of heritage significance is not within the scope of this Strategy.
[35] Character Precinct F is an example of an exception.
[36] A key finding of the VCAT review in the Mesh Background Report and recent Panel
[37] Character Precinct F is an example of an exception.

Vision + Themes

The vision and themes for this Strategy have been identified through research and analysis undertaken for the Background Report (Mesh 2023) and engagement with the community and key stakeholders.

Attachment 12.7.2

FOSTERS ROAD, KEILOR PARK

Vision

By 2041, Brimbank will be a city of green, connected and diverse neighbourhoods, offering a range of high quality, sustainable housing choices for everyone at every stage of their life.

Themes

The Strategy themes are:

Growth

Providing the right amount of housing at the appropriate location, typology and scale to enhance liveability and affordability within Brimbank.

Character

Ensuring new development contributes positively to the preferred character of Brimbank's diverse neighbourhoods, through better design and enhanced landscaping in areas targeted for growth, and by respecting and celebrating existing valued character across other neighbourhoods.

Diversity

Facilitating different forms of housing to meet the diverse and changing needs of the community, including housing that offers greater choice, equity, adaptability and affordability.

Sustainability

Ensuring housing is sustainably designed, is located to minimise car dependence and contributes to the climate resilience of Brimbank's community.

Amenity

Minimising land use conflict between existing non-residential uses and areas identified for housing growth.

Growth

Providing the right amount of housing at the appropriate location, typology and scale to enhance liveability and affordability within Brimbank.

The Change Areas Plan (Figure 9) identifies areas for substantial change, increased change (considered by this Strategy to be a subset of substantial change),[38] incremental change and minimal change. All of these areas are expected to accommodate a degree of housing growth. According to State planning policy, all land can accommodate growth unless there are major constraints preventing this.[39]

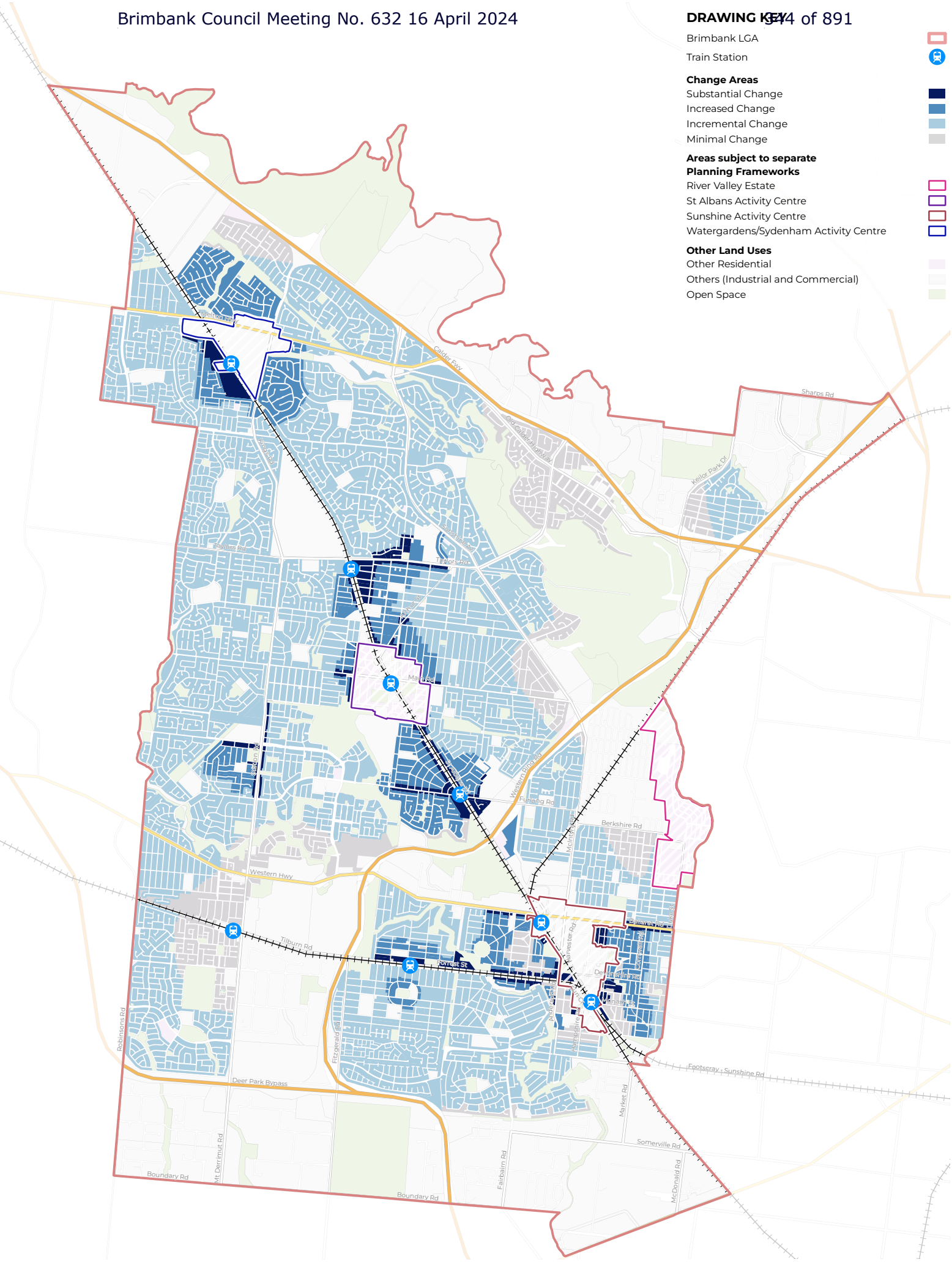
The RDF (Figure 10) identifies the most appropriate zoning to facilitate the desired levels of change.

The most intensive housing growth in Brimbank will occur in the activity centres of Sunshine MeAC, the Albion Quarter in the Sunshine Priority Precinct, and in an around Sydenham/ Watergardens MAC. This will take the form of apartment development and will be planned and managed through other planning frameworks. This Strategy focusses on growth in the established residential areas outside of activity centres.

[38] This has been included as a sub-designation to reflect the fact that the substantial change category includes both RGZ areas and GRZ areas. The increased change areas are those that are substantial change GRZ.
[39] Department of Transport and Planning, *Planning Practice Note 91: Using the residential zones*, 2023.

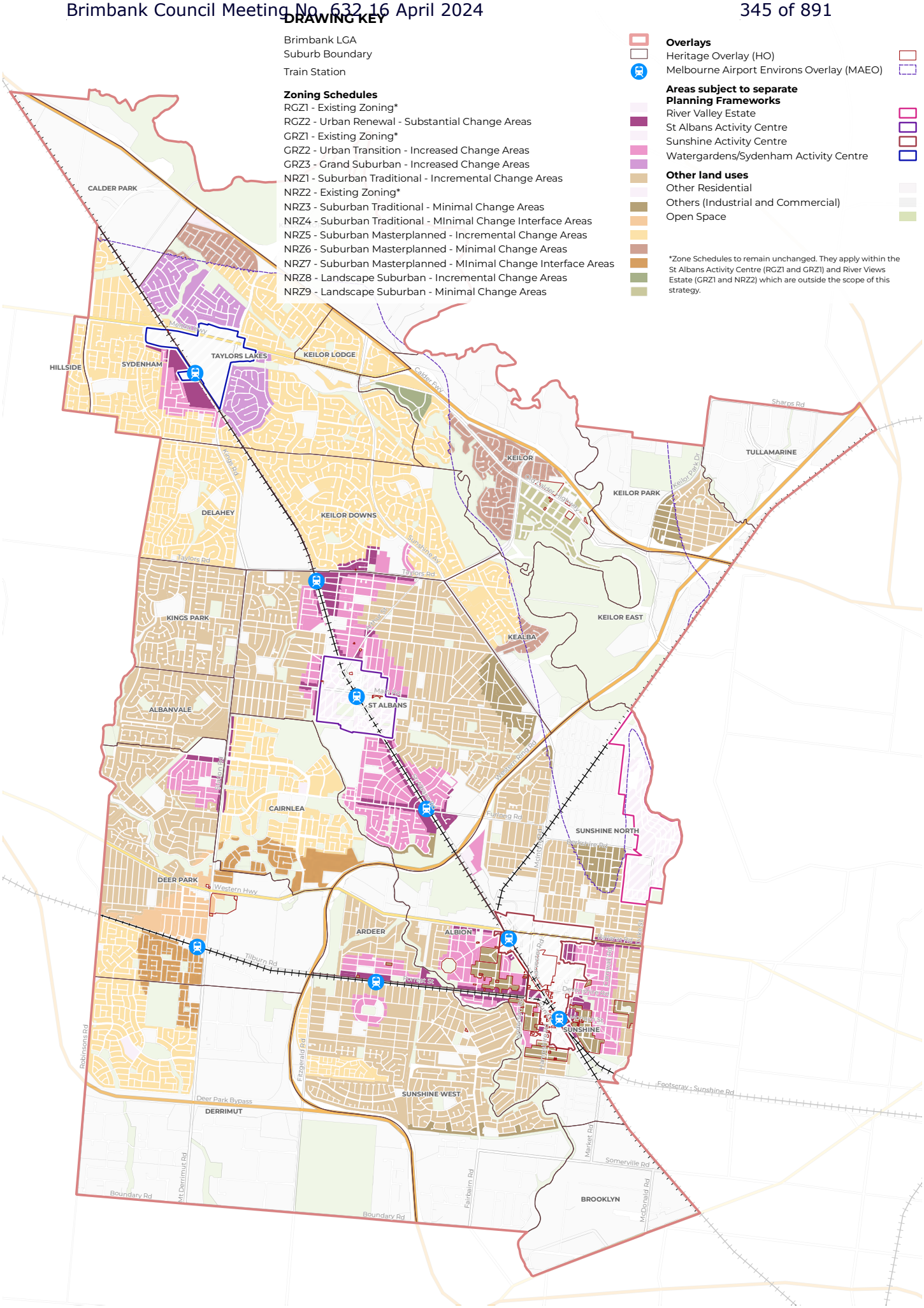
Attachment 12.7.2

FURLONG ROAD, CAIRNLEA



Attachment 12.7.2

FIGURE 9. CHANGE AREAS PLAN



Attachment 12.7.2

FIGURE 10. RESIDENTIAL DEVELOPMENT FRAMEWORK

Growth

In Brimbank, change areas will consist of the following:

Substantial change areas *are those where the most growth should occur due to their proximity to jobs, services, facilities and transport. Growth in these areas will result in a higher scale and intensity of housing compared to other area neighbourhoods. Development will create a new built form character that incorporates high quality design responses.*

Included in the substantial change category are **increased change areas**. *These areas will also change, but to a lesser extent than the substantial change areas. While existing character is likely to change over time, new development will still be respectful of the preferred neighbourhood character.*

Incremental change areas *are those with the capacity for varied levels of growth and diverse housing types. Development in these areas should have regard for existing valued qualities, but these areas are expected to evolve over time.*

Minimal change areas *are those without much capacity for growth. They are constrained by characteristics that warrant protection or environmental or landscape characteristics that affect their capacity for change. Some change will occur in these areas, but it will be limited.*

Each change area will accommodate a range of housing typologies to suit different household structures. However, some housing typologies will appeal to certain household structures more than others (refer to Appendix 3). Housing typologies are therefore best directed to change areas as follows:

Separate houses – *These will primarily be delivered through the replacement of existing dwellings in minimal and incremental change areas. There is limited future supply of separate houses.*

Townhouses – *Suitable in increased change and incremental change areas. Generally discouraged in substantial change areas where they are demonstrated to be an underdevelopment of the site.*

Apartments – *Suitable in substantial change areas and increased change areas, where appropriate. Strongly encouraged in activity centres.*[40]

[40] Subject to other planning frameworks, outside the scope of this Strategy. Further, the Strategy's methodology of determining suitable areas for apartment developments supports the State provision released in late 2023 under Clause 53.24 (Future homes) for metropolitan and more accessible major activity centres. Other activity centres, which are less accessible or smaller, are considered less capable of supporting apartment developments.

Key Issues

Key issues that have affected residential growth in Brimbank since implementation of the previous housing strategy are:

Challenges achieving housing growth objectives in preferred locations

Over the past 10 years, similar multi-unit development has generally occurred across the municipality, regardless of zoning or character differences. For areas zoned GRZ and RGZ, which allow for 3 and 4 storey development, respectively, this is often underdevelopment (see Table 3).

Mixed messages regarding extent of change that is acceptable and the influence of neighbourhood character, especially in RGZ areas

The current zone schedules contain mixed messages regarding support for denser development. In RGZ areas in particular, ResCode variations appear to protect existing patterns of development while simultaneously encouraging higher density.

There is also a lack of clear guidance around expectations for character and change. Currently levels of change are specified, but there are no accompanying descriptions of the character expectations for different areas of the municipality.

The Strategy will clarify neighbourhood character expectations in each change area, and it will provide certainty that neighbourhood character is not a consideration in RGZ substantial change areas. Other amenity factors, such as impacts on adjoining properties, will still be a consideration and will be addressed under ResCode provisions.

Conflicts between growth expectations and heritage protection around Sunshine and Albion (part)

The suburbs of Sunshine and Albion are well-positioned for housing growth. They have easy access to train stations and are located within close proximity to the Sunshine MeAC, which has a wide range of shops and services. While the Albion Quarter Structure Plan is expected to further intensify the area, outside the MeAC and Structure Plan boundary there are large areas of traditional housing that are protected by a HO.

The HO has been applied to a large number of properties in Sunshine and Albion, limiting the opportunity for redevelopment and growth surrounding these well serviced centres.

Members of the Albion community have long advocated for protection of Albion's character. The Albion Neighbourhood Plan was a policy document that was developed to help guide Albion's development in a way that retains and enhances its character. A recommendation to investigate a Neighbourhood Character Overlay (NCO) in that plan was assessed by a planning consultant who confirmed it was not justified.

Conflicts between growth opportunities and MHFs in Deer Park

Deer Park has access to a MAC, a train station, community facilities and several open spaces. While its transportation network is reliant on a north-south bus line to reach some parts of the municipality, plans for train station upgrades may improve the quality of public transportation in the area in the future.

However, Deer Park also contains MHFs. The current advisory areas that apply to each of these sites extends up to 1,000m. WorkSafe has indicated that within these advisory areas, any intensification of sensitive uses should be discouraged.

Directing growth to meet changing housing needs and preferences

Brimbank's future supply of single, detached homes is limited. While there is a current preference for this type of housing, if alternatives are provided that offer other benefits (e.g., affordability, proximity to services and infrastructure), market preferences will likely adapt over time. Coupled with changes to household structures and demographics, demand for a diversity of housing types is expected to increase. At present, Brimbank's Planning Scheme provides limited direction on where different housing types to meet community needs will be directed.

Directing Growth in Brimbank

Brimbank requires 14,000 new homes to meet the needs of its growing population. As outlined in **Context**, there is sufficient capacity for Brimbank to accommodate more than 63,000 dwellings under the current zoning framework. This demonstrates that, theoretically, Brimbank does not have a capacity constraint. Instead, there is a need to better direct growth. This Strategy provides the framework to do that, and to facilitate the right kind of growth in the right locations (see Table 3). However, it is noted that this Strategy is not able to dictate if and where development occurs.

Changes to zone schedules will clarify growth and character expectations in each change area. A key change will be to remove ambiguity around neighbourhood character expectations in RGZ substantial change areas to better support more intensive forms of development. However, these areas comprise only a small proportion of Brimbank's residential land.

If capacity assumptions for the NRZ and GRZ identified by Urban Enterprise in their Background Analysis are extrapolated, most growth, in terms of dwelling numbers, is expected to occur in areas planned for incremental and increased change. These areas alone would be sufficient to accommodate the 14,000 required dwellings. However, changes to the approach to neighbourhood character, particularly for the NRZ (see **Character**), and an increase in areas subject to subdivision restrictions (see **Amenity**) is expected to result in developments with fewer dwellings.

Areas identified for the most change also have the capacity to accommodate more than the required 14,000 dwellings. The Sunshine MeAC alone is being planned to accommodate up to 21,000 homes. However, this growth will take time, and the development typologies (primarily apartments) are not expected to meet the needs of all household types (refer to **Diversity**).

The capacity of change areas to support the required number of dwellings will be tested in more detail following community engagement.

BEDSER STREET, SUNSHINE NORTH

Levels of change			
Proposed Zone	**Area + %age of total residential area**	**Expected heights**	**Expected Growth outcomes of this Strategy***
Most change Activity centres + strategic development sites such as Sunshine Precinct and Sydenham/Watergardens.			
Subject to separate planning frameworks, with site specific zones/ overlays	Subject to separate detailed planning processes but expected to include denser housing forms such as apartments (at varying heights, including greater than 4 storeys), particularly in the Sunshine Precinct.		These areas alone have more than enough capacity to meet growth projections, but the typologies provided are unlikely to meet all needs.
Substantial Immediately surrounding MACs and train stations, and along key transport corridors that do not have significant heritage or environmental constraints.			
RGZ	177ha (4%)	Up to 4 storeys (preferred max. height)	Changes to RGZ schedules are expected to support higher levels of growth than the current schedule. While apartment development is not necessary to meet growth needs in terms of dwelling numbers, low-scale apartments are a key contributor to diversity.
Increased change Within walkable distances to activity centres and train stations that do not have significant heritage or environmental constraints. These areas will form a transition between substantial change and incremental or minimal change areas.			
GRZ	567ha (13%)	Up to 3 storeys	While the Strategy has reduced the extent of GRZ, the proposed schedules will clarify neighbourhood character requirements in the context of increased change expectations. This is expected to result in more development, and more intensive development on each site.
Incremental Neighbourhoods that do not have walkable access to major opportunities, such as MACs and transport. These areas may have access to NACs and LACs and/or less frequent transport. Any constraints, such as environmental constraints, can be managed through design responses.			
NRZ	3,010ha (69%)	Up to 2 storeys	Incremental development of townhouses in these areas alone would likely meet almost all Brimbank's housing growth needs. Neighbourhood character requirements introduced in this Strategy may have some minor impacts on capacity.
Minimal Areas where new development will be limited by the HO and/or site conditions and those areas affected nearby MHFs or noise from the Melbourne airport.			
NRZ + overlays or minimum subdivision sizes	587ha (14%)	Up to 2 storeys	This strategy introduces an additional 204ha (less than 5% of total residential land) that will be unsuitable for intensification. This is considered to have a minor impact on overall capacity to accommodate growth.

TABLE 3. LEVELS OF CHANGE IN THE CONTEXT OF BRIMBANK

Substantial and Increased Change Areas

Substantial

Increased change

Substantial and increased change areas are areas within the walkable catchments of MACs and train stations, without any major constraints. As such, they already exhibit some characteristics of 20-minute neighbourhoods. Substantial and increased change areas are considered suitable for intensified development including apartments (in substantial change areas) and townhouses (in increased change areas). Housing of these types is likely to appeal to single and couple household structures, but it may increasingly become a viable option for families if housing is appropriately designed and offers other locational benefits (refer to **Diversity**).

Substantial change areas will be zoned RGZ where fundamental change is expected to the character of the area and where it is appropriate for heights to exceed 3 storeys. Increased change areas will be zoned GRZ where change will still need to be respectful of neighbourhood character and where development up to 3 storeys is appropriate. GRZ areas will also act as a transition between taller and more intensive development in activity centres and the RGZ, and the surrounding lower-scale neighbourhoods.

Addressing underdevelopment

Over the past decade, Brimbank has experienced underdevelopment in areas zoned RGZ and GRZ. The redevelopment of these areas is typically in the form of 1–2 story units, townhouses and dual occupancies. These typologies have also been occurring throughout the NRZ, in areas further from transportation, activity centres and other opportunities.

Several factors have contributed to this trend. They include unclear policy direction, perceived lack of demand for higher density housing typologies, lot dimensions in more established areas not supporting greater heights and densities (i.e., with higher density forms requiring the assembly of multiple parcels), and general lack of development feasibility for apartments (land values being a key factor).

The Strategy and any associated planning scheme changes will seek to address this issue of underdevelopment through planning controls in the form of zone schedules and clear policy direction. These will provide certainty to the development community regarding development expectations, incentivise land assembly, and change the permit assessment process so that development capacity of parcels is a consideration.

In areas where zones permit heights of 3+ storeys, the character will change, in some cases dramatically. However, this change will occur over years or even decades. In fact, many of Brimbank's single-story neighbourhoods already allow for 3 storeys, but this level of development has not yet occurred.

Analysis plans demonstrating how opportunities, constraints and neighbourhood character have been balanced to define zone boundaries in substantial change areas are provided throughout the next sections.

Substantial

Increased change

Sunshine/Albion

The greatest concentration of opportunities is in Sunshine, specifically the Sunshine MeAC, which is located within the Sunshine Priority Precinct (Priority Precinct). The Priority Precinct is an area of land within a 1600m radius of both Sunshine and Albion Stations where substantial government investment has been promised. Also within the Priority Precinct is Albion Quarter, which has been identified for long-term strategic planning, with a Structure Plan process currently being led by State government.

Both Albion Quarter and areas zoned Activity Centre Zone (ACZ), while not within the scope of this Strategy, are expected to support higher density housing outcomes as well as business, retail and civic uses. Development is expected in and around the centre, surrounding the two train stations and potentially on land north of Ballarat Road.

These areas are well serviced by public transport (trains and busses) and have access to opportunities for shopping, civic engagement, community services, employment and education. There is also a range of nearby open spaces, including small parks, playgrounds, current and future sporting fields and linear links (e.g., Kororoit Creek). The neighbourhoods are highly walkable due to their gridded street network and connections to broader pedestrian and cycling networks.

However, some areas within Sunshine/Albion are limited in their ability to support growth and change due to heritage and neighbourhood character constraints. These are excluded from the substantial change areas. Interfaces to these areas will need to ensure that any new development is respectful of the character of this these areas, through zone schedules.

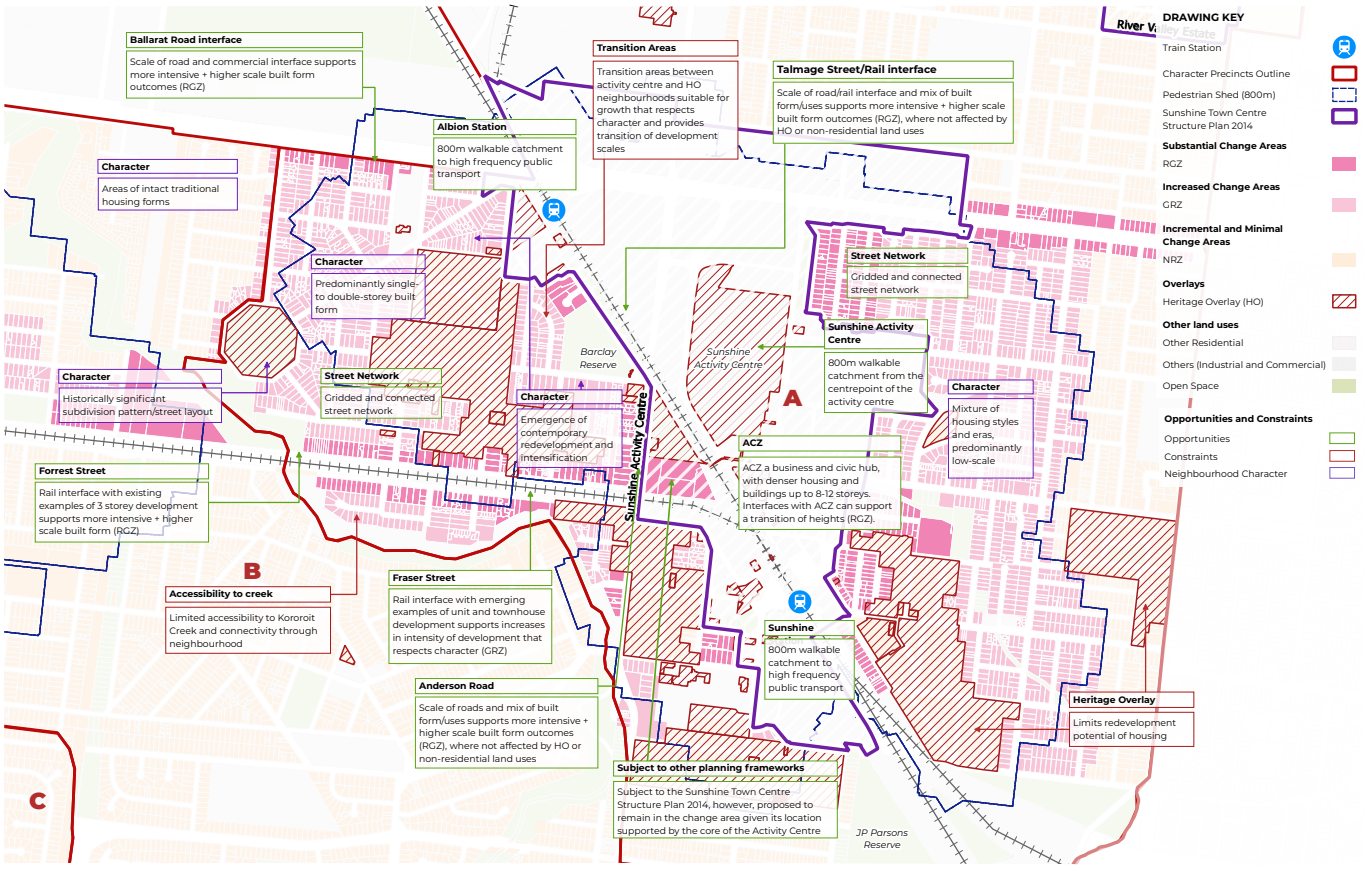


FIGURE 11. SUNSHINE/ALBION SUBSTANTIAL CHANGE AREA

Substantial

Increased change

St Albans

St Albans has a high concentration of opportunities for housing growth. Features that support increased housing in this area include the St Albans MAC and St Albans train station, a gridded street network and access to local open space, schools and other civic facilities.

The area is subject to a Structure Plan that identifies areas of change (implemented via RGZ1 and GRZ1) as well as a preferred structure and built form for the area (implemented via DDO9). As such, its zoning and overlays are not proposed to change through this Strategy. However, this area still plays an important role in accommodating housing growth.

Outside the Structure Plan boundary, areas for substantial and increased change have been identified. These areas will have new schedules defined for them (refer to **Implementation**), resulting in some locations where existing zone schedules and new zone schedules will abut. Although simply a result of the Structure Plan boundary, this something that would benefit from further review, to ensure that there is consistent and holistic approach across St Albans.

Interfaces along Arthur Street, Main Road and the rail line present opportunities for more intensive development, as they already demonstrate a diversity of uses and built form, and the scale of road and rail corridor lends itself to a higher scale of built form. These have been designated as substantial and increased change areas.

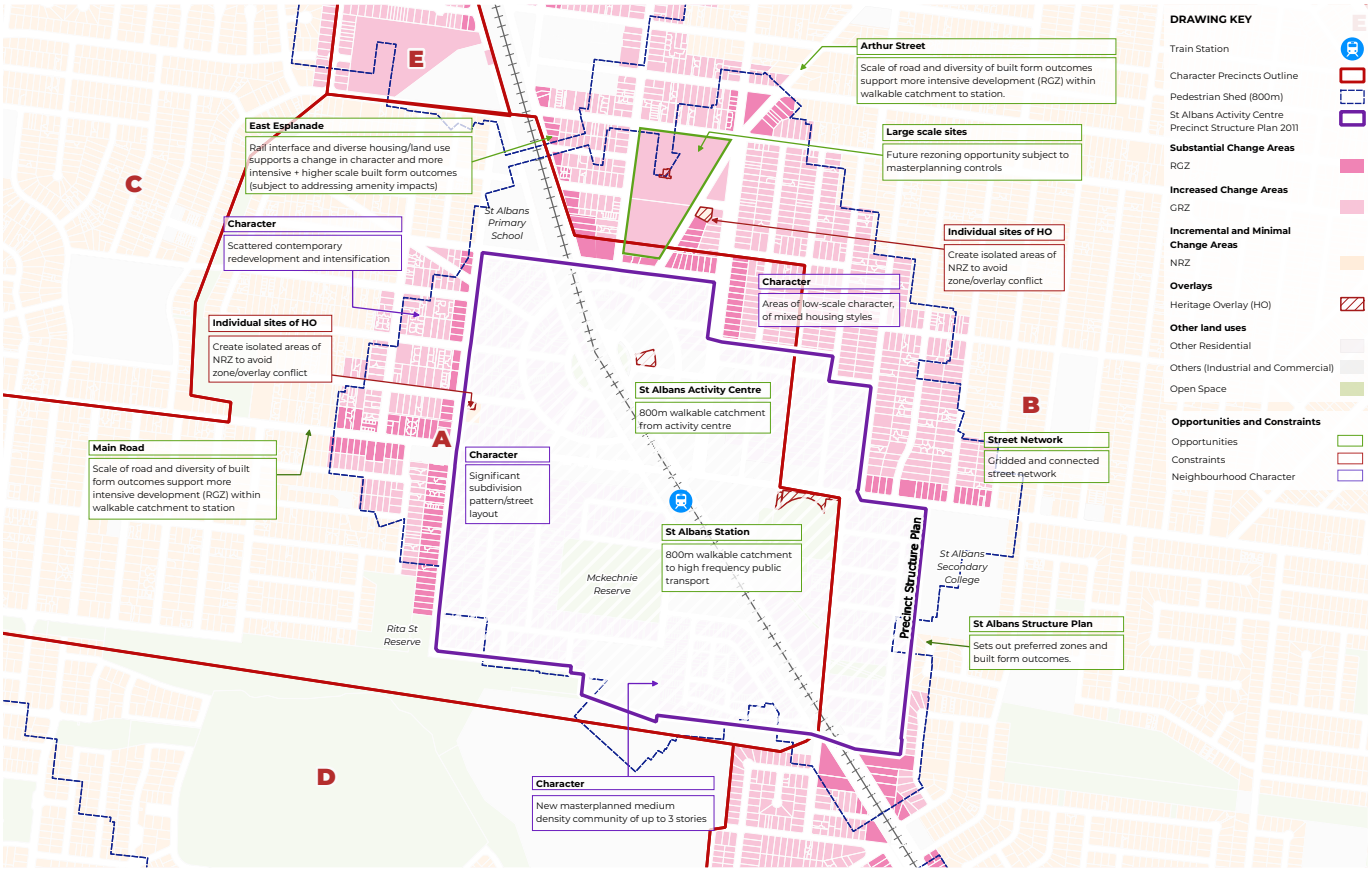


FIGURE 12. ST ALBANS SUBSTANTIAL CHANGE AREA

Attachment 12.7.2

Substantial

Increased change

Ginifer Station area

The area surrounding Ginifer Station benefits from access to buses and a train station one stop away from both the Sunshine MeAC and St Albans MAC. The area has a small LAC, comprising a few shops located directly across from the station and along Furlong Road.

To the east of Ginifer Station is 67 hectares of land that makes up the Sunshine, Health, Wellbeing and Education Precinct (SHWEP), which is a focus of State investment as part of the Sunshine National Employment and Innovation Cluster (NEIC).

With Sunshine Private Hospital having been completed in February 2023 and more healthcare-related development proposed within the area,[41] including south of Furlong Road, this area is already undergoing significant development that supports housing intensification.

The majority of the area down to the interface with Jones Creek was also considered to be an opportunity area (excluding areas affected by the ESO). Even though it falls outside of the walkable catchment from Ginifer Station, this area benefits from its proximity to green space and already contains examples of 3-storey development. Continued opportunity for intensified development would fit in with the change occurring and provide an opportunity to improve on design outcomes by orienting development toward open space.

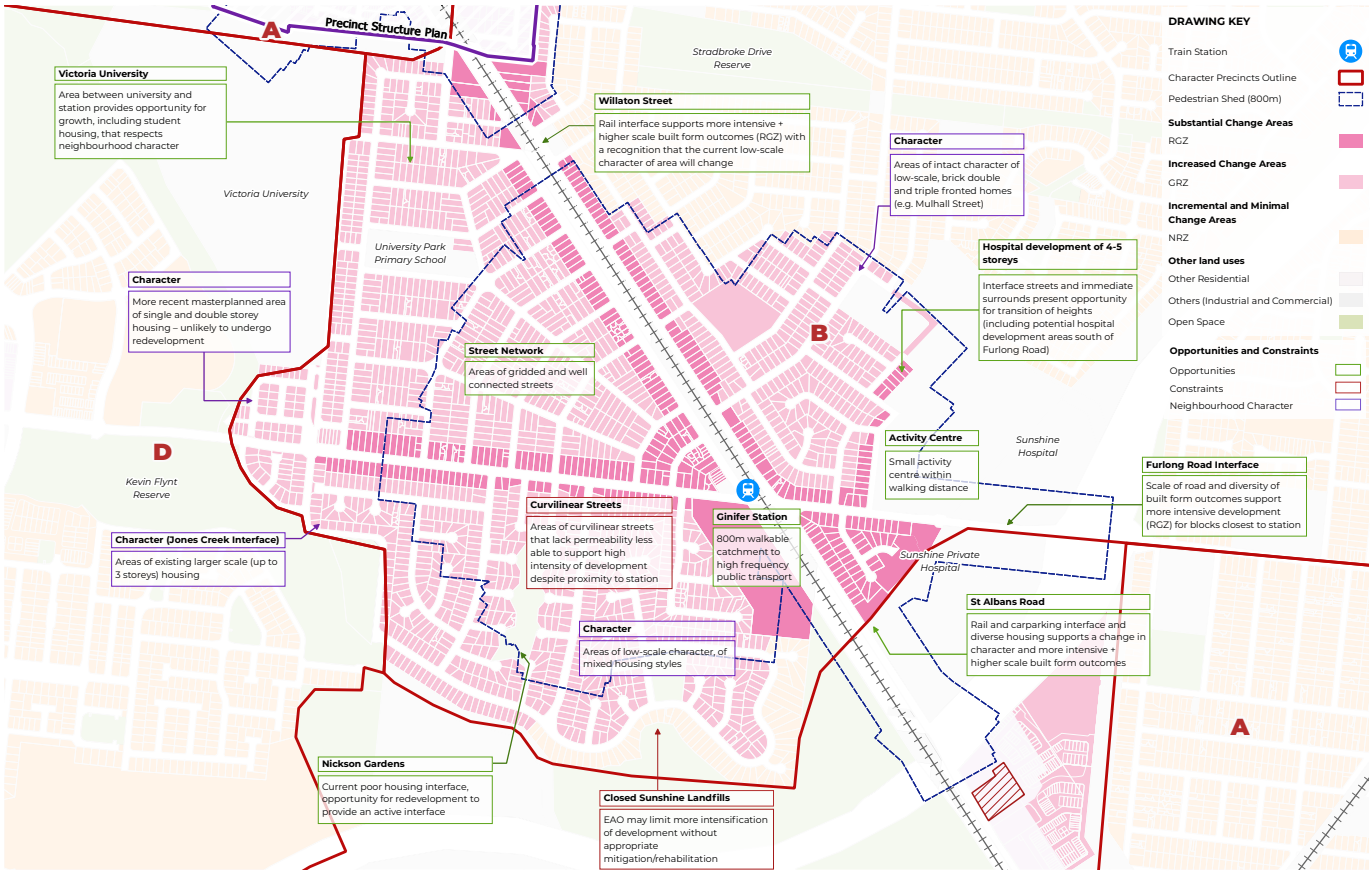


FIGURE 13. GINIFER SUBSTANTIAL CHANGE AREA

Attachment 12.7.2

[41] Australian Unity, *Sunshine Private Hospital, a world class private hospital, opens its doors in Melbourne's West*, Australian Unity website, 31 March 2023.

Substantial

Increased change

Ardeer Station area

The area surrounding Ardeer Station has access to a train service (currently V/Line services) as well as bus services and a cycling route along Forrest Street, which provide connections to metropolitan train services at Sunshine Station. Ardeer Station itself is does not have any facilities and is surrounded by high noise attenuation fencing. The area does not have an activity centre, but there is the presence of some non-residential uses, including a primary school, a convenience store, active open space and a community park. It also has access to linear trails and green spaces along Kororoit Creek to the north.

These factors generally support growth and change; however, neighbourhood character is also a consideration. The areas north and south of the train line exhibit markedly different character. The area to the north contains a mix of housing styles, with emerging 2-storey development. The area to the south exhibits a consistent housing style, with single-storey, brick housing with low fencing characteristic of the area.

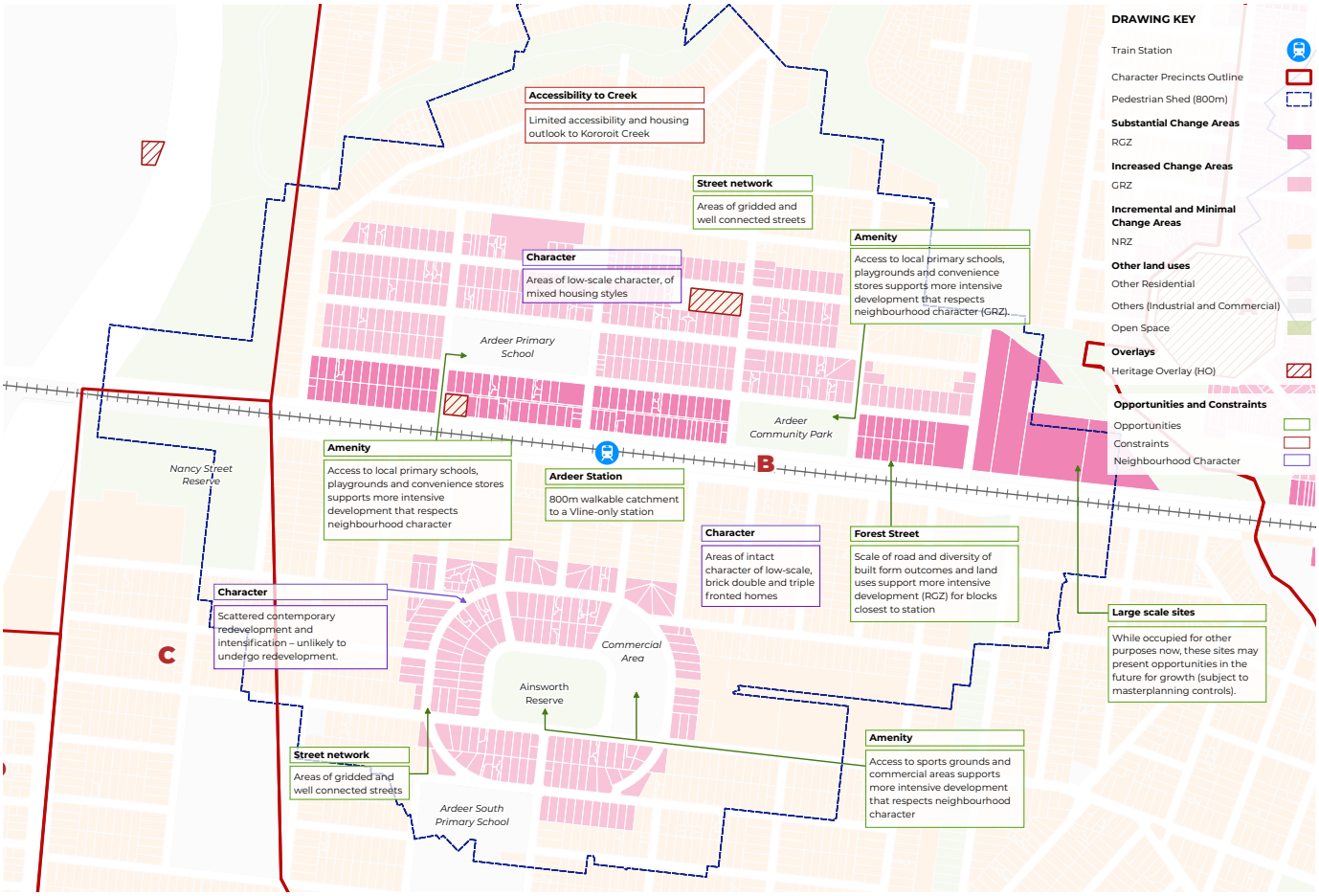


FIGURE 14: ARDEER SUBSTANTIAL CHANGE AREA

Attachment 12.7.2

Substantial Increased change

Brimbank Central (Deer Park) area

Brimbank Central MAC is a car-based centre, anchored by Brimbank Shopping Centre. It is serviced by several bus routes along Station Road with connections to train stations. While each individual route runs fairly infrequent services, combined they provide a service generally every 20 minutes or less to Sunshine Station.

The scale of Station Road, and the diversity of built form, supports more intensive development, however this development may be limited in the short to medium term due to the recency of housing already built.

Barriers to walkability, including a transmission easement and low-permeability subdivision design, directs most opportunities for change south of Neale Road.

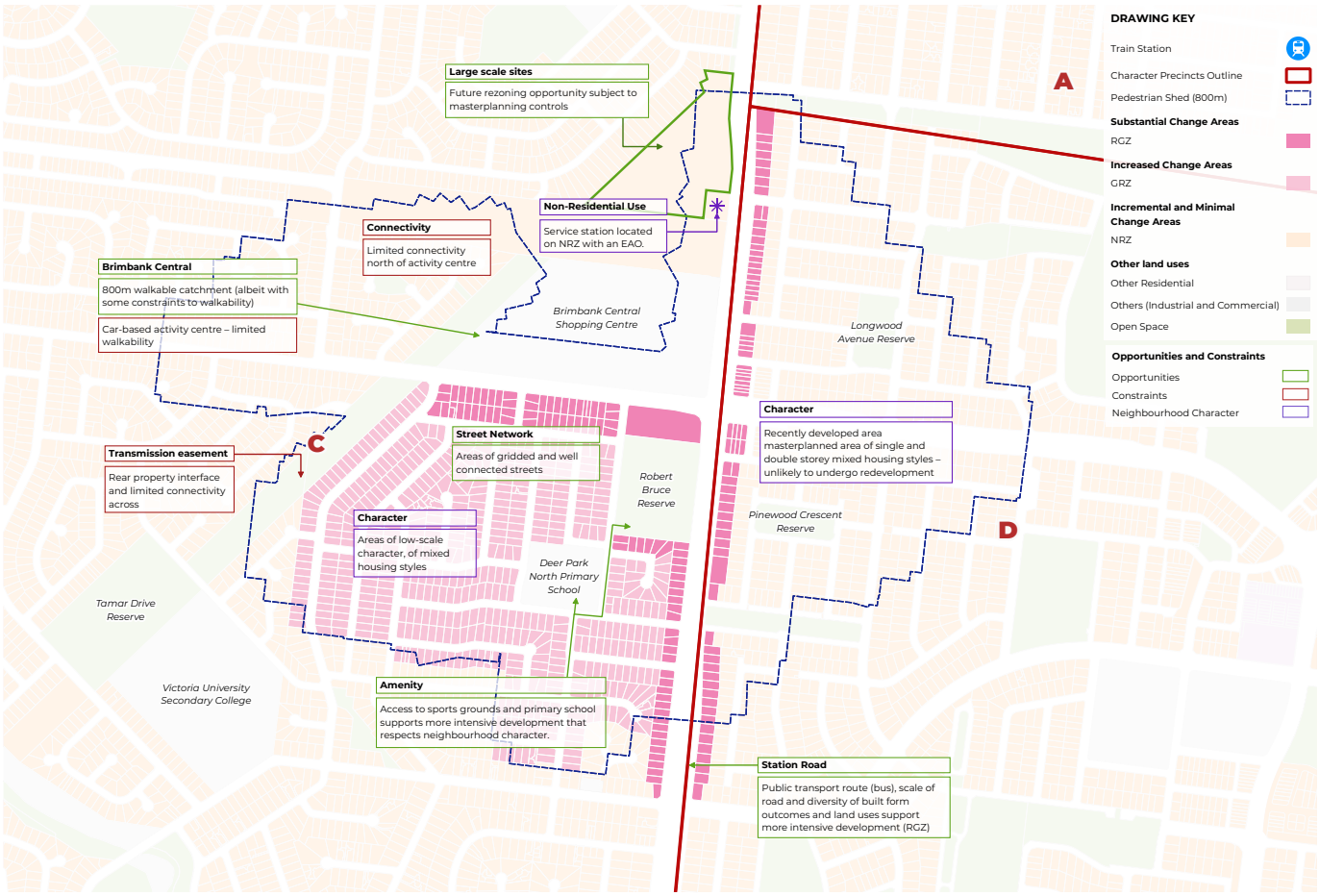


FIGURE 15: BRIMBANK CENTRAL SUBSTANTIAL CHANGE AREA

Attachment 12.7.2

Substantial

Increased change

Keilor Plains Station and Keilor Downs

The area surrounding Keilor Plains Station benefits from access to the train station, but it has no activity centre. The station is located between two neighbourhood activity centres: Delahay Village to the west (corner of Kings Road and Taylors Road) and Keilor Downs to the north-east. The Keilor Downs Activity Centre contains the newly built Brimbank Aquatic and Wellness Centre, a major attractor.

The Keilor Downs Activity Centre is connected to some residential areas, including a higher density development at Kavanagh Crescent. Yet the major road corridors of Taylors Road and Sunshine Avenue function to disconnect it from other nearby residential neighbourhoods.

Despite this, the presence of a train station, and the extensive redevelopment that has occurred in the station's surrounds to date (mainly to the east of the rail), supports and increased change to the east and west of the rail line.

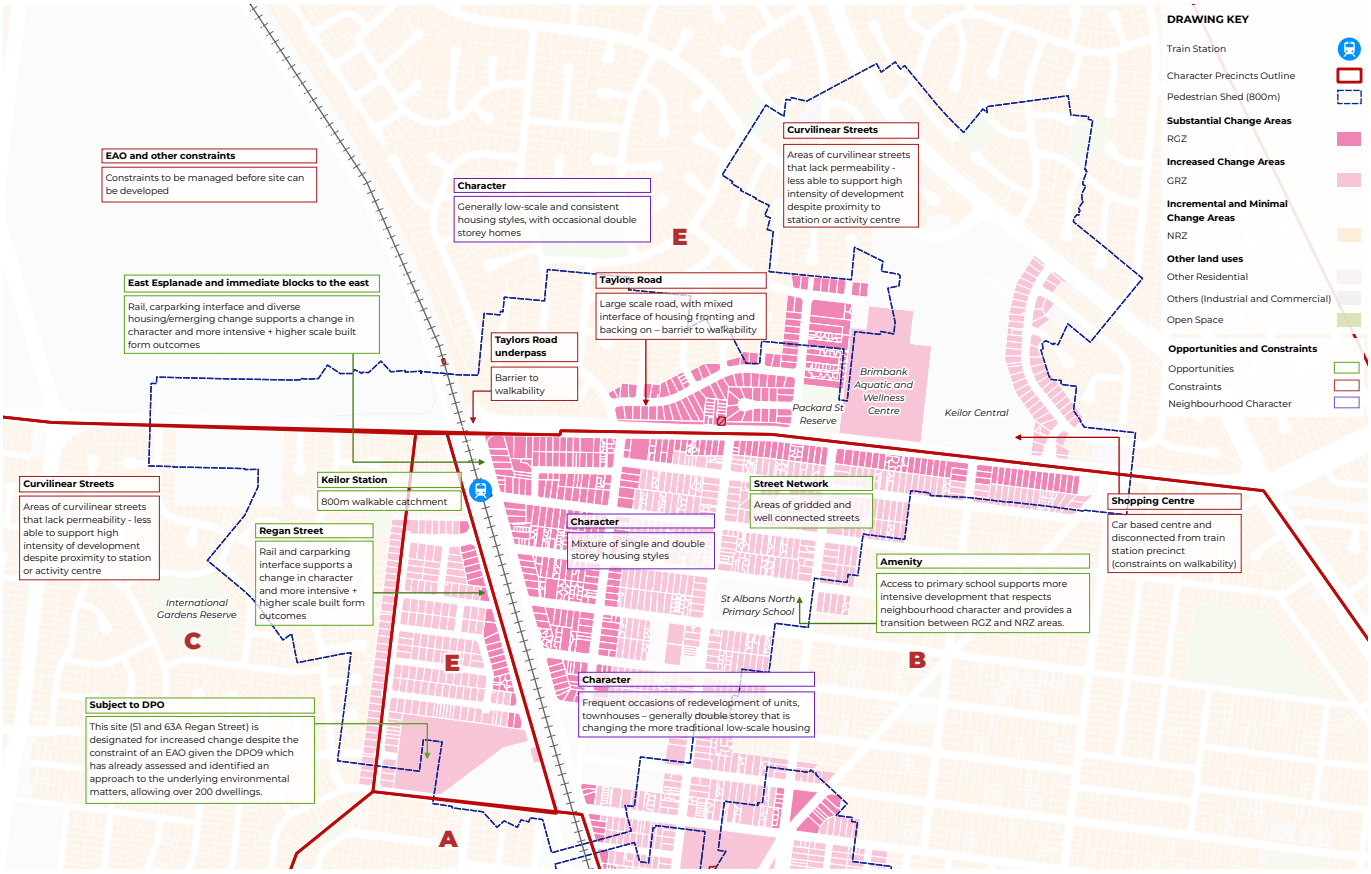


FIGURE 16: KEILOR PLAINS SUBSTANTIAL CHANGE AREA

Attachment 12.7.2

Substantial

Increased change

Sydenham/Watergardens

The Sydenham/Watergardens MAC is a large activity centre with a regional catchment (due to the lack of services in the growth areas of Melton) and significant growth potential, as it benefits from access to a train station. However, this activity centre is largely car-based, with shops surrounded by expansive parking lots. Melton Highway, Kings Road and the general layout of the activity centre present major barriers to walkability. Access between western neighbourhoods and the train station/activity centre is limited to a single pedestrian crossing at the station.

As residential development in this area has been more recent, it is unlikely that there will be much growth and change in the near future.

Large scale sites developed as residential and retirement villages will also present challenges to redevelopment along the key Sydenham Road, Kings Road and rail interface. However, there are diverse examples of medium density development located west of Watergardens, including villa units, townhouses with rear lane access, townhouses with front access and apartments of up to 3 storeys.

Despite its challenges, the core area of Watergardens, zoned CDZ, presents opportunities for major redevelopment, including high density housing. While outside the scope of this Strategy, the diverse housing opportunities this area presents play an important role in accommodating potential housing growth.

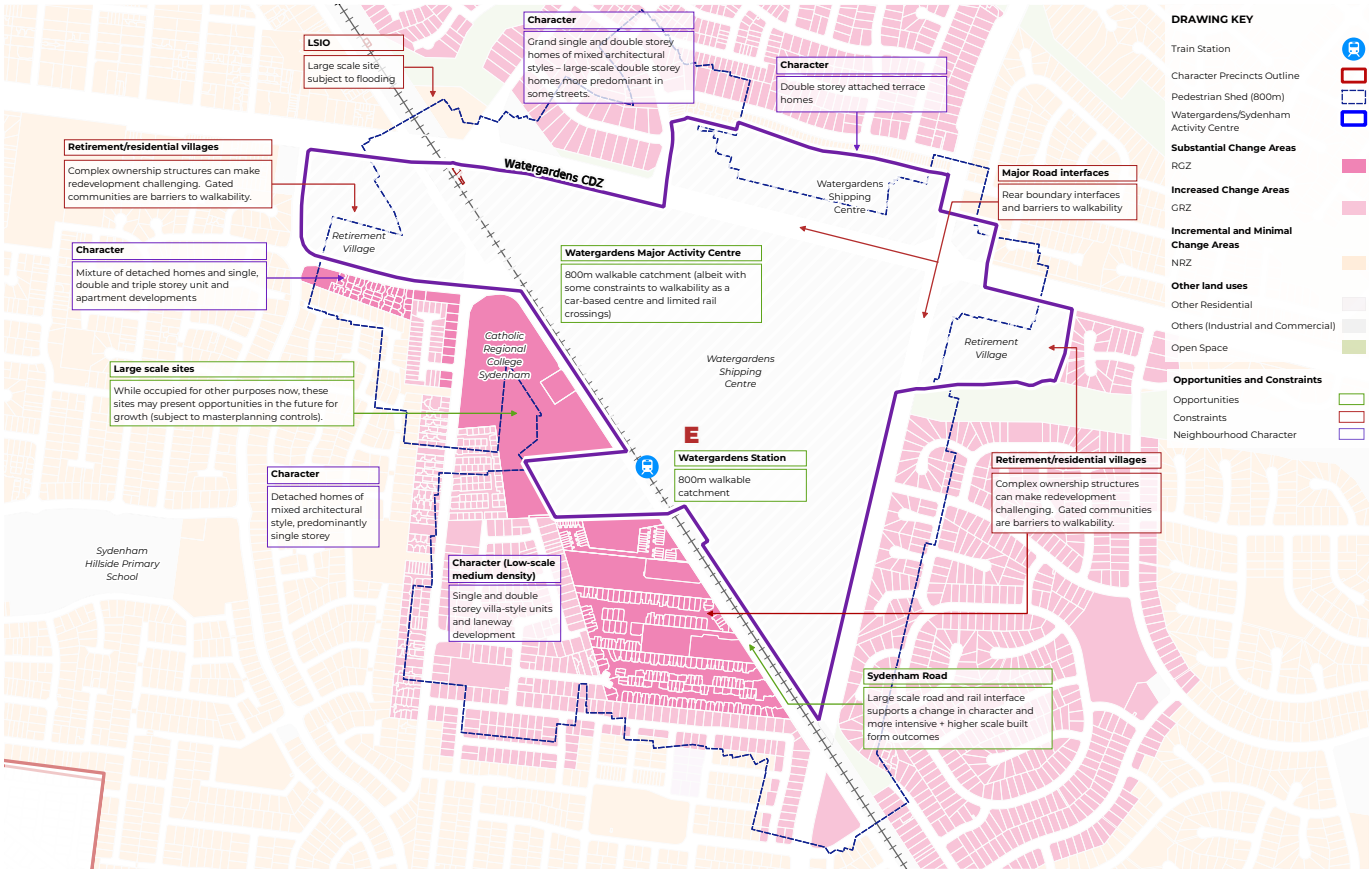


FIGURE 17: WATERGARDENS SUBSTANTIAL CHANGE AREA

Attachment 12.7.2

Substantial

Increased change

Objectives

To encourage housing growth of 3+ storeys in areas immediately adjacent to significant and highly accessible activity centres and train stations (substantial change areas).

To encourage development of up to 3 storeys in areas accessible to activity centres and train stations, but where a more sensitive built form response is required (increased change areas).

To ensure development of 2–3+ storeys provides a sensitive interface to adjoining change areas and provides a transition to areas of lesser change.

To ensure new development is respectful of existing or preferred neighbourhood character in increased change areas (GRZ).

To avoid underdevelopment of land in substantial change areas.

Actions

For areas where a higher density of growth is encouraged and where the form of growth will set a new preferred character for the area:

- Zone to RGZ.
- Apply RGZ schedules that identify the scale of development and design outcomes expected.

For areas where 3 storeys is suitable and where neighbourhood character will still need to be considered:

- Zone to GRZ.
- Apply GRZ schedules that will ensure housing growth is respectful of neighbourhood character.

Incorporate provisions in policy and the RGZ and GRZ schedules to encourage development typologies appropriate to the site and zone. This is expected to include an emphasis on encouraging land assembly and discouraging underdevelopment of the site.

Require specific controls (e.g., DDO or DPO) for large scale sites that may redevelop in the future, to guide preferred development outcomes.

BENLLETT LANE, KEILOR DOWNS

Incremental Change Areas

Incremental

Incremental change areas are most of Brimbank's neighbourhoods. These are areas where the mix of minor opportunities and constraints makes gradual evolution of the built form and character of the area appropriate.

Given the prevailing heights of 1–2 storeys in Brimbank, the majority of incremental change areas are proposed to be NRZ, which restricts development to 2 storeys. For areas of Brimbank where the prevailing style of housing is smaller in scale, with housing from the 1950s to 1970s, 3 storeys would be considered a substantial change.

For some areas in northern parts of the municipality, where the prevailing style of housing is larger 2-storey houses that take up significant space on the lot, the incremental change areas are proposed to be GRZ. For these areas, 3 storeys would be an appropriate level of change.

Objectives

To encourage housing growth of up to 2 storeys in areas with a mix of minor opportunities and manageable constraints where the prevailing style of housing is smaller in scale.
To encourage housing of up to 3 storeys in areas with a mix of minor opportunities and manageable constraints where the prevailing pattern of development is large 2-storey houses.
To encourage housing to be oriented toward and/or connect to areas of minor opportunities, including open space, transport routes, and local or neighbourhood activity centres.
To ensure the design of new development to appropriately respond to the existing or preferred neighbourhood character of the area.

Actions

Zone incremental change areas to NRZ and some limited areas to GRZ (refer to Implementation Plan).
Apply schedules that will ensure housing growth is respectful of neighbourhood character.
Amend decision guidelines of incremental change GRZ and NRZ Schedules to encourage development oriented toward and/or connected to open space, transport routes, and local or neighbourhood activity centres.
Review the St Albans Structure Plan and associated zoning/overlays in the context of the Strategy to provide a consistent planning framework across the St Albans MAC area and surrounding neighbourhoods.

LYALL STREET, ST ALBANS

Minimal Change Areas

Minimal change areas are those where increased growth and higher densities are not appropriate or desirable. These areas either have something special that warrants protection, such as a well-defined character, or are affected by an environmental constraint, such as flight paths or proximity to industrial land.

In Brimbank, minimal change areas include those with heritage value affected by an HO, as well as the Petrik Drive neighbourhood, which was identified by the Mesh Background Report as having a well-defined special character (see 'Respect for Neighbourhood Character' under **Character** for more detail). In these areas, intensified development would be out of place and detract from the existing character of the area.

Minimal change areas also include land adjacent to State significant industrial land, land impacted by MHF Safety Areas[42], areas affected by the MAEO (impacted by airport flight paths), land directly impacted by former landfill operations and open landfills, and areas that are relatively isolated or cut off due to highways or rail lines (with few to no crossing points). In these areas, higher levels of growth are not appropriate due to the potential impact on human health and well-being.

WorkSafe Victoria has identified the potential for 'impacts on human health associated with a Major Incident (MI) from a MHF'. More detailed information about these impacts are available on WorkSafe Victoria's website at https://www.worksafe.vic.gov.au/land-use-planning-near-major-hazard-facility

This identified risk is addressed by buffer areas advised by WorkSafe and the designation of areas surrounding MHFs as minimal change. A restriction on subdivision size in the schedule to the zone is also proposed to limit further intensification of development. This Strategy also advises further investigation into ways to strengthen planning policy and controls to respond to such risk.

According to State guidance, the residential zones suitable for minimal change areas are the Low Density Residential Zone (LDRZ), Township Zone (TZ) or Neighbourhood Residential Zone (NRZ).[43] As a metropolitan municipality, Brimbank does not employ the LDRZ or TZ. Thus, minimal change areas within Brimbank should be zoned NRZ.

As NRZ still accommodates growth, there may be further planning tools required to limit intensification where there are specific risks. This already exists on land impacted by the Melbourne Airport flight paths, where the MAEO restricts further development. In the areas near the MHFs, a restriction on minimum subdivision size in the zone schedule (so as to prevent further development) is proposed. These areas are referred to as the 'interface areas' in the proposed schedules.

Some minimal change areas are in locations that would otherwise be incremental or substantial change if not for heritage restrictions (e.g., around Sunshine and Albion). This makes it even more critical to ensure that well-located areas without restrictions are zoned to accommodate growth.

The RDF clarifies expectations around areas that need to balance protection and growth.

[42] The Cairnlea Mixed Use Precinct, where the existing Development Plan Overlay Schedule 4 (DPO4) applies, is designated for minimal change given a portion of the land to the west falls inside a MHF Safety Area. Nonetheless, the Strategy recognises the potential for the balance of the land that is outside the buffer to be an increased change area per the DPO4.

[43] Department of Transport and Planning (DTP), Planning Practice Note 91: Using the residential zones, 2023.

Objectives

To avoid increased density of housing in areas that are affected by the MAEO and near MHFs (referred to as 'interface areas').

To encourage the retention of housing that positively contributes to the heritage character of areas subject to the HO.

To ensure the design of new development has regard to any identified special characteristics of the neighbourhood.

Actions

Zone all minimal change areas NRZ.

Apply a zone schedule with private open space requirements to:

- Areas subject to the HO and the MAEO.

To further limit change:

- Apply a minimum subdivision size to prevent further intensification of housing in areas near the MHFs.
- Investigate ways to strengthen planning policy and/or controls (i.e., application of a Buffer Area Overlay) in order to respond to areas where there is an identified amenity and/or safety risk (e.g., Public Safety Areas for the MHFs). Refer to the **Amenity** section for further detail.

HERITAGE STYLE HOUSE, ADELAIDE STREET, ALBION

Character

Ensuring new development contributes positively to the preferred character of Brimbank's diverse neighbourhoods, through better design and enhanced landscaping in areas targeted for growth, and by respecting and celebrating existing valued character across other neighbourhoods.

Lot sizes, eras of development and landscape interfaces are general influences on Brimbank's neighbourhood character. These patterns result in differences to dwelling massing, setbacks and landscaping and affect the housing typologies able to be developed on a lot. Eras of development in Brimbank span from the 1900s to contemporary development and redevelopment. Brimbank's traditional housing stock (i.e, the original housing of a given era of development) is generally single or double storey across all zones, with infill development predominantly 1–2 storeys, and 2–3 storey development predominant in higher growth areas.

In planning for housing growth, it is crucial to recognise that neighbourhood character is subject to change. This section discusses Brimbank's current neighbourhood character and outlines strategies for development that aim to positively enhance and align with the preferred future character.

WHITESIDES AVENUE, SUNSHINE WEST

Key Issues

Key issues that have affected neighbourhood character in Brimbank since the release of *Home and Housed* (2014) include:

Minimal direction on preferred neighbourhood character in the context of growth

Current policy creates ambiguity about preferred neighbourhood character in areas designated for substantial growth. This has caused policy conflict, and in combination with other development and market forces, may have contributed to underdevelopment in areas where greater density and diversity of housing is encouraged.

Many of Brimbank's neighbourhoods will accommodate only incremental growth. At present there is a lack of clear direction about how incremental development should respond to neighbourhood character, and how the maximum height provisions will impact Brimbank's predominantly single- and double-storey built form character.

Conflicting policy regarding growth and heritage

State policy now clarifies a previously ambiguous approach to balancing heritage protection and housing growth. Planning authorities must now avoid conflicting policies. Heritage is considered under to be a major constraint on housing growth, and, as such, areas affected by the HO are designated as minimal change.

Aspirations for enhanced landscaping and quality development

Community engagement has indicated an acceptance that neighbourhoods will grow and change, but that this change should contribute positively to the public realm, provide more landscaping, and be high quality.[44]

Limited analysis and preferred character direction.

Lack of policy in the past has led to uncertainty about how to balance growth and character. Analysis of the existing character of Brimbank's neighbourhoods undertaken in 2019 has required updating in the context of new State government guidance informing policy for preferred character outcomes.

[44] Landscaping and quality of development is address in more detail under **Sustainability**).

Existing Character

This Strategy has grouped together neighbourhoods that share common characteristics and attributes into six Existing Neighbourhood Character Precincts and considered them in the context of the opportunities for housing growth and change identified in the RDF (refer to Figure 10). The Appendices provide a detailed summary of each precinct and identify valued character attributes that have been considered when evaluating opportunities for growth and change and developing descriptions of preferred character.

While the existing features of neighbourhoods have been catalogued and assessed at a moment in time, it is normal for neighbourhood character to evolve. For some neighbourhoods, such as those with heritage dwellings or those areas that have been masterplanned, this will be a slow process. For neighbourhoods experiencing rapid redevelopment and growth, existing character will more quickly give way to a new character. Unless areas are affected by a constraint that prohibits or severely limits their ability to accommodate growth, State guidance indicates that they should support and allow for increased housing.[45]

Changes to Neighbourhood Character Precincts

The Mesh Background Report identified a series of emerging character types and precincts based on the findings in the Suburb Profiles. These precincts were defined based on the comparative differences of certain areas, and it was expected that the emerging character types and precinct boundaries would evolve during preparation of the Strategy.

This has been the case for the Petrik Drive area in Keilor, which was initially grouped into Precinct E. Upon further analysis, it was considered that this discrete area exhibited characteristics more representative of Precinct F, and as such, it has been re-categorised.

RESIDENTIAL STREET IN SUNSHINE WEST

[45] Department of Transport and Planning (DTP), *Planning Practice Note 91: Using the residential zones*, 2023.

Areas of Special Character

Albion, Sunshine West, and select sections of Keilor were identified in the Mesh Background Report as being potentially of special character. These areas underwent further investigation to determine if specific planning controls were needed to manage and enhance their existing character (see Figure 17). An NCO was considered (see call out box), as well as a more discrete, area-specific NRZ schedule.

The early 20th century traditional housing in Albion and Sunshine West was primarily what contributed to making these areas special. It has been determined that the neighbourhood character objectives and ResCode variations in the zone schedule (the Suburban Traditional NRZ1 described in the 'Respect for neighbourhood character' section), combined with the design response plan required under ResCode, will be sufficient to ensure new development respects neighbourhood character while also supporting incremental change.

A separate review of the potential heritage significance of the area is included as a recommended action for future work, where such a review has not already been undertaken. Should the area be designated as having heritage significance, the capacity to accommodate change will likely be reduced.

Petrik Drive in Keilor was identified in the Mesh Background Report as a special character area, due to its strong landscape character, which includes generous setbacks and slope-responsive design. This area will accommodate incremental growth that respects the existing character (which is the preferred future character). This can be facilitated through neighbourhood character objectives in the NRZ schedule for the Landscape Suburban NRZ5 (described in the 'Respect for neighbourhood character' section).

Identified

Parts of Albion, Sunshine West and Keilor identified as potential areas of special character.

These were determined to warrant further investigation.

Investigated

Further site inspections refined potential special character area boundaries (see Figure 7).

Inspections in Albion and Sunshine identified intact architecture as key special features.

Inspections of Petrik Drive in Keilor identified a landscape setting (similar to Precinct F) as key special feature.

Potential planning tools

Planning tools to manage special character were revewed and considered, including the NCO and discrete zone schedules.

Area-specific planning tools were not considered neccessary to achieve the preferred neighbourhood character objectives.

Proposed response

Albion and Sunshine West special character areas are proposed to be managed via the Suburban Traditional NRZ1 (see 'Respect for neighbourhood character').

Heritage signficance of Sunshine West is proposed to be further investigated.

Petrik Drive, Keilor, special character is proposed to be managed via the Landscape Suburban NRZ4 (see 'Respect for neighbourhood character').

FIGURE 18. ASSESSMENT OF SPECIAL CHARACTER AREAS

Objectives

To respect the character of special character areas identified in this Strategy.

Actions
Prepare schedules that identify the preferred character of neighbourhoods that include the special character areas.
Investigate the heritage significance areas in Sunshine West to determine whether a HO would be an appropriate planning control.

ALBION HOUSE DETAIL

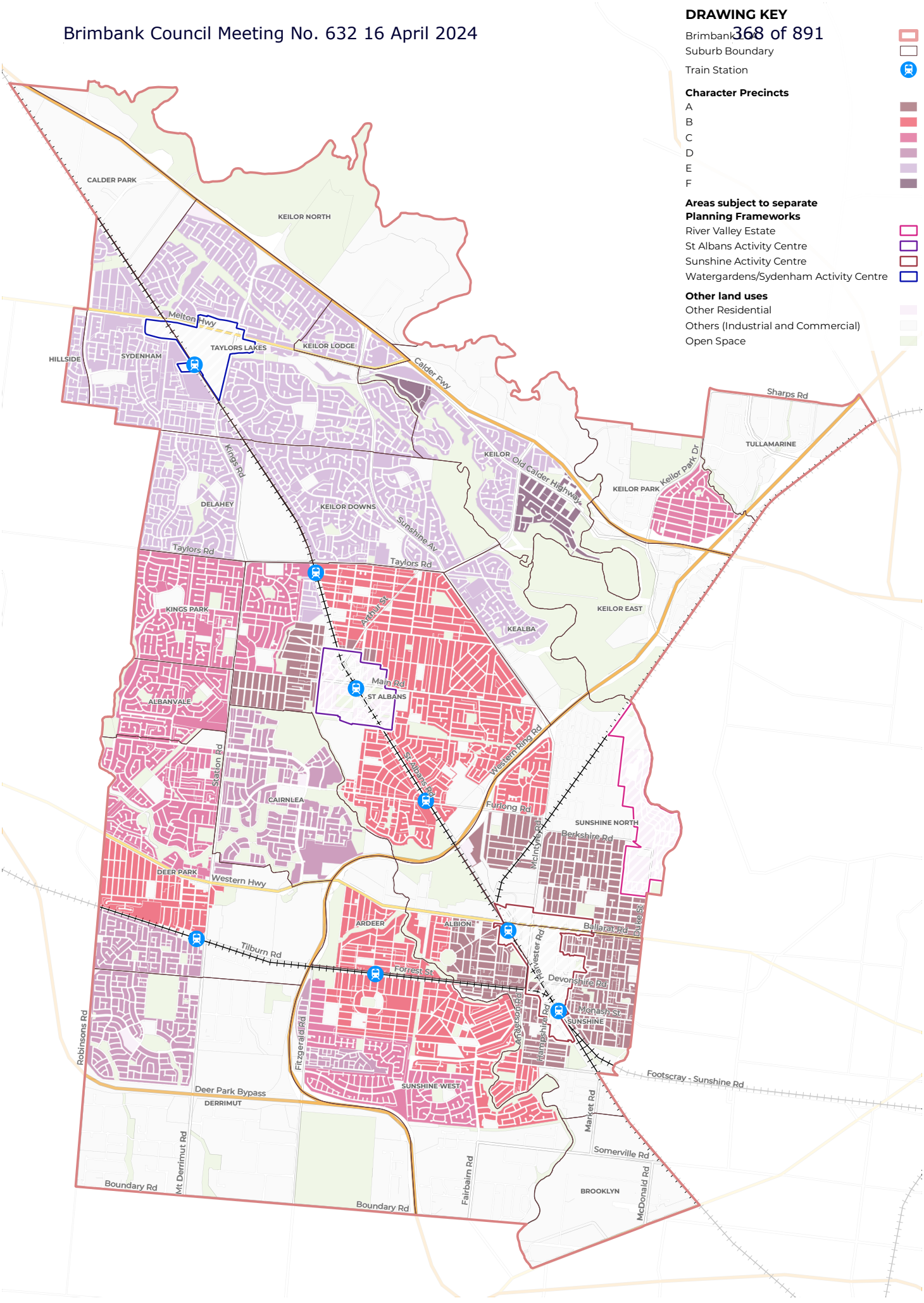


FIGURE 19. EXISTING NEIGHBOURHOOD CHARACTER PRECINCTS

Existing Character

Character Precinct	Description
Precinct A	Brimbank's most 'traditional' neighbourhoods developed around the Sunshine and St Albans train stations. They are characterised by low-scale housing in closely gridded streets. More than any other Precinct, Precinct A is currently undergoing change in the form of distributed infill development, resulting in a clear distinction between the character of traditional housing forms and newer development. The RDF identifies areas of substantial and increased change in areas around the stations and activity centres, with pockets of minimal change, where affected by the HO. Areas of incremental change are nominated outside walkable distances to the stations, and minimal change is nominated where affected by the MAEO.
Precinct B	A precinct comprising many intact streetscapes with low-scale housing of consistent architectural style and detailing, interspersed with more contemporary redevelopment. Large parts of Precinct B are identified for incremental change, with a lesser amount of substantial and increased change near stations and activity centres and along major roads. Small pockets of minimal change are identified where the MHF safety area, MAEO and EAO apply and constrain intensification of development.
Precinct C	Characterised by a sense of spaciousness between predominantly single-storey dwellings. Architectural styles are unassuming, with a diversity of materiality and detailing. Most of Precinct C is identified for incremental change. A small area is identified for minimal change, due to constraints from a nearby MHF.
Precinct D	Characterised by contemporary masterplanned estates that offer a diversity of lot sizes, building forms and architectural styles. Most of Precinct D is identified for incremental change. However, given the recency of development, it is unlikely that redevelopment will occur in the near to medium term. A small area in Cairnlea is identified for minimal change, due to constraints from nearby industrial land and MHFs, as is a small area in Sunshine North affected by the MAEO, which limits growth.
Precinct E	Characterised by the curvilinear masterplanned design approach of the late 20th century, neighbourhoods vary in terms of housing scale and design, but generally comprise larger homes, on large lots. Most of Precinct E is identified for incremental change. Areas west of Watergardens are identified for substantial change, and increased change is identified where the scale of existing development would support up to 3 storeys. Pockets of minimal change are identified where development is constrained by the MAEO.
Precinct F	Characterised by diverse, grand homes situated in a landscaped setting, with the topography often shaping housing design and siting. Precinct F is identified for minimal change, primarily due to constraints from the MAEO.

TABLE 4. EXISTING NEIGHBOURHOOD CHARACTER PRECINCTS + POTENTIAL GROWTH

Preferred Character

When new development occurs, it must respect the existing neighbourhood character or contribute to a preferred neighbourhood character. This Strategy sets out the preferred neighbourhood character for areas across the municipality, having regard to proposed growth and change settings.

In substantial change areas, a fundamentally new preferred character will be created. The objective for these areas will be to **design for density**, to create denser, yet well designed and well landscaped neighbourhoods close to transport and services.

In increased and incremental change areas, and minimal change areas that are not constrained by the HO, new development will progressively contribute to an evolving preferred character that respects the existing character. The objective in these areas will be to **respect neighbourhood character** by supporting contemporary, well-designed infill development. In the areas that interface with MHFs and open landfills (interface areas), respect for neighbourhood character will occur in the context of development limitations imposed by these constraints.

In minimal change areas that are affected by the HO, the existing character is the preferred character. In these areas, the objective will be to **celebrate history and character**, ensuring well-designed new development carefully integrates with and respects the special character and history of Brimbank in key locations.

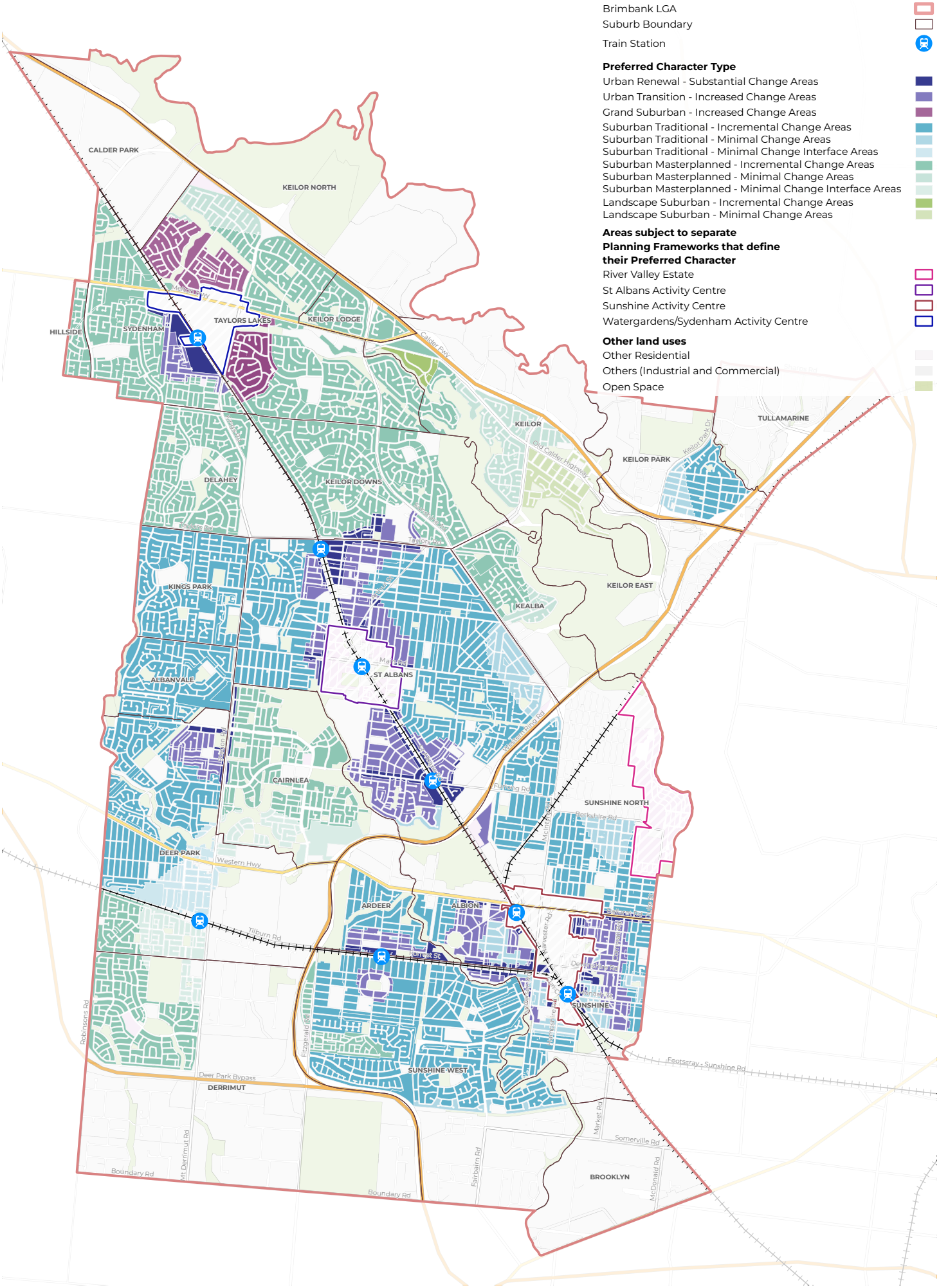
Six 'Preferred Character Areas' have been identified, based on consideration of existing neighbourhood character and the level of change identified in the RDF. For each of the six Preferred Character Areas, a preferred future character has been described in order to guide future development.

The boundaries of the Preferred Character Areas are based on:

- Similarities and differences in valued character attributes (as described in the Existing Neighbourhood Character Precincts).
- Likelihood that housing stock will be renewed or redeveloped in the short to medium term (i.e., recency of development).
- Extent to which the change settings in the RDF will shape the preferred character (i.e., substantial change areas will result in greater changes to neighbourhood character than other areas).

Each Preferred Character Area is proposed to be implemented through a zone that corresponds to its change setting and a schedule that identifies design or neighbourhood character objectives and other requirements (Table 5). Some Preferred Character Areas have more than one schedule.

Attachment 12.7.2



Attachment 12.7.2

61 FIGURE 20. PREFERRED CHARACTER AREAS

Preferred Character Area	Description	Proposed Zone/Overlay
Urban Renewal	**Substantial change** Areas where the preferred future character is relatively dense and urban, with taller building forms and greater levels of site coverage than the Suburban areas. This character will emerge over time as a result of infill development that replaces more traditional housing or new medium-to high-density housing on undeveloped sites.	RGZ2
Urban Transition	**Increased change** Similar to Urban Renewal, infill development will replace more traditional housing. However, the development will be at a lower scale than the Urban Renewal areas, acting as a transition between the areas that will fundamentally change (Urban Renewal) and surrounding neighbourhoods that will experience a more moderate, incremental change.	GRZ2
Grand Suburban	**Increased change** Areas of large, grand-scale homes - a relatively unique character in Brimbank. Change in the near term is likely to be limited due to the relative newness of homes, however any development that does occur can adopt a similar scale and bulk to the existing grand homes.	GRZ3
Suburban Traditional	**Incremental and minimal change (MAEO, interface areas, HO + special character areas)** Older parts of Brimbank that have more traditional housing, some of which may be appropriate for modest[46] amounts of renewal and replacement with infill development.	NRZ1 NRZ3 NRZ4
Suburban Masterplanned	**Incremental and minimal change (MAEO, interface areas)** More recently developed[47] parts of Brimbank that are unlikely to undergo much change, as housing is relatively new. Any new development that occurs will adopt a similar character to the existing development in the area; however, new development may be denser and slightly taller than existing development.	NRZ5 NRZ6 NRZ7
Landscape Suburban	**Incremental change and minimal change (MAEO)** Areas where the existing strong landscape character, shaped by large lots, generous setbacks and slope-responsive housing design, will be preserved.	NRZ8 NRZ9

TABLE 5. PREFERRED CHARACTER AREAS + CHANGE SETTINGS

Note: RGZ1, GRZ1 and NRZ2 are not listed, as they apply to areas that are outside the scope of this study, including the St Albans Structure Plan area and the River Valley Estate.

[46] As compared to Urban Preferred Character Areas.
[47] As compared to the Suburban Traditional Preferred Character Area.

Attachment 12.7.2

Design for Density - Urban Renewal

Objectives

To encourage new apartment development and other denser forms of development that makes optimum use of a site's development potential.

To encourage contemporary and innovative building designs and high quality development and materiality, that complements Brimbank's history and identity.

To encourage urban-scale landscaping, that supports canopy tree planting where possible.

To encourage development to have a strong and active relationship with the street and any abutting open space.

To encourage land assembly, including amalgamation and consolidation of lots.

Actions

Prepare schedules, including objectives, ResCode variations and other appropriate provisions, to implement the preferred character of Urban Renewal Precinct according to the Preferred Character Outcomes (Appendix 2).

Investigate future amendments to the zone schedule to incorporate any recommendations for landscaping and private open space ResCode variations that result from further landscape analysis (recommended in **Sustainability**).

Monitor development in RGZ areas to inform a 5-year review of the planning policy applying to Urban Renewal Areas (RGZ).

Respect Neighbourhood Character - Most Areas of Brimbank

Objectives

To encourage housing growth and diversification.

To ensure new development contributes to the preferred neighbourhood character.

To encourage landscaping that supports canopy tree planting.

To encourage development to have a strong and active relationship with the street and any abutting open space.

Actions

Prepare schedules, including objectives, ResCode variations and other appropriate provisions, to implement the preferred character of the Urban Transition, Suburban Traditional, Suburban Masterplan, Grand Suburban and Landscape Suburban Precincts, and the development outcomes according to the Preferred Character Outcomes (Appendix 2).

Celebrate History and Character - Heritage Areas

Objectives

To support a limited amount of growth and diversity.

To ensure new development is compatible with the heritage and/or special character of the area and contributes to the preferred neighbourhood character.

Actions

Prepare a NRZ schedule with private open space requirements to support the HO.

Diversity

Facilitating different forms of housing to meet the diverse and changing needs of the community, including housing that offers greater choice, equity, adaptability and affordability.

A diverse housing market is one that provides a variety of housing sizes, typologies, tenures and price points. It is able to accommodate residents with different lifestyles, incomes, preferences and needs. A more diverse housing market also enables choice and supports affordability.

GERTRUDE STREET, ST ALBANS

TOWNHOUSES NEAR SUNVALE COMMUNITY PARK, SUNSHINE

Key Issues

The key housing diversity issues that Brimbank experiences are:

Declining affordability of market housing and limited social and affordable housing options

Housing in Brimbank is becoming increasingly unaffordable. There is currently an estimated shortfall of more than 4,000 affordable housing dwellings, and this will increase to more than 5,000 by 2041 if supply shortages are not addressed.[54]

Lack of choice of housing typologies (detached housing predominates)

Brimbank's current housing supply is very homogenous. Most dwellings are separate houses, and the market remains driven by demand for detached housing. However, this demand is changing and is anticipated to change further in the coming years as demographics shift[55] and as major public sector investments are realised. Single person households are increasing; however, the market is not consistently delivering the type of supply that meets the needs of this growing sector of the community.

The following sections provide more detail on how this Strategy will respond to these issues and improve housing diversity and affordability

[54] Affordable Development Outcomes, *Affordable Housing in the City of Brimbank: Final Research Report, Brimbank City Council,* 2020.
[55] Urban Enterprise, Background Housing Strategy: Background Analysis, Brimbank City Council, 2021 (updated 2022).

Affordable Housing

Access to safe, secure and affordable housing is a fundamental human right and key determinant of health and well-being. It is the responsibility of all levels of government to uphold this right.

Council is committed to encouraging and supporting an increased supply of social and affordable housing to meet the current and future needs of the Brimbank community.

Location of affordable housing

Homes for Victorians (2017), the State's strategy to guide the provision of a range of affordable and accessible housing, states that it is critical for new housing to be located close to jobs, transport and services.

This is reflected in *Plan Melbourne*, which includes affordable housing options as a component of 20-minute neighbourhoods.

Under the *Planning and Environment Act 1987*, affordable housing is defined as '...housing, including social housing, that is appropriate for the housing needs of any of the following:

(a) very low income households;

(b) low income households;

(c) moderate income households.'

Income ranges for these three categories are published annually by the Victorian Government.[56]

Households in Australia are considered to be in a state of rental stress or mortgage stress when they are in the bottom 40 per cent of Australia's income distribution and spending more than 30 per cent of their income on housing.[57]

Increasing the supply of affordable housing is a complex challenge that requires a coordinated approach, involving all levels of government. Federal and State governments have the most significant policy influence in this area. However, Council, as planning authority, plays a critical role in supporting and encouraging a variety of housing types and tenures to meet current and future need. Council also needs to ensure there is a sufficient supply of land for affordable housing close to jobs, transport and services.

Affordable housing

Comprises various types of housing including social housing and other housing initiatives and services that provide for the housing needs of very low to moderate income households.

Social housing includes public housing (owned and managed by the State government) and Community housing (owned and managed by a not-for-profit organisation).

Affordable housing may also encompass short-term housing, such as crisis, emergency and transitional housing, that include a range of specialist services to support and help those in need.

Affordable housing strategies may also target key workers, including those that provide essential human services to the community. The key worker definition may also encompass a broader definition of occupations who generally require an in-person presence at their location of employment and who earn a low to moderate income.

Brimbank's Position Statement on Social and Affordable Housing (2022) advocates for the provision of social and affordable housing to capture and share value created through development (often referred to as inclusionary zoning).

[56] Affordable Development Outcomes, *Affordable Housing in the City of Brimbank: Final Research Report,* Brimbank City Council, 2020.
[57] Urban Enterprise, *Background Housing Strategy: Background Analysis,* 2021 (updated 2022).

This is currently not a mandatory planning requirement and, as such, incentives and voluntary agreements negotiated on a case-by-case basis are the best mechanisms available to Council to secure affordable housing contributions in association with new development. In this context, this Strategy strongly encourages affordable housing as a discretionary component of well-located new development, and where landholders propose rezoning of a site for higher-value development outcomes.[58] A rezoning process gives Council a stronger position to negotiate for affordable housing contributions and can provide more certainty to developers, compared to voluntary negotiations through the planning permit processes. To support this, Council policy guidance[59] on how to negotiate for voluntary affordable housing contributions could assist officers and provide clarity to the development community.

The Position Statement also directs the Strategy to include guidance on housing need, policy objectives, potential locations and proposed planning actions to strengthen social and affordable housing outcomes through the Brimbank Planning Scheme.

This Strategy influences the spatial distribution of new housing and diversity of dwelling types through zoning and planning policy changes. An Affordable Housing Strategy would provide more detail about other ways for Council to support affordable housing, including as an owner or investor in land, assets and funds, as a partner and facilitator, and as an advocate-as articulated in the Position Statement.

Preferred locations for affordable housing are those near activity centres and public transportation, with easy access to goods and services. This aligns with where substantial and increased change is indicated on the RDF. For new development proposals in these areas, Council will seek to negotiate a proportion of affordable housing during the planning permit assessment.

All housing types of increased densities are appropriate for these locations, from registered crisis and social housing to affordable market housing to luxury apartments. However, it is most important for crisis housing, social housing and affordable market housing to be located in these areas. Locating these kinds of housing near activity centres and transportation will enable residents with the least amount of discretionary income to spend on transport to take advantage of excellent access to existing amenities and services.

In addition to zoning and policy support, meeting Brimbank's identified affordable housing need will require other interventions by all levels of government.

Objectives

To encourage new, well-located development to include affordable housing to be owned and managed by a registered housing association or registered housing provider.

To encourage public landowners to use surplus or underutilised land for the provision of social and affordable housing.

Actions

Include local policy to extend existing State policy at 16.01-2S on affordable housing to:
- Support affordable housing near activity centres, and where there is frequent, high quality public transport.
- Encourage affordable housing as a discretionary component of new development.
- Set an expectation for engaging in voluntary negotiations for all development in substantial and increased change areas.

Develop an internal planning policy to provide guidance on negotiating affordable housing contributions as part of new development and rezonings that will result in a significant value uplift to landholders.

Investigate further options, such as pilot projects, to encourage affordable housing (including social housing) in Brimbank.

[58] For example where a non-residential site is no longer required for its current purpose and is proposed to be rezoned for residential purposes.
[59] This refers to an internal Council policy document as opposed to planning policy in the planning scheme.

Diverse Housing Typologies

Brimbank's population is increasingly including couples, downsizers, empty nesters, small families and multi-generational families—each with a propensity for different housing types (see **Context**). It is also growing and ageing, and household size is declining. These trends are predicted to increase the demand for townhouses and apartments. Brimbank's housing market will need to diversify both in typology, tenure and design to enable its population to find housing that meets their needs, including the ability to age in place. Table 6 identifies the projected proportions of different household structures in 2041 and the housing that is expected to be most suitable for them. At present, most households in Brimbank tend to preference separate houses, regardless of structure. This may be due to a combination of factors, including lack of suitable alternatives that meet their needs.

Child friendly apartments

Apartments that are able to be comfortably lived in with a family may include flexible spaces that can be adapted throughout the day or over the years and more bedrooms than standard. They are designed with safety in mind (e.g., balcony safety), provide sufficient storage, and often provide visible, usable and safe outdoor play areas in communal spaces, generous accessways and lifts for prams.

Household type + projected % of market in 2041	Key housing preferences	Current availability issues
Families (54% of the market)	Separate houses and townhouses.	Lack of new separate house options, declining affordability.
Couples (22% of market)	Separate houses, townhouse and apartments.	Relative lack of smaller dwellings, limited options for downsizers prevent larger, separate houses being 'released' to market.
Singles (20% of market - growing proportion or market)	Townhouses and apartments. Some separate houses.	Lack of smaller dwellings, declining rental affordability, slow delivery of apartments.
Groups[60] (3% of market)	Townhouses and apartments. Some separate houses.	Lack of smaller dwellings, declining rental affordability, slow delivery of apartments.

TABLE 6. HOUSEHOLD STRUCTURES AND POTENTIALLY SUITABLE HOUSING TYPES (SOURCE: URBAN ENTERPRISE, 2022).

[60] Such as share houses.

With no new land supply to deliver more detached housing, the Strategy seeks to provide alternative options for those who currently prefer to live in detached homes, but would consider other options, and for residents seeking to downsize or move into aged care. Not only will this accommodate residents looking for diverse options, but it will release their existing detached housing to the market for households that need more space. This will ensure Brimbank will continue to accommodate households such as large and multi-generational families.

Specialised housing forms, such as student and key worker[61] housing, will likely become more in demand as investment directed to university and hospital precincts increases the number of students and health workers in Brimbank. Alternative housing forms, including temporary portable housing (see call-out box), may be an option for meeting certain housing needs. These housing types will require further investigation to determine potentially suitable sites and to facilitate partnerships with delivery agents.

Diverse housing typologies also need to be mindful of accommodating a range of needs. These include diverse dwelling mixes (different numbers of bedrooms), varied tenure options (rent or buy) and child-friendly and pet-friendly designs. Brimbank currently has a low proportion of one and two-bedroom dwellings (2% and 11% respectively).[62]

Apartment buildings, which typically contain one or two-bedroom apartments, should also offer bedroom configurations suitable for families (three plus bedrooms).

Increasing the supply of diverse housing is also an important factor in contributing to overall housing affordability. With an increase in the amount of high quality, smaller housing options on the market, renters and buyers will be more likely to find options that meet both their needs in terms of price and amenity.

Figure 10 presents the suitability and locational preference for the housing typologies that will be encouraged throughout Brimbank. This list of housing typologies is not exhaustive, and discussion of emerging and innovative housing forms and designs is encouraged.

MUZ sites present some potential opportunity for diverse housing forms. The stocktake of MUZ sites in the Mesh Background Report noted that some MUZ sites are occupied by a range of non-residential uses such as commercial centres, carparks, schools, etc. Some are undeveloped or underdeveloped, and others have been recently developed as medium density residential housing. There is currently no overarching strategy to determine the potential of these sites and whether their zoning presents opportunities for additional growth and diversity.

CONTEMPORARY INFILL, ST ALBANS

TOWNHOUSES, SUNSHINE NORTH

[61] Refer to call out box in Section 6.1 for discussion on Key Worker definitions.
[62] Urban Enterprise, *Housing Strategy: Background Analysis,* 2021 (updated 2022), p.41.

Diverse Housing Typologies and Designs

Typology	Demographic suitability	Locational preference
Apartments (with lifts - usually 4+ storeys)	Students, singles, couples, empty nesters, ageing, special needs,[63] people with limited mobility, small families (for larger child-friendly apartments)	Within substantial change areas (RGZ), particularly large/prominent sites, along key roads and rail interfaces and shop tops. Apartments should be prioritised in these locations over other, less intensive development types to avoid underdevelopment.
Apartments (no lifts - usually up to 3 storeys)	Students, singles, couples, empty nesters, small families	Within substantial and increased change areas (RGZ and GRZ), including along key roads and rail interfaces, consolidated lots and shop tops.
Multi-units/manor homes (single storey/ ground floor)	Small families, empty nesters, couples, independent ageing, people with limited mobility.	Distributed within increased change areas (GRZ) + incremental change areas (NRZ) within walking distance of services. Manor homes are particularly suitable for corner lots.
Multi-unit/ townhouses/ manor homes (double storey/ upper floor)	Small families, empty nesters, couples	Distributed within increased change (GRZ) areas + incremental change areas (NRZ) within walking distance of services.
Small second dwellings	Multi-generational families, singles	Distributed within incremental change areas (NRZ) and substantial and increased change areas (RGZ and GRZ).

TABLE 7. DEMOGRAPHIC SUITABILITY AND LOCATIONAL PREFERENCE FOR DIFFERENT HOUSING TYPOLOGIES

[63] People that may require additional services to support them in housing. This category includes people that may be homeless or at risk of homelessness, people who are indigenous, and people with disability.

Typology	Demographic suitability	Locational preference
Additional dwellings/ duplexes	Small families, empty nesters, couples	Distributed within incremental change areas (NRZ) and some increased change (GRZ). Not supported in RGZ (under development).
Separate/Detached housing	Large families, multi-generational families New detached housing will be become increasingly scarce in Brimbank. Larger families may need to consider alternative options such as townhouses.	Throughout incremental + minimal change areas (NRZ). Discouraged in substantial and some increased change areas.
Specialised housing - large format (e.g. large residential villages)	Aging, students, key workers, special needs	Large sites near relevant services/institutions but avoiding substantial change areas.
Specialised housing - apartment format	Aging, students, key workers, special needs	Large sites near relevant services/institutions (universities/ health care), including in substantial change areas. Student and key worker housing may also be located close to railway stations and bus routes that provide access to the relevant institution.
Alternative housing forms (e.g., tiny housing/ temporary housing)	Special needs	Temporarily under-utilised sites.

Note: All other planning scheme requirements also need to be met when encouraging diverse housing types and alternative housing.

Diverse Housing Typologies and Designs

Local planning policy already encourages a mix of dwelling configurations and bedroom numbers in developments of three or more dwellings and encourages student accommodation near tertiary institutions. However, there is an opportunity to promote greater dwelling diversity, by encouraging appropriately located and designed specialised housing. As these forms of housing will often have specific design requirements, further investigation to identify how more of this housing type can be delivered in Brimbank is recommended.

New policy, including decision guidelines and voluntary targets,[64] can support increased housing diversity. Streamlined planning pathways (such as VicSmart) can also incentivise proposals for specific types of housing; however, this would require further investigation and would only apply to straightforward application types. State government, through amendment VC253 associated with *Victoria's Housing Statement,* has removed permit requirements for small second dwellings. This initiative is expected to support more of this type of housing. Other incentives to support increased housing diversity may include variations to car parking requirements, addressed under the **Sustainability** theme.

Targets can be used to encourage more accessible and adaptable housing in large developments. Benchmark targets from other jurisdictions/ development types indicate that a 20-50% target of accessible/adaptable housing in large developments may be appropriate.[65] When applied to other kinds of developments and housing typologies, different benchmarks may be more suitable. Further investigation is required to identify the right targets for Brimbank.

Other options + ideas to encourage diversity

There are opportunities to explore other broader ideas to encourage diversity outside the planning policy framework. They may include looking to other jurisdictions, case studies and advocacy actions. These ideas require further investigation, and may be adopted in the future (where possible) if they are practical and considered beneficial to Brimbank.

State policy changes: Advocating to State government for state policy changes that give greater strength to and incentivise affordability, diversity and universal design requirements (such as Council's current advocacy for inclusionary zoning).

Government funded projects: Advocating to state planning and development agencies for enhanced diversity and universal design in State government funded projects (such as in the Sunshine Priority Precinct)

Training + support: Supporting Council planners to provide active direction to applicants and agencies to facilitate well-designed diverse housing.

Pilots: Exploring options to partner or pilot demonstration projects or new planning innovations that incentivise diversity.

Education + leadership programs: to demonstrate the benefits of prioritising housing diversity and universal design as part of development proposals and the actively take leadership on these issues through early design processes (for example, design excellence programs – refer to **Sustainability**).

[64] Unless otherwise legislated, targets contained in policy are voluntary only and subject to discretion under the integrated decision-making provisions of the planning scheme.
[65] NSW's Apartment Design Guidelines (20%) and Victoria's Clause 58 (50%).

Attachment 12.7.2

Objectives

To facilitate a substantial increase in the diversity of Brimbank's housing stock, in terms of housing typology, dwelling mix (number of bedrooms) and tenure.

Actions
Update local policy to further encourage diverse housing typologies in preferred locations, in accordance with Table 7.
Prepare local policy that strengthens guidance regarding housing mix, accessible housing for older and less mobile people, and child-friendly housing.
Investigate use of VicSmart for straightforward application types.
Explore other ideas, case studies and advocacy actions which may contribute to improved housing diversity outcomes and adopt any that may offer benefits to Brimbank.
Undertake a holistic review of MUZ sites and develop a comprehensive strategy for their future planning and capacity to support growth and diverse housing typologies.
Investigate opportunities for alternative housing options, including pilot programs, within Brimbank.
Investigate needs and opportunities for specialised housing in Brimbank.

TOWNHOUSES, SUNSHINE

Universal Design

Universal design is a term used to describe housing that is accessible to people regardless of age, disability or other factors, and can be adapted as needs change. It is about accommodating people with a diverse range of needs.

The *Livable Housing Design Guidelines* 2017,[66] prepared by Livable Housing Australia, outlines voluntary performance levels that the building industry can use to incorporate easy living features into new housing design and construction. Seven core design features are defined for the first performance level.

Of these, the following are able to be determined at the planning application stage (the remainder are detailed design features):

- A safe continuous and step free path of travel from the street entrance and / or parking area to a dwelling entrance that is level.
- At least one, level (step-free) entrance into the dwelling.
- A toilet on the ground (or entry) level that provides easy access.

Clause 58 of the planning scheme provides for universal design in a narrow sense. It sets standards for apartment buildings over 5 storeys to incorporate 50% accessible dwellings for people with limited mobility. No such objective or standard applies to the types of apartments likely to be delivered in Brimbank's substantial change areas at present.[67]

Objectives

To ensure a significant proportion of housing is designed to be accessible and/or adaptable to a range of different resident needs and their changing lifestyle needs.

Actions
Investigate appropriate targets for proportions of dwellings designed to universal design principles in multi-unit developments.
Prepare local policy that strengthens guidance regarding housing mix, accessible housing for older and less mobile people, and child-friendly housing.

[66] Liveable Housing Australia, Livable Housing Design Guidelines, 2017.
[67] This is because at a height limit of 4 storeys, Clause 58 does not apply.

Attachment 12.7.2

Amenity

Minimising land use conflict between existing non-residential uses and areas identified for housing growth.

Brimbank's identity is intertwined within its industrial past and the ongoing significance of Brimbank's industrial areas to the local and state economy. There are many parts of Brimbank where residential and industrial areas interface, and often land uses are able to coexist without resulting in land use conflict. However, this legacy cannot be ignored. Particularly as residential areas intensify, the potential for land use conflict increases.

In this context, it is important to ensure suitable levels of amenity and reduced risks are afforded to residents of new development, while also protecting the ongoing viability of Brimbank's industrial land, particularly State significant industrial land, MHFs and current landfills.

Other factors that may impact residential amenity include Melbourne airport flight paths, as identified by the MAEO, and major road and rail corridors. There is scope to reduce the impacts of major rail and road corridors on residential amenity as they expand.

Attachment 12.7.2

STREETSCAPE, ARDEER

Key Issues

The key amenity issues that Brimbank faces are:

Potential conflicts between industrial land and residential growth

Brimbank's industrial land can impact the ability to accommodate housing growth and residential development in some areas of Brimbank. In addition to licencing, WorkSafe provides guidance on land use and development in proximity to the MHFs currently located in Brimbank that affect residential land, for example, Elgas and Hexion. The number of MHFs and the impact they have on surrounding land uses may change over time, with changes potentially triggering the need to [further] engage/ consult with WorkSafe. EPA's landfill guidelines have been used to define the buffer for the open landfill in Kealba, and the EAO requires further analysis to be conducted before impacted land can be developed on the closed Sunshine landfills. *Plan Melbourne* also seeks to protect State significant industrial precincts from incompatible land uses (such as residential intensification on nearby land) to support their ongoing viability.

Potential for poor amenity along major roads and rail interfaces

Major roads and rail services offer many economic benefits to Brimbank, and their interfaces are key corridors for movement of people. However, they also present a number of potential health and well-being issues, including issues from noise, dust, odour and air pollution. From a housing perspective, these interfaces present opportunities for a change in built form character, provided the present amenity challenges can be managed.

Proximity to the Melbourne airport creates noise impacts for dwellings

Large areas of Brimbank, some of which would otherwise be suitable for incremental housing growth, are affected by flight traffic from the Melbourne airport. Dwellings within the flight path of the Melbourne Airport are already affected by the MAEO. This overlay restricts development intensification in order to minimise the number of additional dwellings affected by flight noise. These areas have been identified as minimal change areas in the RDF. As noted in under 'Ongoing Work that Affects this Strategy' (**Context**), the 2022 ANEF-affected areas may change as a result of ongoing work. This could require further investigation as to their impact on housing growth.[68]

Community-raised concerns regarding increased traffic and carparking

Development can increase traffic and impact parking supply, and this can also impact the amenity of neighbourhoods. Engagement with the community has identified concerns about traffic and parking supply in local streets. Encouraging more people to live in transport-rich locations where they have the option to make more of their daily trips using public or active transport is an important strategy to reduce car dependence and decrease congestion.

[68] The Strategy notes that while the State provision under Clause 18.02-7S (Airports and airfields) also considers the N Contours when planning for areas affected by aircraft noise, it would only consider the MAEO as a constraint in the Residential Development Framework given it is the overlay that triggers the need for a planning permit to use or develop land for a dwelling and the overlay contains restrictions on development density.

Interfaces with Industrial Land

Maintaining the economic viability of State significant industrial land and supporting the ongoing operation of industrial uses are key objectives of State and local planning policy. To support these objectives, the *Brimbank Industrial Land Use Strategy* 2018-2030 and planning policy at Clause 17.03-2S and Clause 17.03-3S are clear that the location of new housing should not undermine the continuing operation of industrial uses.

These objectives are partially achieved through the application of buffer areas. For the MHFs, buffers advised by WorkSafe (referred to as advisory areas) indicate that it is inappropriate to increase housing within a certain proximity to these uses. The former Sunshine landfill, the open Kealba landfill and land interfacing with State significant industrial land also present potential, albeit different, constraints on development.

This Strategy seeks to direct growth away from these areas by designating them as minimal change areas, and to manage growth through planning policies, regulation and related legislation as follows:

- For MHF advisory areas, a restriction on subdivision size in the schedule to the zone is proposed to limit further intensification of development.
- For the Kealba landfill and State significant industrial land, referral requirements of Clause 66 of the Brimbank Planning Scheme will continue to inform assessment of the suitability of new development.
- For the closed Sunshine landfill, the existing EAO (as introduced by C212brim) requires further assessment in accordance with Environment Protection Act 2017 to ensure that the land is suitable for development.

In the future, it may be appropriate to formalise buffers to MHFs, the Kealba landfill and to certain industrial land (including State significant industrial land). This is a complex process that is best undertaken separately from this project and led by the State, as both landfills and MHFs are State significant.

Objectives

To direct growth away from major sources of poor amenity and risk (MHFs, the former Sunshine landfill, the Kealba landfill and State significant industrial land).

Actions
Limit further intensification of housing in the advisory areas to the MHF by applying a minimum subdivision size.
Investigate application of additional planning policy and controls (e.g., application of the BAO) in areas within the buffer to the MHFs, open landfills and State significant industrial land.

Transport Corridors

Road and rail corridors are often areas that are identified for higher growth due to their proximity to public transport, but their amenity impacts, including those from dust, noise, odour and air pollution, must be appropriately managed. While low or no fencing is identified in **Character** as a valued neighbourhood character attribute, busy and noisy interfaces can often be managed with higher fencing and other noise mitigation measures. Where higher fencing is used, this should be balanced with other design features at upper levels to provide activation and surveillance of the street.

Planning policy to encourage alternative transport options to car ownership (including public and active transport) is also recommended. This is addressed in the next section.

Objectives

To ensure built form design along major road and rail corridors balances protection of internal amenity with activation of the public realm.

Actions

Provide planning policy and specific provisions regarding noise mitigation/attenuation, fencing and management of interfaces along major road and rail corridors.

Sustainability

Ensuring housing is sustainably designed, is located to minimise car dependence and contributes to the climate resilience of Brimbank's community.

Brimbank faces significant sustainability challenges. These challenges including a lack of canopy tree cover, vulnerability to the urban heat island effect, limited use passive design by developers, a prevalence of poor-quality building materials in new development and a legacy of car-centric development. Promoting well-designed, energy-efficient buildings is important for environmental sustainability and climate resilience, which in turn support the health and well-being of residents. Beyond sustainability, energy efficient buildings contribute to housing affordability, as they can reduce ongoing operational and maintenance costs.

The planning system plays an important role in addressing these challenges, through policies that encourage urban consolidation, the use of sustainable transport, water sensitive urban design, environmentally sustainable development, protection of native vegetation and policies that seek to increase landscaping, greening and urban cooling. However, achieving meaningful sustainability goals requires a coordinated, integrated approach, involving all levels of government and the private sector. Council is committed to its role developing Brimbank into an environmentally sustainable city. To support this aim, Council has prepared and adopted a variety of strategies, plans, policy statements, and targets (see call-out box) and regularly advocates to the State and Federal governments on a range of issues, including building standards, biodiversity and waste management.

This Strategy aims to enhance sustainability through policy and planning controls where neighbourhood character and sustainable design intersect. This includes eaves, shading, and landscaping and parking policy (further details below).

M.B. LYNCH MEMORIAL GARDENS, SUNSHINE

Key Issues

The key issues related to housing and sustainability in Brimbank are:

A lack of quality landscaping + canopy trees in new development

Newly developed areas of Brimbank tend to have larger houses that take up more space on the lot. New, denser forms of development, such as townhouses, duplexes, and low-scale apartments, also take up more space on the lot than traditional detached dwellings. This can make it challenging to incorporate canopy trees, gardens or landscaping in new development.

A lack of passive sustainable design responses such as orientation, extent of glazing and use of eaves

Housing that is not designed to respond to the site context or that uses extensive glazing and lacks shading can be extremely inefficient to heat and cool. This impacts the health of residents as well as the cost of running the house.

Poor choice of building materials

The most sustainable materials are those that are low impact to source and are high quality and durable, with the potential to be re-used after a building reaches its end of life. The higher quality and more durable the material, the easier it should be to maintain.

Development designed to prioritise cars (driveways, number of car parks)

Development across Brimbank is often designed to prioritise the convenient onsite parking of private cars. Combined with uneven access to public transport, many residents rely on private vehicles for daily transport. This comes at a cost to residents financially and from health and well-being perspective, and it comes at a big cost to the environment.

Brimbank's plans, strategies and other policy that support sustainability

- Brimbank Climate Emergency Plan 2020–2025
- Biodiversity Strategy 2012–2022
- Cycling and Walking Strategy 2016
- Greenhouse Reduction Strategy 2019–2023
- Greening the West - One Million Trees Project, 2015
- Sustainable Water Management Strategy, 2013–2023
- Transport Priorities Paper, 2022
- Urban Forest Strategy 2016–2046
- Waste, Recycling and Litter Strategy 2018–2028
- Brimbank Parking Strategy 2019–2029
- Brimbank Tree Policy, 2016
- Climate Change Adaptation Framework 2017–2022
- Environmentally Sustainable Design Framework, 2017
- Sustainability Policy and Sustainability Framework, 2017

Landscaping and Canopy Trees

Landscaping and canopy trees play an important role in the sustainability and amenity of neighbourhoods. They contribute aesthetically, cool neighbourhoods and help manage drainage. Brimbank does not currently have a highly treed or landscaped character; however, this is an aspiration of the community. A canopy tree cover target of 30% is set across the municipality[69] and will be achieved through a combination of public and private realm planting.

In the private realm, Standard B13 of ResCode requires provision of appropriate landscaping in new multi-unit developments. Variations to Standard B13 allow for the size, number and location of canopy trees to be specified as well as the location of various types of planting. ResCode can also indirectly influence landscaping by specifying the amount of space to be provided around buildings, the level of site coverage and permeability and the amount of private open space.

Clause 55.07 (for apartments less than 5 storeys) and 58 (for apartments 5 storeys or more) currently sets objectives and provides guidance around landscaping for apartment developments. Existing ResCode variations set minimum expectations for canopy trees across all development types; however, implementation has been inconsistent (refer to Mesh Background Report) and conventions for describing tree scale and requirements differ slightly from Clause 55.07 and Clause 58 (see Table 8). Existing variations also provide little guidance on sufficient deep soil requirements (a key determinant of whether a canopy tree will survive) and the implications of basement construction.

CHURCH STREET, KEILOR

	Clause 55.07 and 58	Current Brimbank zone schedules
Tree types	Three types of trees (A, B and C) with minimum canopy diameter and height at maturity described, as follows: A - 4m canopy diameter and 6 m height B - 8m canopy diameter and 8m height C - 12m canopy diameter and 12m height	Two types of trees (small and medium) as follows: Small - 6m Medium - 6-12m Scale of tree at maturity does not define whether it refers to canopy diameter or height.
Canopy cover and deep soil requirements	Specified for different site areas. Canopy cover requirements range from 5% to 20% (depending on site area). Deep soil requirements range from 5% of site area or 12sqm (whichever is greater) to 15% of site area (depending on site area).	Not specified, but identifies that trees should be provided in private or secluded private open space greater than 25sqm and along driveways.
Soil requirements	Specified for different tree types (A, B and C) and for different planting conditions (in deep soil or in planters).	Not specified.

TABLE 8. TREE TYPES AND REQUIREMENTS - COMPARISON OF DESCRIPTIONS

[68] The target is contained in the MSS.

There is opportunity to provide more consistent requirements and terminology in the zone schedules to enhance landscaping and the treed character of the municipality, and to support Council's objective of 30% canopy cover. However, to provide more guidance on Brimbank-specific landscaping responses and private open space expectations, it is recommended that further analysis also be undertaken.

The outcomes of further landscaping analysis is likely to include:

- Preparation of Landscaping Guidelines to refine landscaping outcomes sought by the zone schedules.
- Potential revisions to private open space requirements in the zone schedules, noting that an analysis of private open space will also need to consider the amenity and recreation needs of residents in different change areas.

In all instances, existing mature vegetation should be prioritised for retention in development proposals. This requirement is captured in ResCode. It is noted though, that retention of mature vegetation has been identified as a key objective in the Suburban Landscape Precinct, where existing mature

Objectives

To encourage enhanced landscaping, appropriate to the level of development, that increases canopy tree coverage.

Actions
Amend existing landscaping ResCode variations so that conventions for describing tree scale and requirements align with Clauses 55.07 and 58.
Undertake further landscaping analysis to develop a set of Landscaping Guidelines that will refine the landscaping outcomes of the zone schedules.

FLINDERS STREET, KEILOR PARK

Building Design

Building design that emphasises the use of siting, design and building orientation to reduce or even eliminate the need for mechanical heating and cooling is referred to as passive design. Passive design is key to achieving sustainable buildings. This commonly includes orientating living areas to face north and using shading and energy-efficient glazing (see call-out box).

Clause 15.01-2S 'Building Design' encourages passive design and seeks to achieve building design and siting that contributes to ESD.

The quality and durability of materials also contributes to a building's sustainability. Building materials have embodied energy (i.e., the energy used to produce the materials), and material choice impacts the durability and lifespan of a building. Robust and durable materials and finishes, that can be easily cleaned or repaired, extend the lifespan of buildings, saving energy by avoiding major renovations and delaying rebuilds.

Local planning policy (Clause 15.02-1L-02) requires residential developments of two or more dwellings to undertake a sustainable design assessment to demonstrate that they 'achieve best practice in environmentally sustainable development from the design stage through to construction and operation'. This involves not only considerations of energy performance, but also integrated water management, indoor environment quality, transport, waste management (addressing use of durable and reusable materials) and urban ecology. Specified types of development are also required by this policy to produce a Sustainability Management Plan.

Passive design

As the name suggests, passive design enables buildings maintain comfortable indoor temperatures through their design, rather than through 'active' (i.e., electricity or gas-powered) heating and cooling.

Key passive design elements include:

- North-facing living areas and windows
- Use of materials that have the ability to absorb, store and release heat (referred to as 'thermal mass')
- Insulation
- Energy-efficient glazing
- Shading designs and structures
- Reliable ventilation
- Air tightness

The clauses mentioned above have been significant in giving weight to sustainability considerations, yet there is still scope for improved outcomes. Planning policy can be championed through active leadership and encouragement of individual development proposals (refer to call-out box for examples). This Strategy recommends Brimbank explore a range of opportunities and mechanisms to scrutinise and shape sustainable outcomes through design leadership, particularly on larger-scale housing projects.

Design Leadership examples

Melbourne City Council and Casey Council have established Design Excellence Panels of independent experts who review and advise on significant development proposals, under an agreed terms of reference or set of guidelines. Experts are drawn from a variety of fields in private industry, academia and public service. Private and academic panel members are usually paid a nominal fee for their participation.

The panel review is a voluntary process for applicants and recommendations are not binding. Benefits include improved design outcomes, enhanced communication and collaboration with proponents, and elevation of the skills and capabilities of Council officers who observe the panel process.

Objectives
To encourage new development to demonstrate passive design principles (e.g., orientation of dwellings, internal arrangement of rooms/windows, use of eaves, etc.), to achieve ESD targets.
To encourage use of high quality, durable materials and finishes that can be easily maintained and repaired.

Actions
Amend local policy, schedule objectives and decision guidelines to encourage the use of high quality, durable materials and finishes and passive design outcomes.
Explore opportunities to shape and champion better and more sustainable design outcomes via a design excellence review panel (or similar), with ESD experts providing independent design advice.

Car Parking

In residential areas located far from activity centres and public transport, and that have not benefited from significant infrastructure investment, it is a reality that many people will continue to rely on cars for their daily transport needs. However, alternatives to private car ownership should be encouraged where there is walkable access to good quality public transport. Clause 52.06-5, of the Brimbank Planning Scheme establishes the minimum number of car parking spaces required for new dwellings. This minimum rate applies across Victoria and does not have regard to local conditions, including the quality or frequency of active and public transport options.[70]

The *Brimbank Parking Strategy 2019-2029,* acknowledges issues associated with standardised minimum rates. These include added development costs and impacts on affordability. Minimum parking rates can incentivise car ownership and use, which impedes sustainable transport objectives.

The Parking Strategy seeks to ensure that on-site parking in new development meets the diverse needs of residents. This also means that where sustainable travel options are available, on-site parking could be reduced to offer residents greater choice. A Parking Overlay (PO) is the appropriate planning tool to set car parking rates that respond to the transport and land use context. Some municipalities in Melbourne that use POs in public transport rich locations[71] have opted for a maximum of one parking space per dwelling (often regardless of number of bedrooms).

In 2023, Brimbank applied POs the Sunshine and St Albans Activity Centres via amendment C216. As part of this amendment, parking minimums were reduced to reflect actual generated demand. The strategic work undertaken for the amendment suggested that applying a maximum rate in these areas would be premature. This Strategy therefore recommends investigating revised minimum rates in other substantial change areas.

Reduced parking rates may also be suitable for diverse housing typologies where residents are demonstrated to have a reduced levels of individual car ownership, such as young adults living out of home and older age groups.[72] In circumstances where reduced parking rates are recommended, this should be accompanied by other statutory and non-statutory mechanisms to encourage sustainable transport choices including car share schemes, increased bicycle parking requirements, and on-street parking restrictions, as appropriate.

Further strategic work is needed to identify appropriate parking rates for each substantial change area. This should take into consideration the likely car parking demand generated by various dwelling typologies, the quality and accessibility (by walking and cycling) of the public transport in the areas and the availability of car parking in the area.

Development should also be located to take advantage of proximity to public transport and active transport routes (as per the RDF).

Objectives

To encourage and incentivise the use of sustainable transport options in public-transport-rich areas.

Actions

Investigate applying the Parking Overlay to set a reduced requirement for car parking in appropriate substantial change areas.

[70] A permit can be obtained to vary this minimum requirement, but this requires justification by the applicant to support the variation. A permit may allow more than the maximum. Decision-makers should take into consideration the particular characteristics of the development, the typical residents and likely car parking demands generated, the availability of car parking in the locality and whether the development includes bicycle and motorcycle parking.

[70] Melbourne City Council inner city areas, Moonee Valley's Moonee Ponds Activity Centre area, and Maribyrnong's Footscray Metro Activity Centre outer Parking Precinct specify a maximum and a minimum, with a maximum of 1 space per 1-2 bedroom dwellings, and 1.5 for 3 bedrooms or more.

[72] Loader C (2021), 'How has motor vehicle ownership changed in Australian cities for different age groups?' Charting Transport blog, https://chartingtransport.com/.

Attachment 12.7.2

DOMINANT PARKING AREA, WILLATON STREET, ST ALBANS

Implementation

The objectives and actions of the Strategy will be implemented through a range of actions. The Implementation Plan and the associated Action Plan include many actions that can be implemented via the Brimbank Planning Scheme.

Council, as the planning authority, will lead preparation of a Planning Scheme Amendment (PSA). Planning Scheme changes must be strategically justified. This Strategy (along with the supporting background documents) provide much of this strategic justification for the PSA. In some instances, further investigation will be required before new policy can be strategically justified. Where further investigation is required, it is identified in the Action Plan.

Other actions, such as advocacy actions, are identified in the Action Plan, but their implementation will require further consideration. Council will take a lead role in these advocacy actions; however, partnerships with government, agencies and the community will also be important.

GERAGHTY COURT, KEILOR DOWNS

Planning Policy Framework

Brimbank's PPF sets out Brimbank's Municipal Strategic Statement (MSS) and provides State, regional and local policies relating matters relevant to housing and neighbourhood character.

Clause 21 is the MSS. It sets the context for planning and development in Brimbank, including Brimbank's vision and strategic directions. Strategic directions related to the built environment (Clause 21.06) and housing (Clause 21.07) and the Residential Framework (Clause 21.07-5) are most relevant to this Strategy.

These clauses and associated plans of the PPF will be updated to better reflect the vision and themes of the Housing and Neighbourhood Character Strategy.

Policy within the planning scheme directs decision-makers and permit applicants to give weight to certain matters when considering how to use or develop land. It is important that local policy does not simply duplicate or restate State policy.[73] As such, policy changes are only recommended in the Action Plan where they will provide more locally specific guidance to decision-making.

New and amended policy will be prepared following consultation on this Strategy, and the new PPF will be exhibited as part of the formal PSA process.

Brimbank's Planning Scheme structure is due to be updated to the new format PPF. Currently, a PSA to update Brimbank's Planning Scheme is under consideration by State government.

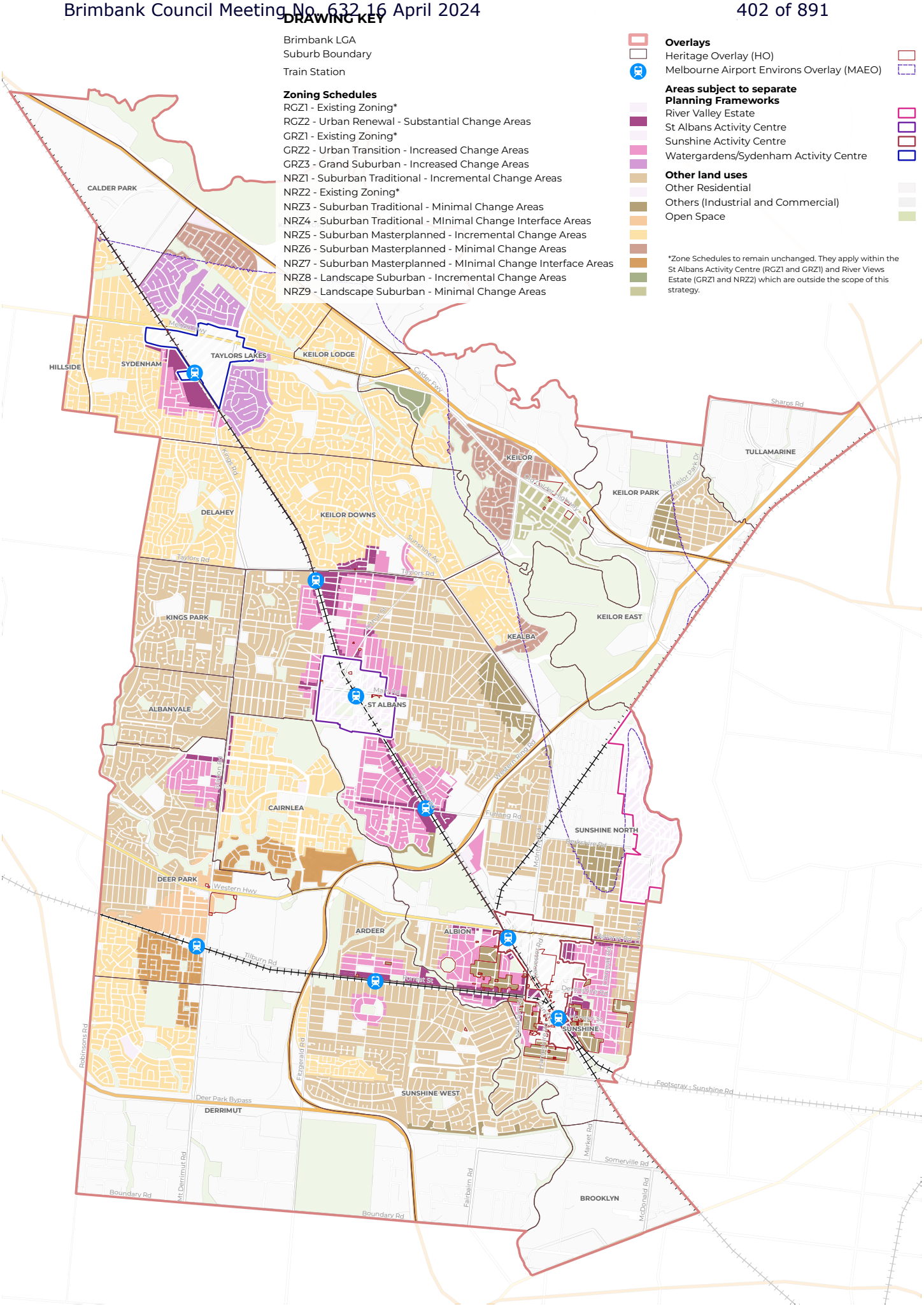
Residential Zones and Schedules

Residential zones and schedules are proposed to implement the change settings identified in the RDF and the preferred character of each neighbourhood precinct described in this Strategy.

Multiple zone schedules are required to reflect the different development outcomes expected when change and preferred character objectives are brought together.

Individual zone schedules that set out objectives, ResCode variations and other requirements and guidelines will be prepared following consultation on this Strategy. The proposed schedules will be exhibited as part of the formal PSA process.

[73] Brimbank's Planning Scheme translation to the PPF format is still pending approval by the Minister for Planning. The exhibited version of the PPF is used as the basis for this Implementation Plan. Delivered across Brimbank.



Attachment 12.7.2

91 FIGURE 20. RESIDENTIAL DEVELOPMENT FRAMEWORK

Summary of Proposed Zones and Schedules

RGZ2 Urban Renewal
Substantial Change Areas

- Areas rich in amenity—immediately surrounding train stations and activity centres and along key road and rail interfaces.
- Low-scale housing will give way to relatively dense, urban forms (up to 4 storeys) that enable more people to easily access goods, services and transport.

GRZ2 Urban Transition
Increased Change Areas

- Areas of transition outside the immediate surrounds of train stations and activity centres, but often still within the walkable catchments.
- Low-scale housing will gradually change to units, townhouses and low-scale apartments, enabling more residents to live in relatively close proximity to amenities.

GRZ3 Grand Suburban
Increased Change Areas

- Recently developed areas of grand dwellings, with less access to activity centres and public transport.
- Expected to change slowly. May be renovated or replaced by newer homes or units, and may accommodate small second dwellings.

NRZ1 Suburban Traditional
Incremental Change Areas

- Areas outside of the walkable catchments of activity centres and train stations.
- The traditional character will change gradually, likely accommodating low-scale replacement dwellings, additional dwellings, dual-occupancies, villa units and some townhouses.

NRZ3 Suburban Traditional
Minimal Change Areas

- Areas with Suburban Traditional characteristics affected by the HO, MAEO or around industrial land where some growth is appropriate.
- Dwellings may be replaced by similar low-scale dwellings, but growth will be limited.

NRZ4 Suburban Traditional
Minimal Change Interface Areas

- Areas with Suburban Traditional characteristics within the surrounds of industrial land, where further growth is not appropriate.
- Dwellings may be replaced by similar low-scale dwellings, but growth and subdivision will be limited.

NRZ5 Suburban Masterplanned
Incremental Change Areas

- Recently developed areas of detached and semi-detached homes, generally far from activity centres not well served by public transport.
- Expected to change slowly, but may see development in the form of newer homes and low-scale units (up to two storeys) and small second dwellings.

NRZ6 Suburban Masterplanned
Minimal Change Areas

- Areas with Suburban Masterplanned characteristics affected by the MAEO or around industrial land where some growth is appropriate.
- Dwellings may be replaced by similar low-scale dwellings, but growth will be limited.

NRZ7 Suburban Masterplanned
Minimal Change Interface Areas

- Areas with Suburban Masterplanned characteristics within the surrounds of industrial land, where further growth is not appropriate.
- Dwellings may be replaced by similar low-scale dwellings, but growth and subdivision will be limited.

NRZ8 Landscape Suburban
Incremental Change Areas

- Areas of grand homes in a variety of architectural styles with predominant landscaping and tree coverage.
- Expected to change slowly. Existing homes may be renovated or replaced by newer homes or low-scale units (up to two storeys). May accommodate small second dwellings. New development will seek to retain existing mature trees.

NRZ9 Landscape Suburban
Minimal Change Areas

- Areas with Landscape Suburban Characteristics affected by the MAEO.
- Dwellings may be replaced by similar low-scale dwellings, but growth and subdivision will be limited.

Overlays

Overlays provide further control and guidance on specific matters. The HO and the MAEO are existing overlays that play an important role in the implementation of the Strategy.

Additional overlays applied to industrial land are not recommended at this time, but the Strategy recommends investigating the application of further policy and controls to prevent housing growth within a certain distance of industrial areas, landfills and MHFs. Residential zone schedules are also proposed to be used to manage potential land use incompatibility in the advisory areas of MHFs.

In relation to car parking, this Strategy recommends investigating revised minimum rates in substantial change areas not already covered by POs.

Other Actions

Other actions that are not implemented via the planning scheme, such as advocacy, education, investment and demonstration actions are important. These are identified generally in the Action Plan, but their implementation will require further consideration by Council.

Action Plan

The Action Plan identifies the following types of actions:

- **Action:** Can be actioned immediately, as part of the initial PSA to implement the housing and neighbourhood character objectives. The Strategy will provide the necessary level of strategic justification to support the PSA.
- **Investigate:** Requires further investigation to provide the necessary strategic justification to support a PSA.
- **Explore:** Non-planning-scheme-related actions that would contribute to the housing and neighbourhood character vision but that require further exploration and consideration.

Actions that are considered substantial (i.e., key actions that will implement the Strategy) are highlighted. All actions will be subject to obtaining budget and resourcing.

Please note that references to clause numbers use the current VPPF framework. Should the amendment to translate the VPPF to the PPF be approved before the implementation of this Strategy, the changes will be implemented according to the new format.

Action	Type
Planning Policy Framework	
Update Clause 21.01 to include updated demographic and forecast housing needs from the Urban Enterprise Background Analysis.	Action
Update the Strategic Directions relating to housing and built form at Clause 21.03, Clause 21.06 and Clause 21.07 to reflect the general themes and directions from the Strategy.	Action
Replace the Residential Framework at Clause 21.07 (Strategic Framework Plans) with the RDF.	Action
Update Clause 21.07 to include noise attenuation for residential development along major roads and rail interfaces.	Action
Update Clause 21.06 to ensure that redevelopment sites that interface with open space provide an active frontage.	Action
Update Clause 21.06 and 21.07 to provide strengthened guidance regarding high quality, durable building material and design features.	Action
Update Clause 21.07 to reflect the themes and high-level objectives of the Neighbourhood Character Strategy and to list the Strategy as a policy document.	Action
Update Clause 21.07 with new policy that reflects the relevant directions and objectives of the Growth and Diversity themes of the Strategy and to list the Strategy and Mesh Background Report as a policy document. Policy will provide direction on preferred locations for diverse housing types and policy to discourage underdevelopment of land in substantial change areas.	Action
Update Clause 21.07 to provide guidance regarding the preferred locations for affordable housing.	Action
Prepare new policy at Clause 21.07 relating to residential aged care to provide guidance on preferred locations for aged care facilities (identified as large format specialised housing forms in the Strategy).	Action
Review other Clauses in the Brimbank Planning Scheme to remove any redundant or conflicting policies because of the Strategy.	Action
Investigate appropriate targets for proportions of dwellings designed to universal design principles in multi-unit developments.	Investigate

TABLE 9. ACTION PLAN

Action	Type
Zones / ResCode variations	
Apply zones and schedules to implement the change settings in the RDF and the Preferred Character outcomes in the Strategy	Action
Prepare zone schedules with: • Design/neighbourhood character objectives that reflect the Preferred Character descriptions in Appendix 2 • ResCode variations to reflect the development outcomes expected under **Character**. • Minimum subdivision sizes (where required to manage land use compatibility issues identified in the Housing Strategy) • Application Requirements and Decision Guidelines to support objectives and actions in the Strategy	Action
Review zones schedules once Landscaping Guidelines have been prepared.	Investigate
Overlays	
Investigate the heritage significance of Sunshine West to determine whether a HO would be an appropriate planning control.	Investigate
Investigate additional planning policies or controls (e.g., BAO) in areas within WorkSafe's Inner and Outer Planning Advisory Area to the Deer Park MHFs, EPA buffer to the Kealba open landfill	Investigate
Investigate applying the Parking Overlay to set a reduced requirement for car parking in appropriate substantial change areas.	Investigate
Other planning scheme changes	
Include the Housing and Neighbourhood Character Strategy and the Mesh Background Report and Urban Enterprise Background Analysis as background documents at Clause 72.08.	Action
Prepare specific controls (such as DDO or DPO controls) to guide preferred development outcomes for large scale sites currently used for other purposes but zoned for more intensive development.	Investigate
Investigate use of local Vic Smart provisions at Clause 59.15 to provide for a streamlined permit application pathway for straight forward application types.	Investigate
Review the St Albans Structure Plan and associated planning policies in the context of the Strategy to update the planning framework across the St Albans activity centre area and surrounding neighbourhoods.	Investigate
Investigate undertaking further landscaping analysis to develop a set of Landscaping Guidelines that will refine the landscaping outcomes of the zone schedules.	Investigate
Investigate undertaking a holistic review of MUZ sites and develop a comprehensive strategy for their future planning and capacity to support growth and diverse housing typologies.	Investigate

Action	Type
Non planning scheme-related actions	
Develop an internal policy to provide guidance on negotiating affordable housing contributions as part of new development and rezoning that will result in a significant value uplift to landholders.	Explore
Investigate needs and opportunities for specialised housing.	Explore
Explore other ideas, programs and advocacy actions, through investigation of domestic and international case studies, to encourage diverse housing and more affordable housing. Seek to adopt those that would offer benefits to Brimbank.	Explore
Investigate opportunities for alternative housing options within Brimbank.	Explore
Explore opportunities to strengthen sustainable design outcomes via a design excellence review panel (or similar), with ESD experts as members, to provide expert, independent design advice.	Explore
Monitor development in RGZ areas to inform a 5-year review of the planning policy applying to Urban Renewal Areas (RGZ).	Explore

Monitoring and Review

Implementation of the Action Plan will be subject to available resources, priorities, and any emerging issues or opportunities. Where additional resources are required, these will subject to Council's annual budget processes and/or external funding opportunities. The Action Plan will be reviewed annually to monitor progress.

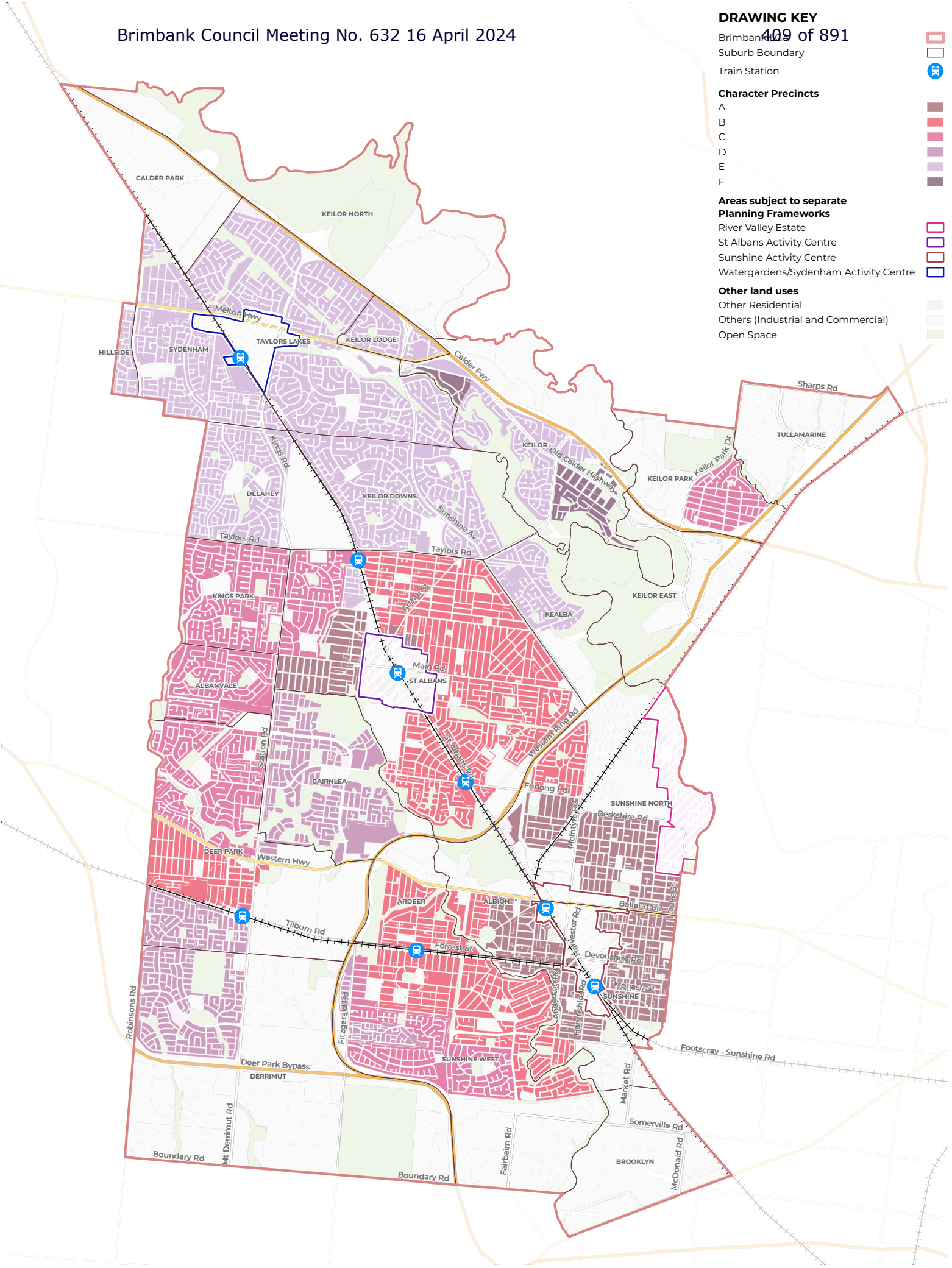
The Strategy will be reviewed within 10 years from the date of Council adoption or if there is a significant shift to the planning policy or legislative landscape, to ensure it takes account of contemporary policy contexts and relevant Council plans, policies and strategies, and is meeting the housing needs of the Brimbank community.

Attachment 12.7.2

TOWNHOUSES, ST ALBANS

Appendix 1

Appendix 1 describes the Existing Character Precincts. The descriptions draw on the Mesh Background Report analysis, site visit observations and analysis of sample sites in each Precinct.



Attachment 12.7.3

FIGURE 21. NEIGHBOURHOOD CHARACTER PRECINCTS

Precinct A

Brimbank's most 'traditional' neighbourhoods developed around the Sunshine and St Albans train stations. They are characterised by low-scale housing in closely gridded streets. More than any other Precinct, Precinct A is undergoing change in the form of distributed infill development, resulting in a clear distinction between the character of traditional housing forms and newer development.

Precinct A is characterised by varied, traditional low-scale housing typologies set within the distinctive subdivision pattern of the original industrial worker estates. The traditional housing form is predominantly small to medium single-storey detached homes of brick or weatherboard. Moderate front, side, and rear setbacks provide space for low-scale formal gardens and carports/garages that are usually well recessed behind the front of the house. Precinct A also features homes with distinctive details such as sculptural elements.

Several areas in Sunshine and Albion are protected by a Heritage Overlay (HO) that protects the traditional housing and landscape features. Precinct A also contains areas identified as having special or intact character in the Mesh Background Report, including the area west of Perth Avenue in Albion. This area (and a similarly intact area in Precinct B) comprises streets of dwellings with a consistent architectural style, materiality and detailing.

Precinct A's many liveability advantages have made it an attractive location for redevelopment. This includes proximity to transport and activity centres, walkable streets, and access to services and open space. Conversion of single lots (and in a few cases, two lots) into single and double storey villa units (often in a gun barrel or courtyard arrangement) and townhouses are common. Three (or more) storey apartments are present in some locations. Front setbacks of contemporary infill development are often consistent with, or slightly reduced, as compared to traditional housing forms. Site coverage is generally higher than traditional housing, with reduced side and rear setbacks. Fencing and garages/accessways tend to be more dominant features of infill development.

Consistent lot sizes and lot frontages within each street are a feature of the traditional workers' estate (the McKay Estate), which has a street pattern that is predominantly a grid or modified grid. This history can be seen in the layout of Precinct A, with a notable exception being the area to the east of Perth Avenue in Albion where the streets radiate out from the eastern half of Selwyn Park. Despite this past, Precinct A displays the greatest diversity of lot sizes across the Brimbank Precincts, primarily due to infill development that is occurring.

Valued Character Attributes

- References to Brimbank's industrial worker history (housing and street patterns).
- Moderate level of consistency within streets of traditional lot sizes and rhythm and spacing of dwellings.
- Generally varied architectural style[82] and materiality of housing.
- Select areas of consistent architectural style, materiality and detailing (early 20th Century and post-war housing).
- Low-scale formal gardens and landscaping.
- Low-scale fencing, clearly delineating public and private realms.
- Garages not prominent features of the streetscape.

VALUED CHARACTER ATTRIBUTES

Attachment 12.7.3

[82] Varied architectural style means that there are a range of different styles of architecture in the street or neighbourhood, rather than a consistent style.

Precinct A

Character Summary

Locations	• Sunshine (part) • Sunshine North (part)	• Albion • St Albans (part)

Architectural Style

Era of development + housing style	• Mix of eras, including heritage homes and post-war era onwards, generally as detached houses. • Pockets of consistent inter-war housing styles reflective of the industrial worker estate history. • Contemporary infill development in unit or townhouse form.
Materials + form	• Mix of brick and weatherboard materials for traditional housing. • Pitched roofs and eaves common for traditional housing. • Infill development in mix of materials including brick, stone, concrete render and steel and mix of roof forms.

Built form scale + character

Lot size + frontage	• Mixture of lot sizes ranging from under 300sqm to 800sqm. • Smaller lots indicative of recent infill redevelopment.
Height + bulk	• Predominantly single storey for traditional housing. • Infill development predominantly singe/double storey.
Setbacks + Site coverage	• Uniform front setbacks of approx. 6-7m for traditional housing • Side setbacks usually larger on one side (approx. 3m) to accommodate a driveway. • Large rear setbacks provide space for large gardens and relatively low site coverage (20-40%). • Infill development often has reduced front, side and rear setbacks[83] and higher site coverage (60+%).

Gardens + landscaping

Garden styles + locations	• Low-scale formal gardens, with lawns, bushes and small-scale trees.
Fence styles	• Low-scale wooden picket or brick/metal fencing. • Fencing provides clear delineation between public + private realms. • Varied fencing, including higher fencing forms, for infill development.

Access + parking

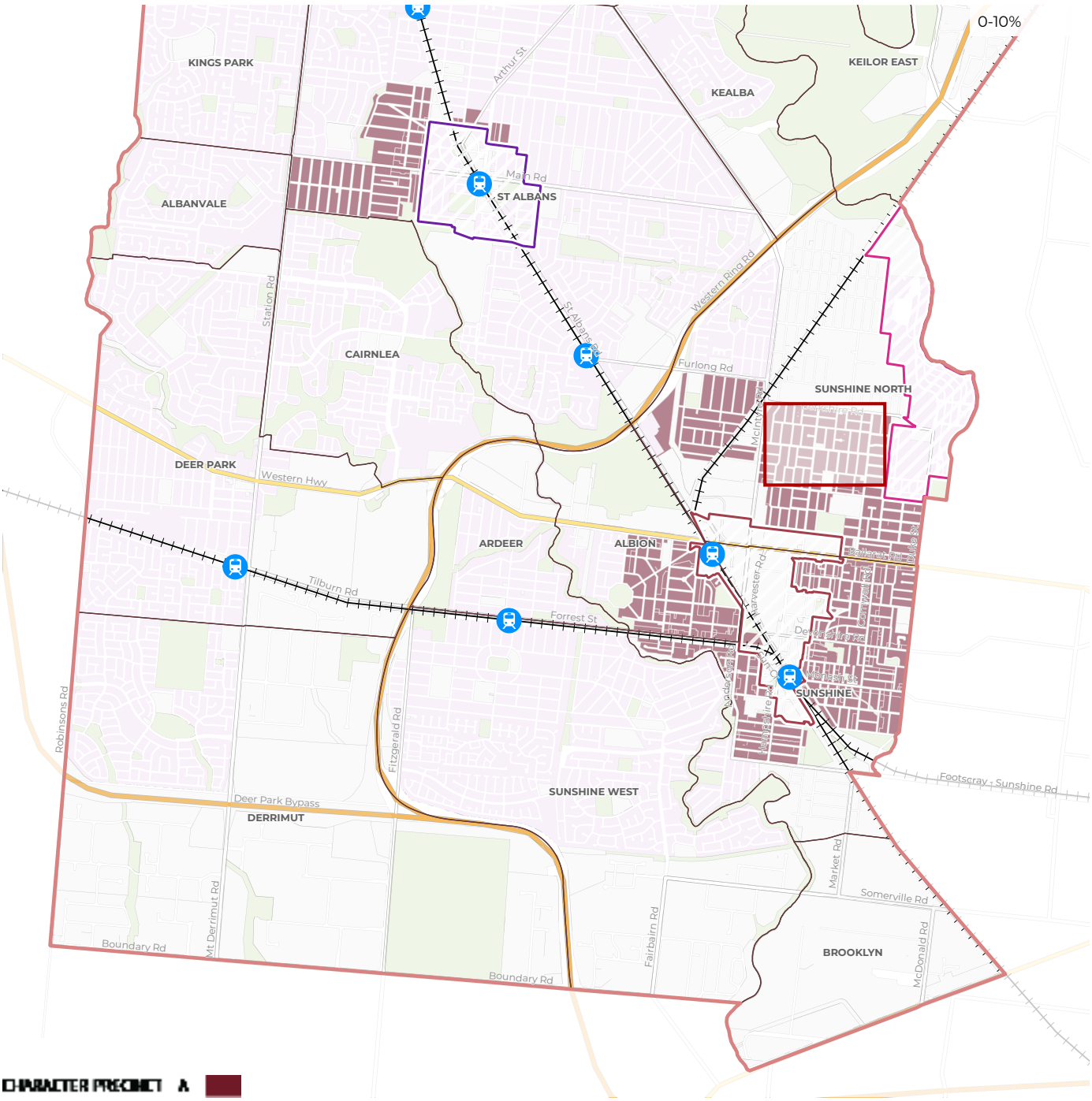
Access + Parking	• Side driveway to a carport/single garage set well behind house for traditional housing. • Infill development often has more dominant garages at the frontage or gun-barrel vehicle access ways to garages. • Apartments with undercroft parking.

Emerging change

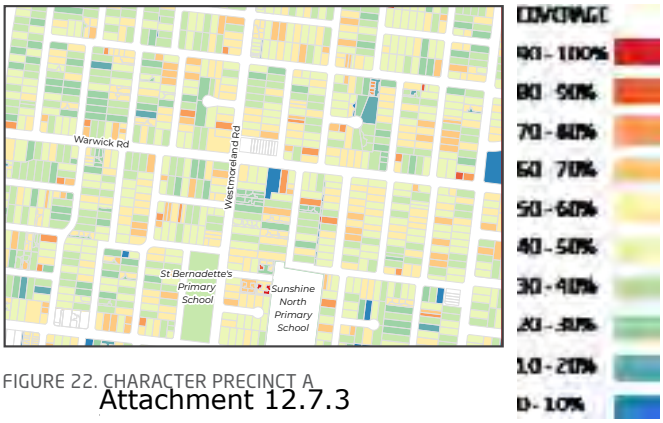
Redevelopment and infill types	• Evidence of change and infill development occurring in many streets. • Older-style infill development in form of mid to late-century flats and village units (often on consolidated lots/larger sites). • More contemporary infill in form of gun-barrel/courtyard units or attached townhouses.

[83] As compared to traditional housing in the Precinct.

Precinct A



LOT COVERAGE



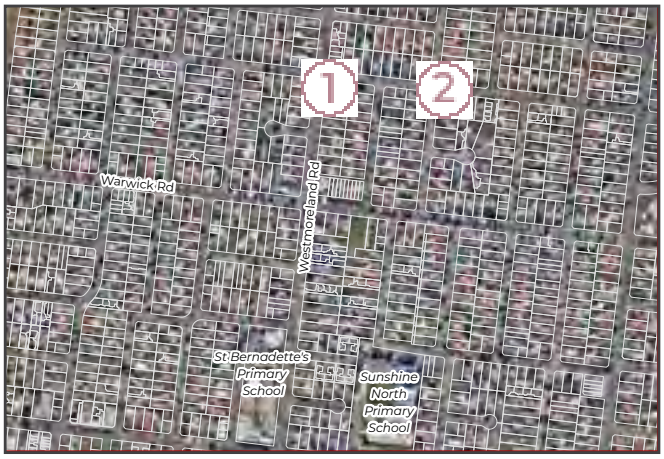
LOT FRONTAGE

FIGURE 22. CHARACTER PRECINCT A

Precinct A

1 WESTMORELAND RD, SUNSHINE NORTH

2 FERNDALE RD, SUNSHINE NORTH



DETACHED DWELLING, SUNSHINE NORTH

HERITAGE-STYLE DWELLING, ALBION

BRICK DWELLING, ST ALBANS

Precinct B

A precinct comprising many intact streetscapes with low-scale housing of consistent architectural style and detailing, interspersed with more contemporary redevelopment.

Precinct B, more than any other precinct in Brimbank, exhibits a high degree of architectural consistency in its traditional housing. Indicative of the inter- and post-war eras, homes often comprise a distinctive double- or triple-fronted, single-storey design with large windows, porches and decorative chimney features and pitched roof forms. Materiality is typically brick, often with detailed pattern work (with a matching low fence), iron detailing and tiled roofs. These homes sit on similar lot sizes, with uniform front and side setbacks creating a consistency of spacing and rhythm in the streetscape.

A special character area in Sunshine West (comprising Kosky Street, Killara Street and parts of Glengala Road), contains streets that are excellent examples of this intact housing form.

Other architectural styles in the precinct are reflective of late 20th century renovation or replacement of traditional housing stock (often larger, double-storey homes), with some contemporary infill development in the form of single- or double-storey units and townhouses—more frequently around northern parts of St Albans and Sunshine North.

Landscaping is low scale, with lawns and defined garden beds of shrubs and small-scale trees. Fencing is low scale, yet clearly delineates the public realm from the private. Garages are not dominant features of traditional housing (they are usually in the form of carports or set well behind the house), but late century and newer infill forms of development have more prominent garages.

Precinct B has not undergone the same level of change as Precinct A, yet it exhibits many characteristics that would support change, including block sizes and frontages that support unit and townhouse redevelopment.

Valued Character Attributes

- Consistent inter and post-war architectural style, materiality and detailing.
- High degree of consistency of lot sizes, rhythm and spacing within streets of traditional housing.
- Low-scale formal gardens and landscaping.
- Low-scale fencing, clearly delineating public and private realms.
- Garages not prominent features of the streetscape.

VALUED CHARACTER ATTRIBUTES

Precinct B

Character Summary

Locations	• St Albans (part) • Deer Park (part) • Ardeer	• Sunshine West (part) • Sunshine North (part)

Architectural Style

Era of development + housing style	• Post-war era houses, with distinctive double- and triple-fronted designs. • Frequent examples of renovations, extensions, or replacement of dwellings in the 80s/90s. • Occasional examples of contemporary infill development in unit or townhouse form—more frequent in northern St Albans and Sunshine North.
Materials + form	• Brick (often with decorative detailing), large front windows, front porch and pitched, hipped tiled roof forms. • Many traditional homes have been rendered/clad and have added decorative features and window dressings (roller blinds/awnings) • Infill development often in a mix of brick and timber cladding.

Built form scale + character

Lot size + frontage	• Relatively uniform lot sizes within each neighbourhood, ranging from under 500sqm to 800sqm. • Smaller lots indicative of recent infill redevelopment.
Height + bulk	• Predominantly single storey for traditional housing. • Infill development predominantly singe/double storey.
Setbacks + Site coverage	• Uniform front setbacks of approx. 7m for traditional housing • Side setbacks are usually larger on one side to accommodate a driveway. • Large rear setbacks provide space for large gardens and low to moderate site coverage of 30-50%. • Infill development often has reduced front, side and rear setbacks[84] and higher site coverage (60+%).

Gardens + landscaping

Garden styles + locations	• Low-scale formal gardens, with lawns, bushes and small-scale trees. • Frequent examples of concreted front setbacks.
Fence styles	• Low-scale wooden picket or brick/metal fencing. • Fencing provides clear delineation between public and private realms. • Varied fencing, including higher fencing forms, for infill development.

Access + parking

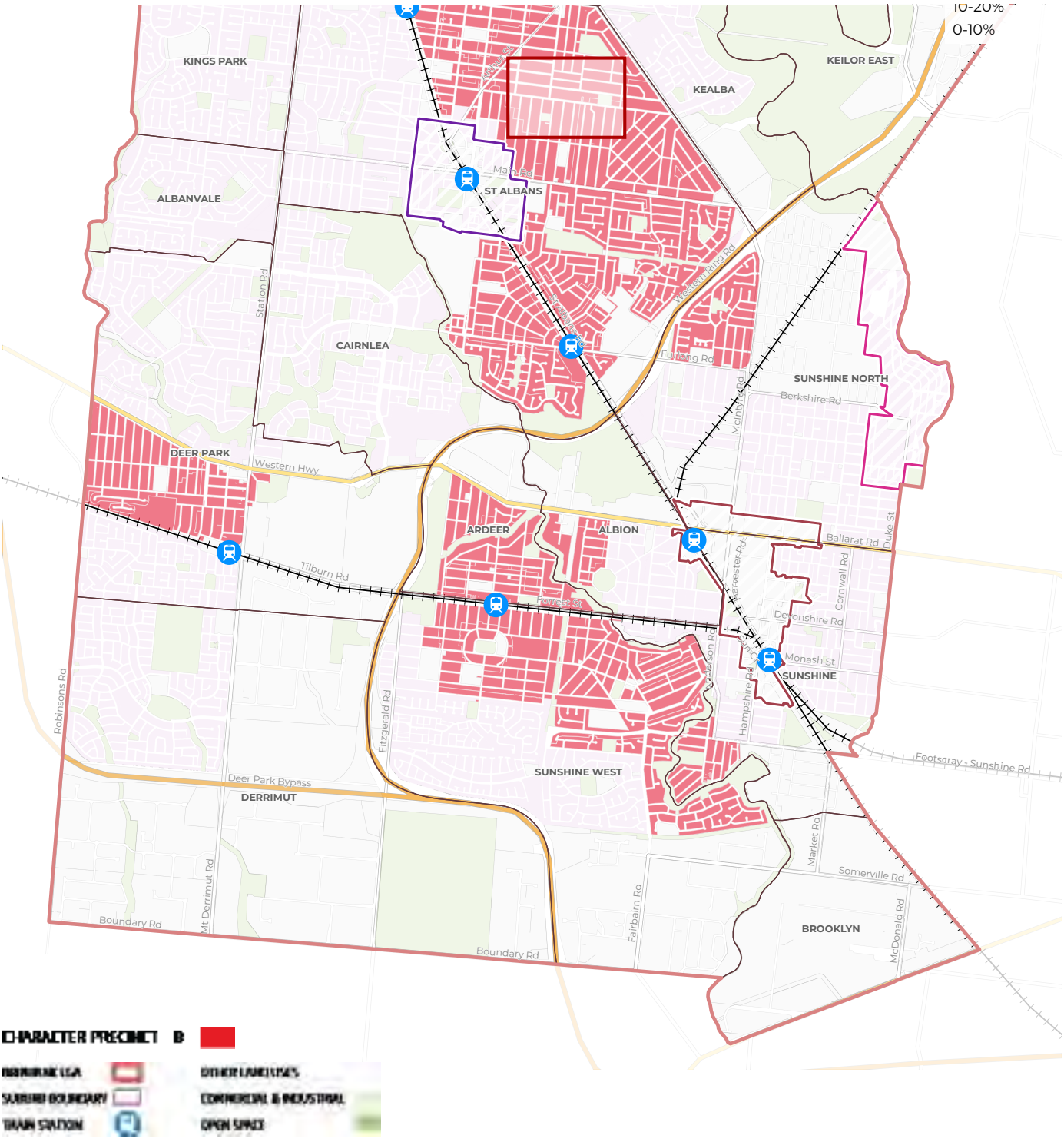
Access + Parking	• Side driveway to a carport/single garage set well behind house for traditional housing or low-scale garages with roller doors (often arched). • Infill development often includes gun-barrel driveways and integrated garages.

Emerging change

Redevelopment and infill types	• Majority of change appears to be renovations/additions to existing housing or replacement of existing dwellings. • Large areas with intact streets of consistent inter and post-war housing styles. • Evidence of contemporary infill development occurring in some streets in form of attached townhouses or battle-axe-style units at rear.

[84] As compared to traditional housing in the Precinct.

Precinct B



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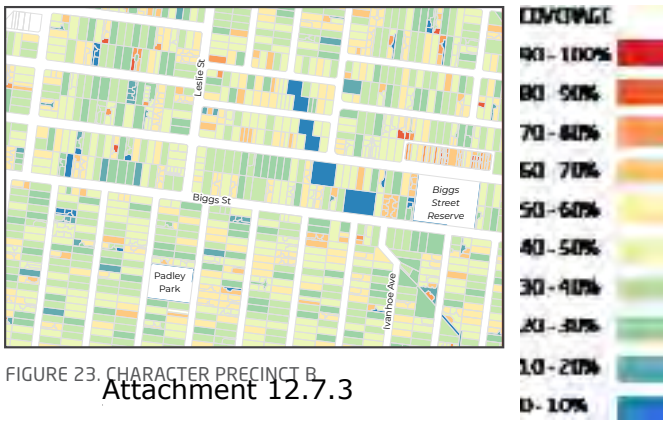


LOT FRONTAGE

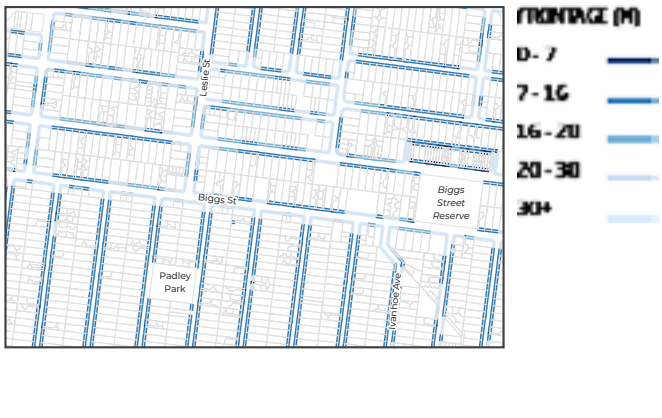


FIGURE 23. CHARACTER PRECINCT B

Attachment 12.7.3

Precinct B

1 BIGGS ST, ST ALBANS

2 WILLIAN ST, ST ALBANS

TULLOCH STREET, DEER PARK

RYDER STREET, SUNSHINE WEST

BRICK DWELLING, WESTWOOD WAY, ALBION

WEATHERBOARD DWELLING, NORWOOD STREET, ALBION

Precinct C

Characterised by a sense of spaciousness between predominantly single-storey dwellings. Architectural styles are unassuming, with a diversity of materiality and detailing.

Housing is predominantly late 20th century in design and of a consistent scale. Nonetheless, there is diversity in the look and feel of the Precinct C, generated by the details of the homes. A range of materials and colours are used, including different tones of brick and render and specialised detailing and window treatments (roller blinds/awnings). Landscaping and fencing are extremely varied within the same street—some homes have medium height fencing and formal gardens, whereas others have no fencing and simple lawns.

Carparking arrangements are a mix of carports/ small garages behind the homes and dominant garages forward of the building line.

The street network is less uniformly gridded than Precincts A and B, with curved streets creating variation in lot shapes, which in turn has created variation in dwelling siting and interaction with the street. At times, homes present poorly to the street; for example, with garages and air conditioning units prominent or front doors lacking clear definition.

In general, homes within Precinct C are moderately sized on relatively large lots with generous front and rear setbacks, creating a sense of spaciousness. There are very few examples of infill development, with the rare examples generally consisting of single-storey villa units in a gun-barrel or courtyard configuration.

STREETSCAPE, ALBANVALE

DETACHED DWELLING, KINGS PARK

Valued Character Attributes

- Diverse housing styles, materiality, and fencing.
- Low-scale housing—predominantly single storey.
- Sense of spaciousness generated by generous front and rear yards.

VALUED CHARACTER ATTRIBUTES

Precinct C

Character Summary

Locations

- Keilor Park
- Kings Park
- Albanvale
- Deer Park (part)
- St Albans (part)
- Sunshine West (part)

Architectural Style

Era of development + housing style

- Late 20th century houses, in a variety of architectural styles.
- Very few examples of contemporary infill development. The few examples are usually single-storey villa units.

Materials + form

- Brick or render in variety of colours.
- Pitched, tiled roofs, in hipped or gabled form.

Built form scale + character

Lot size + frontage

- Variety of lot sizes, frontages and shapes, reflective of the curved nature of streets.
- Relatively consistent lot sizes of 500–650sqm.

Height + bulk

- Predominantly single storey, with isolated examples of double storey.

Setbacks + Site coverage

- Generally consistent front setbacks, but some homes set at different angles in response to lot shape.
- Side setbacks vary—some have generous setbacks to accommodate a recessed carport/garage; others have garages on boundary walls giving the appearance of zero setbacks when viewed from the street.
- Generally moderate site coverage of 30–50%.

Gardens + landscaping

Garden styles + locations

- Varied landscaping ranging from simple lawns to formal gardens.
- Few large canopy trees despite space for planting.

Fence styles

- Extremely varied approach to fencing from one house to another.
- Fencing ranges from no fencing to medium height fencing, with an eclectic range of materials and designs.

Access + parking

Access + Parking

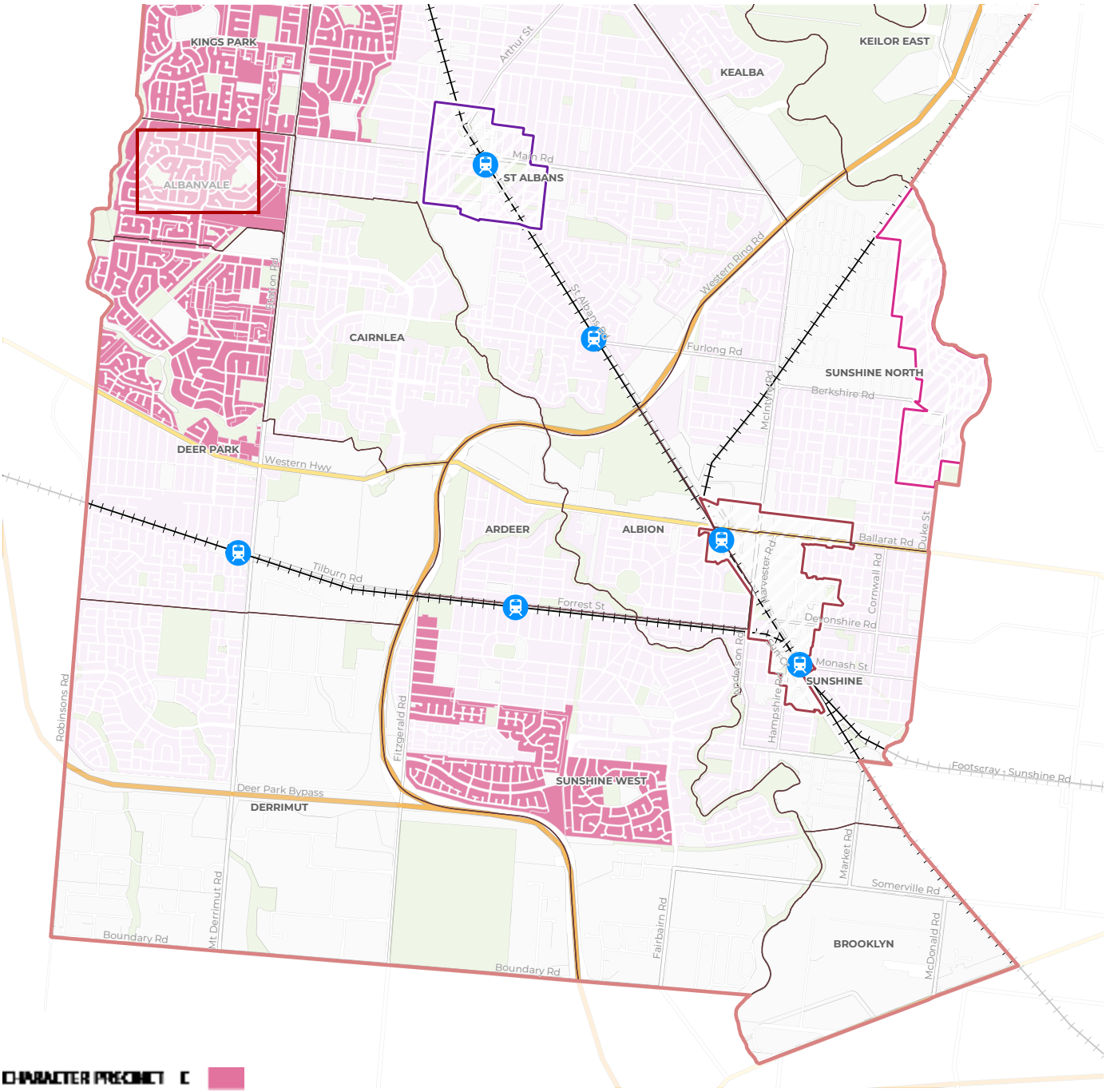
- Mix of carports and more prominent garage doors to the side of houses.

Emerging change

Redevelopment and infill types

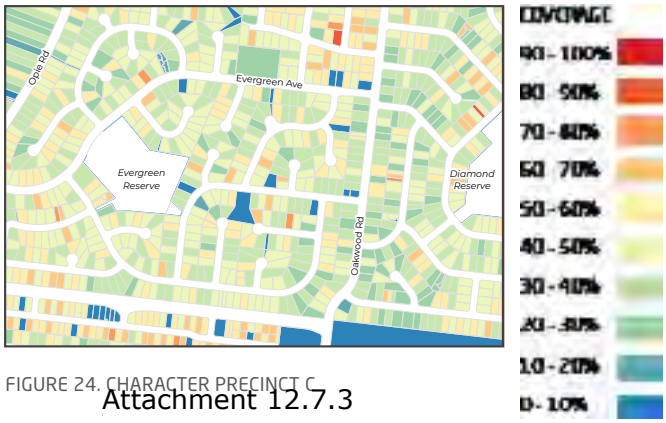
- Majority of change appears to be renovations/additions to existing housing.
- The few unit sites appear to be from the same era as detached housing.
- Limited evidence of infill development.

Precinct C



CHARACTER PRECINCT C

LOT COVERAGE



LOT FRONTAGE

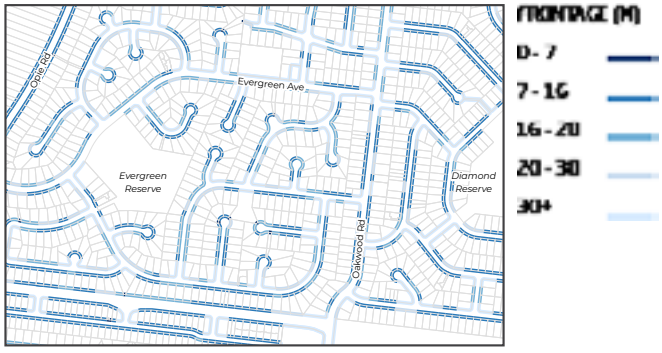


FIGURE 24. CHARACTER PRECINCT C

Precinct C

1 WILDWOOD CT, ALBANVALE

2 MAYTAN WAY, ALBANVALE

DETACHED DWELLING, ALBANVALE

UNITS, KINGS PARK

GRAND DWELLING, KINGS PARK

DALTON STREET, SUNSHINE WEST

Precinct D

Contemporary masterplanned estates that offer a diversity of lot sizes, building forms and architectural styles.

Each masterplanned estate generates its own unique character, generally a product of building envelopes and/or design guidelines established by the developer and a modified grid subdivision pattern that responds to landform and site features. Homes are recently built in a variety of architectural styles, ranging from contemporary styles to mock-period styles.

In Derrimut and Cairnlea, lots—while diverse in size—are consistently smaller than the older masterplanned estates of Precincts C and E. These areas feature detached dwellings with frequent pockets of townhouse and unit development.

Building styles, colours and materials in Precinct D are varied and often include integrated garages and dominant driveways. Front setbacks of homes are consistent, yet generally short, and side setbacks are minimal, offering limited space between dwellings and a higher level of site coverage than other parts of Brimbank. Gardens are varied, but generally low scale, and often with no front fencing—yet the distinction between the public and private realm is quite defined.

River Valley Estate is still undergoing development, has an existing planning framework (zones and schedules) and is subject to very detailed design guidelines. As such, it is not included as part of this Strategy.

VELEST STREET, SUNSHINE WEST

CORNER OF CAIRNLEA DRIVE AND EDEN VALLEY ROAD

Valued Character Attributes

- Diverse housing styles, roof forms and materiality.
- Single - and double - storey homes.
- Grander homes along key boulevards and where there are views.
- Low or no front fencing, with formal gardens in a variety of styles.

VALUED CHARACTER ATTRIBUTES

Precinct D

Character Summary

Locations	• Sunshine West (part) • Derrimut	• Deer Park • Cairnlea (part)

Architectural Style

Era of development + housing style	• Recently built homes in a mix of architectural styles, including contemporary and mock-heritage styles.
Materials + form	• Mix of materials, including brick, render and weatherboard cladding. • Variety of roof forms (pitched, flat, skillion) and materials (tiled, steel); however, tiled, pitched roofs dominate.

Built form scale + character

Lot size + frontage	• Mixture of lot sizes and frontages. • Concentrated areas of small lots (below 300sqm) in some areas, developed as medium-density housing.
Height + bulk	• Mixture of single- and double-storey homes, with grander-scale homes concentrated on key boulevards. • Some medium density housing sites are 3-4 storeys.
Setbacks + Site coverage	• Front setbacks are consistent within each neighbourhood. Relatively short front setbacks in some areas (e.g., Cairnlea), with greater setbacks in others. • Minimal side and rear setbacks, resulting in a moderate to high level of site coverage (50+%).

Gardens + landscaping

Garden styles + locations	• Diverse formal landscaping, usually low scale, with small trees. • Very few canopy trees, other than in the street.
Fence styles	• Generally low or no front fencing. • Use of retaining walls in some areas to delineate public and private realms.

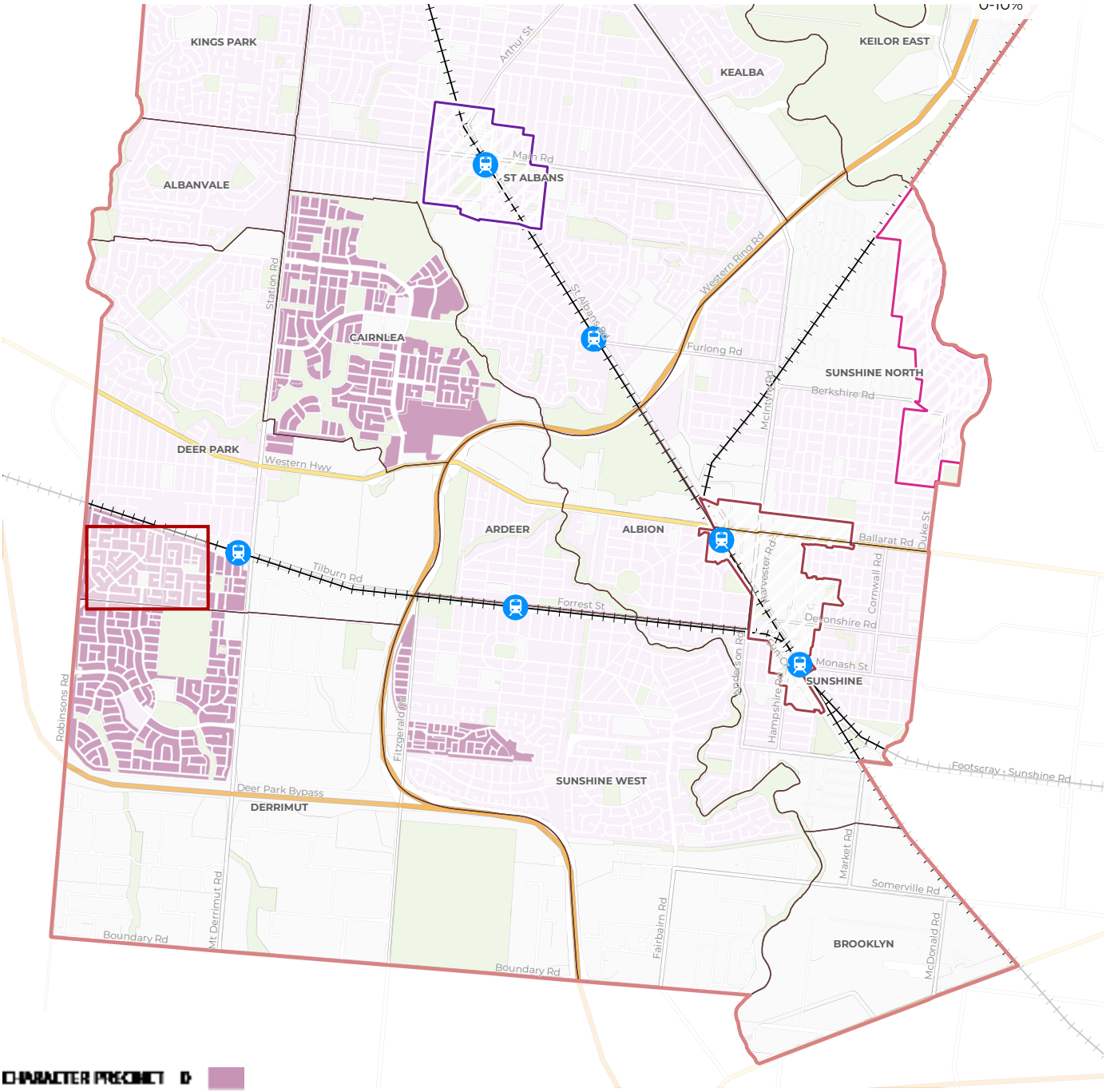
Access + parking

Access + Parking	• Garages integrated into housing form.

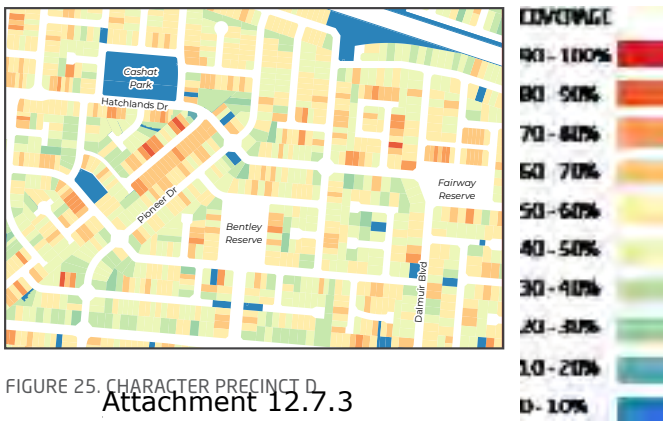
Emerging change

Redevelopment and infill types	• Recently developed estates. As such, limited change occurring. • More contemporary medium-density development in the form of attached townhouses or battle-axe-style units at rear

Precinct D



LOT COVERAGE



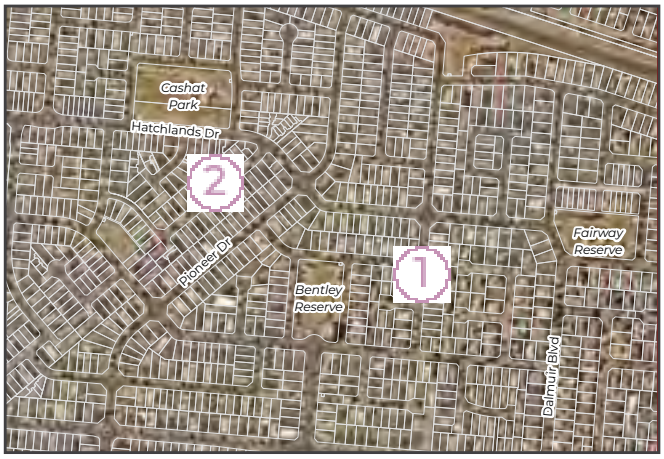
LOT FRONTAGE

FIGURE 25. CHARACTER PRECINCT D

Precinct D

1 EDMONDSHAW DR. DEER PARK

2 LONGFIELD WAY. DEER PARK



TOWNHOUSES, CAIRNLEA

PARRY DRIVE, SUNSHINE WEST

DUPLEX, DEER PARK

TOWNHOUSES, CAIRNLEA

STREETSCAPE, DEER PARK

Precinct E

Characterised by the curvilinear masterplanned design approach of the late 20th century, neighbourhoods vary in terms of housing scale and design, but generally comprise larger homes on large lots.

Architectural styles vary greatly from house to house within the same street, with examples of contemporary design sitting adjacent to mock-heritage homes. Nonetheless, each neighbourhood exhibits a consistency of character based on the scale and siting of housing, and the general approach to housing form, garage configuration and landscaping.

Garages, generally double and integrated into the housing design, avoid being a dominate feature of the streetscape due to well-articulated built form and formal landscaping in generous front yards. Decorative features are common, with house façades often featuring varied use of large windows, decorative fenestration, porch/balcony treatments, arches and multiple roof forms, and landscaping incorporating decorative paving, rock and hedging treatments.

Contemporary townhouse development of two and three storeys is emerging closer to activity centres, particularly to the west of Watergardens. While infill redevelopment remains rare, the scale of homes and generous backyards may support alternative housing forms such as small second dwellings.

DUPLEX, SYDENHAM

STREETSCAPE, TAYLORS LAKES

Valued Character Attributes

- Large-scale homes on generous lots, including streets where double storey predominates.
- Diverse architectural styles, roof forms and materiality.
- Decorative architectural flourishes and features.
- Generous front and rear setbacks contribute to a sense of spaciousness.
- Low or no front fencing, with formal gardens in a variety of styles.

VALUED CHARACTER ATTRIBUTES

Precinct E

Character Summary

Locations

- Taylors Lakes
- Sydenham
- Keilor Lodge
- Keilor Downs
- Kealba
- Hillside
- Delahey
- St Albans (part)
- Keilor (part)

Architectural Style

Era of development + housing style

- Late 20th century to early 2000s houses, in variety of architectural styles.
- Many grander homes adopt a mock-heritage style.

Materials + form

- Mixture of brick, stone and render in a variety of colours. Timber accents in some designs.
- Variety of roof forms (pitched, flat, skillion); however, tiled, pitched roofs dominate.
- Facades are often well-articulated; use of eaves varies considerably.

Built form scale + character

Lot size + frontage

- Mixture of lot sizes and frontages; however lots of 500–800sqm dominate.
- Concentrated areas of small lots (below 300sqm) particularly around Watergardens, developed as medium-density housing.
- Larger lots generally north of Melton Highway.

Height + bulk

- Mixture of single- and double-storey homes.
- Many streets feature grand, large-scale double-storey homes, particularly north of Melton Highway.
- Some medium-density housing sites are 2-3 storeys.

Setbacks + Site coverage

- Minimal side setbacks.
- Generous front and rear setbacks create a low to moderate level of site coverage (50-60%).

Gardens + landscaping

Garden styles + locations

- Diverse formal landscaping, incorporating areas of lawn and medium-sized trees.

Fence styles

- Low or no front fencing.
- Landscaping treatments (hedging, paving) used to delineate public and private realms.

Access + parking

Access + Parking

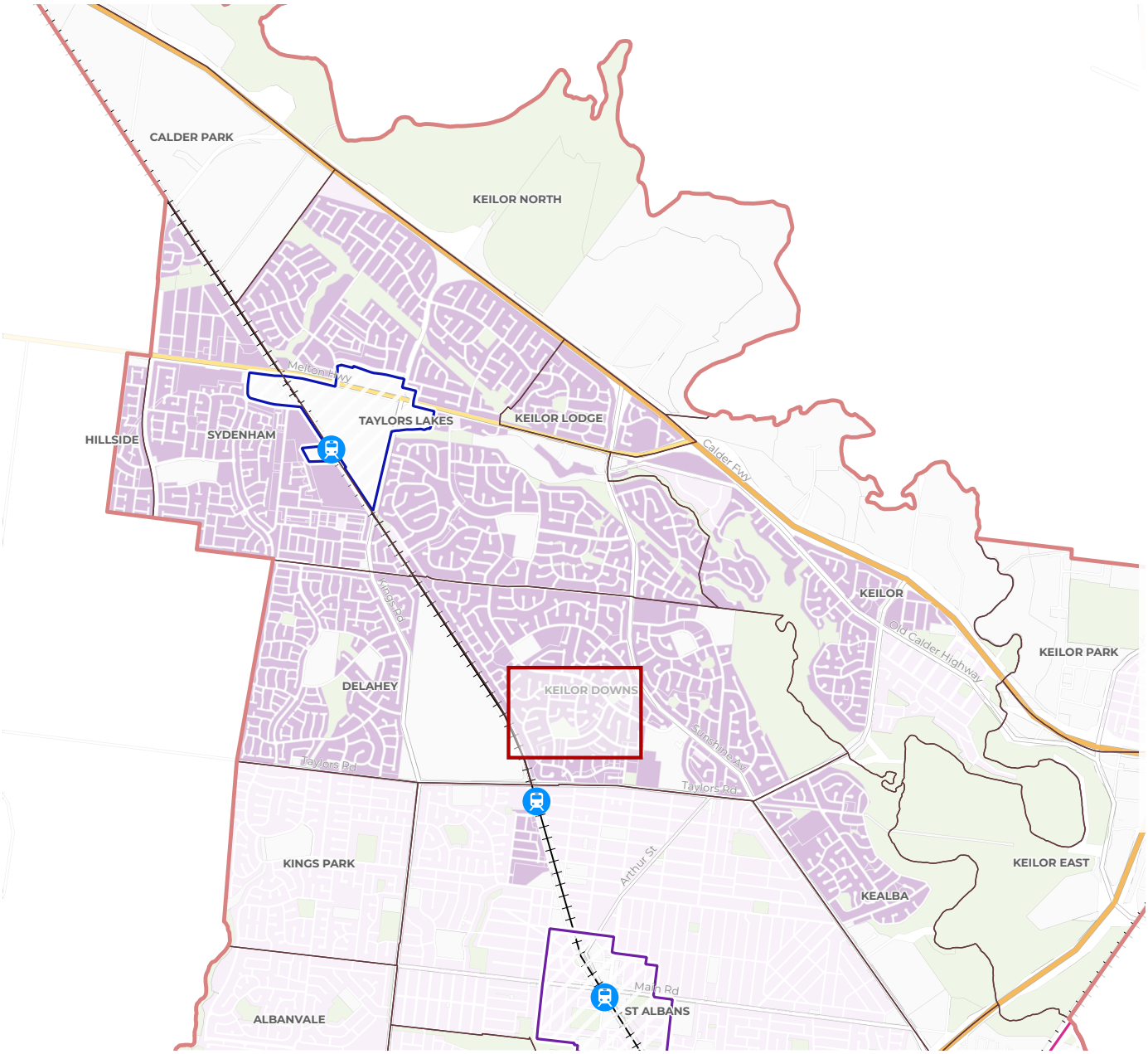
- Double garages integrated into housing form.

Emerging change

Redevelopment and infill types

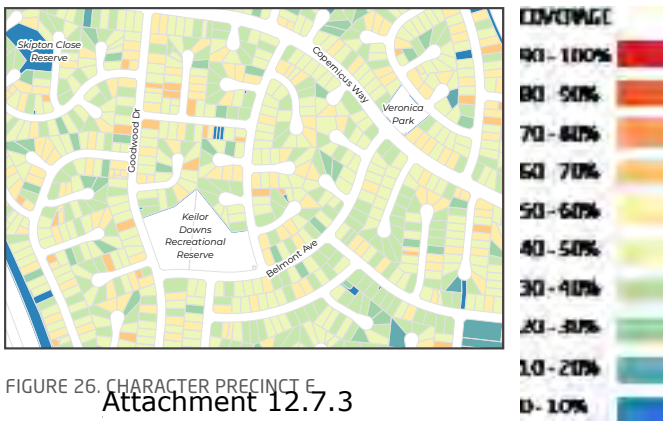
- Limited change occurring in most neighbourhoods. Isolated examples of unit development.
- Medium-density development concentrated around Watergardens area, in a variety of forms, including villa units, attached town houses and three-storey apartments.

Precinct E



CHARACTER PRECINCT E

LOT COVERAGE



LOT FRONTAGE

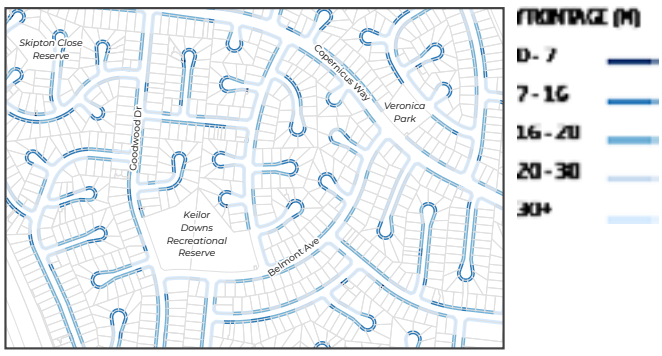
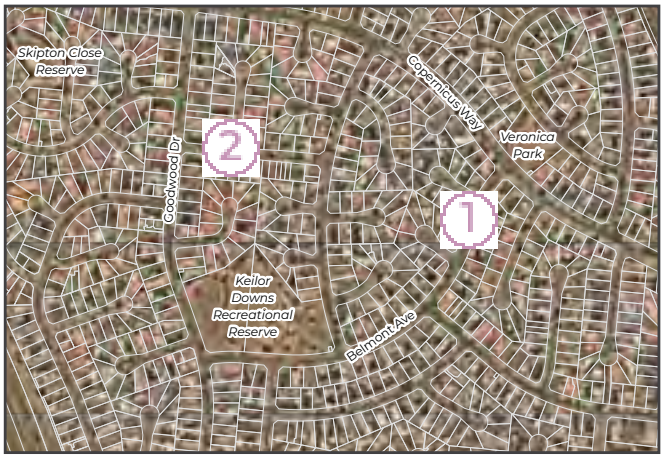


FIGURE 26. CHARACTER PRECINCT E

Precinct E

1 BELMONT AVE, KEILOR DOWNS

2 BELLEVUE DR, KEILOR DOWNS



GRAND DWELLING, SYDENHAM

STREETSCAPE, KEILOR

GRAND BRICK HOUSE, KEALBA

DETACHED DWELLING WITH SIGNIFICANT LANDSCAPING, HILLSIDE

Precinct F

Diverse, grand homes situated in a landscaped setting, with the topography often shaping housing design and siting.

Precinct F exhibits varied architectural styles, building eras and materiality, as housing has been renovated and replaced over time. Nonetheless, large-scale, detached homes of single or double storey predominate, with few examples of unit developments. Dwellings generally have articulated façades with large windows to take advantage of views. Garages and driveways are frequently dominant features of the front setback, often due to the slope of land.

The defining characteristic of this small precinct is the slope-responsive built form and highly vegetated streetscapes, consisting of a mixture of well-maintained informal and manicured front gardens with mature vegetation and canopy trees.

In steeply sloping areas, homes on the more elevated side of the road are built up high, with extensive use of retaining walls and stepped housing and garden designs. Homes on the low side sit below the road level and are often not visible, other than the roof form, from the street.

In flatter areas, landscaping in the generous front and side setbacks includes expanses of lawn, with large canopy trees and vegetation of mixed species. Where side setbacks have been reduced, this has disrupted the spacious and landscaped character of the area.

Petrik Drive in Keilor was identified as a special character area in the Mesh Background Report, given that the area exhibits a high degree of consistency in architectural style, spacing and landscaping. Upon further investigation during preparation of this Strategy,[85] it was determined that Petrik Drive, while initially nominated as part of Precinct E, exhibits characteristics of Precinct F. As a result, it has been reclassified. Reclassification means that a more suitable set of planning controls will be applied to this area.

Valued Character Attributes

- Landscape-dominated character.
- Grand-scale, slope-responsive, often multi-storey.
- Varied yet generous side and rear setbacks.
- Low or no front fencing, with formal gardens in a variety of styles.

VALUED CHARACTER ATTRIBUTES

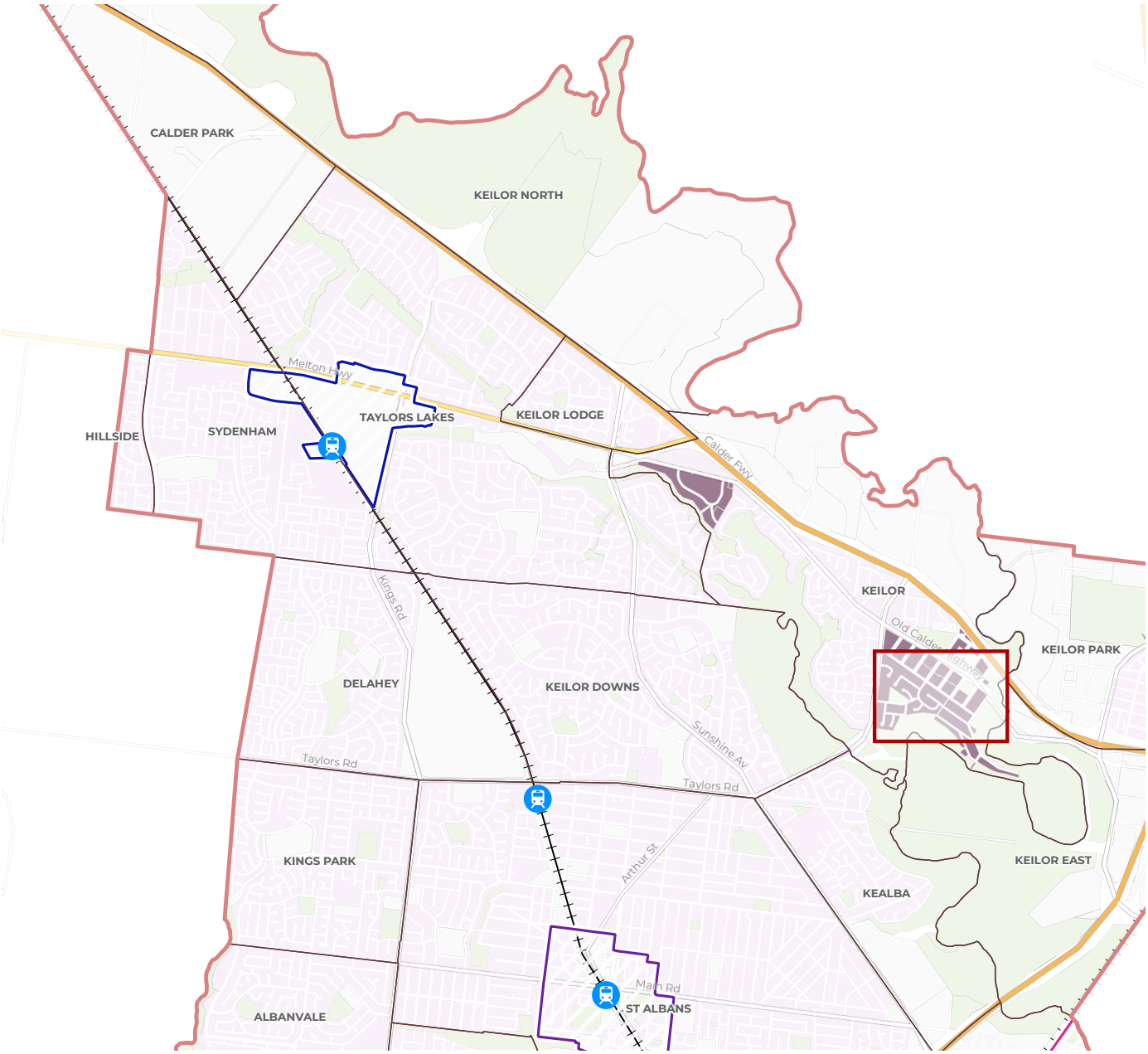
[85] Including additional site inspections.

Precinct F

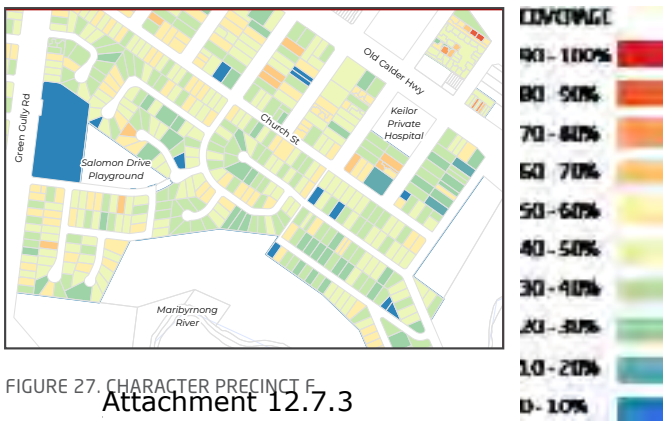
Character Summary

Locations	• Keilor (part, including Petrik Drive area)
Architectural Style	
Era of development + housing style	• Mix of late 20th century and more recently built homes in a variety of architectural styles, including contemporary and mock-heritage styles. • Predominantly grand, detached homes on large lots.
Materials + form	• Mix of materials, including brick, render, stone and weatherboard cladding. • Variety of roof forms (pitched, flat, skillion) and materials (tiled, steel).
Built form scale + character	
Lot size + frontage	• Generally larger lots of 500–800sqm, with examples of up to 2000sqm.
Height + bulk	• Mixture of single- and double-storey homes, with multi-storey homes stepping with the slope.
Setbacks + Site coverage	• Front setbacks are varied in response to topography, yet frequently generous. • Generous side setbacks. • Low to moderate site coverage (20-50%).
Gardens + landscaping	
Garden styles + locations	• Diverse formal and informal landscaping, incorporating mature vegetation and canopy trees. • Gardens are frequently 'stepped' with the topography.
Fence styles	• Generally no or low front fencing. • Isolated use of higher front fencing forms. • Use of retaining walls in some areas delineate public and private realms.
Access + parking	
Access + Parking	• Garages integrated into housing form for more recent development. • Carports frequently used for older housing styles.
Emerging change	
Redevelopment and infill types	• Replacement and renovation of housing has occurred. Limited infill development.

Precinct F



LOT COVERAGE



LOT FRONTAGE

FIGURE 27. CHARACTER PRECINCT F

Precinct F

1 FLORA ST, KEILOR

2 BLAIR CT, KEILOR

CHURCH STREET, KEILOR

FEATHERTOP DRIVE, KEILOR

LANDSCAPED DWELLING, KEILOR

DWELLING WITH MIXED MATERIALITY, KEILOR

Appendix 2

Appendix 2 describes the Preferred Character Precincts in more detail.

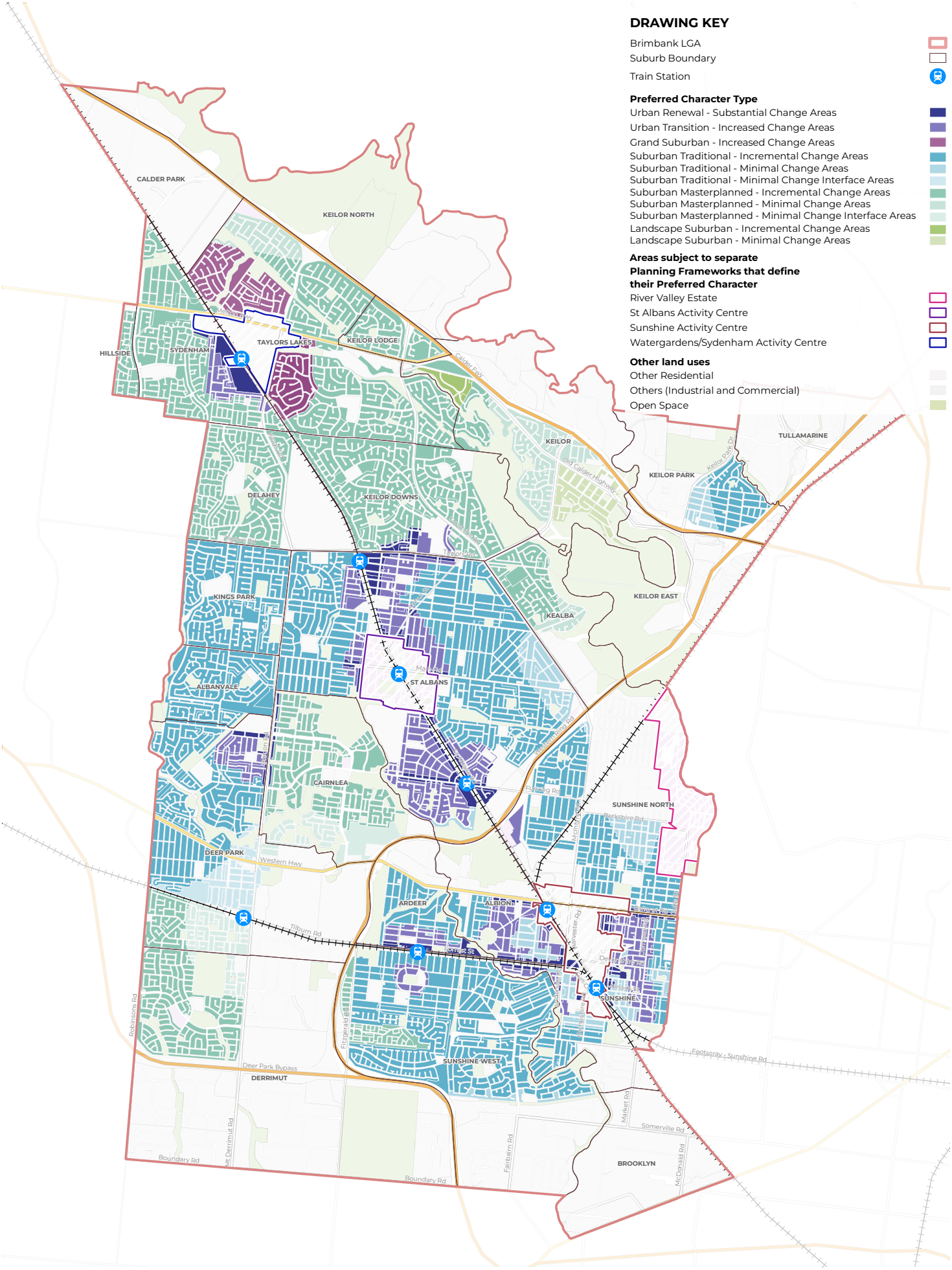


FIGURE 28: PREFERRED CHARACTER

Attachment 12.7.3

Urban Renewal

RGZ2 – Substantial change

Areas immediately surrounding train stations and activity centres, and along key road and rail interfaces, have been identified for substantial change (RGZ) due to locational and liveability advantages, and where the type of interface makes an area suitable for a change in character.

The existing, predominantly low-scale nature of housing in these areas will fundamentally change over time, with infill development of units, apartments and housing forms of up to four storeys on larger consolidated lots. Areas of RGZ around the Sunshine MeAC and other large-scale development will also act as a transition between taller buildings (of up to 9 storeys in the MeAC) and the lower-scale development of surrounding residential neighbourhoods.

Reduced street setbacks in the order of 4 metres will allow for a new streetscape character. Variations to side setbacks will support well designed, efficient apartment buildings and avoid tiered upper storeys. Where suitable, walls on boundaries will be used to manage the impacts to existing residences.

Although neighbourhood character is not a consideration in these areas, Brimbank has a rich history shaped by its industrial heritage and an identity shaped by immigration and multi-culturalism. High quality new development should be encouraged to reference and complement the local context through contemporary design and materiality.

Designs will be innovative, providing a strong, activated sense of address to the street. Garage and vehicle access dominance will be minimised through limiting the number of vehicle crossings to one per site. Building and siting orientation will address the streetscape, reduce overlooking conflicts and provide clearly defined entrances, windows and balcony treatments. Site services such as lifts, bins, mailboxes, utility meters, will be visually integrated with the development. Fencing will be low scale, except along higher order roads and rail interfaces, where higher fencing in the order 1.5 metres will offer amenity protection, balanced with upper storey activation (windows, balconies).

While it is challenging to balance meaningful landscaping with efficient development outcomes on mid-scale development sites, urban-scale landscaping that provides some softening of built form and support a canopy tree will be required. A canopy tree of approximately 6 metres high is encouraged within the site frontage and along shared driveways. Appropriate setbacks will allow for the retention of existing canopy trees and planting of new canopy trees and landscaping.

RGZ land within the St Albans Structure Plan Area will continue to use the existing RGZ1.

Urban Transition

GRZ2 – Increased change

Outside the immediate area of the stations, and within local streets, areas will progressively change over time, with existing housing added to or replaced by units, townhouses and some low-scale apartments of up to three storeys (GRZ). These areas will offer a transition between the more intensive building forms in the immediate surrounds of the activity centres (RGZ areas) and the incremental and minimal change areas in surrounding residential neighbourhoods.

Development will exhibit consistent front setbacks, albeit slightly reduced from what currently exists in some areas, to support denser housing forms. However, the spacing between dwellings will generally be respected even though the heights and intensity of development may increase. Side setbacks on one side of the lot will be larger than the other, where this rhythm of housing predominates.

Architectural styles will be varied, yet contemporary, avoiding mock-heritage allusions. However, new development in intact areas of consistent architectural style will be encouraged to provide contemporary references to traditional architectural styles such as windows, porches, materiality and detailing.

Space for landscaping, including canopy trees in front gardens, will be provided to soften built form and to contribute to an enhanced treed streetscape character.

Where new development abuts open space, it should be designed to provide a positive, active interface to that space. Where development currently backs on to open space with rear fences, redevelopment is an opportunity to improve the relationship between development and open space.

Attachment 12.7.3

Grand Suburban

GRZ3 – Increased change

The preferred character of the Grand Suburban area will be similar to that of the Suburban Masterplanned area, except it will permit higher-scale and bulkier development of up to three storeys, in recognition of the grand scale of many of the existing dwellings in the area.[87]

As above, the recently developed masterplanned character of this area is expected to change very slowly. Existing homes may be renovated or replaced by newer homes or units, and small second dwellings may be added where space permits in larger rear setbacks.

Development will be up to three storeys and will generally maintain the streetscape rhythm of grand detached or semi-detached homes, with street setbacks consistent with the prevailing setbacks of the street. Like the existing pattern of development, recessed upper side setbacks will not be necessary.

Garages will be integrated into the built form and incorporate decorative architectural features to soften the prominence of garage doors. On narrower lots (i.e., where standard lots are subdivided), garages should be recessed.

Built form will occupy a moderate to high portion of the site, reflective of more contemporary patterns of housing development. However, formal landscaping incorporating canopy trees will be encouraged to contribute to an enhanced treed character.

Architectural styles and materials will be diverse, incorporating both contemporary designs and historical references.

[87] While housing is typically two storeys, homes are often bulky, and have third-storey elements or parapets.

Suburban Traditional

NRZ1 – Incremental change areas

NRZ3 – Minimal change areas

NRZ4 – Minimal change interface areas

Between the activity centres and train station walkable catchments[86] of the southern parts of Brimbank, change to traditional character will be incremental and will generally take the form of replacement dwelling, additional dwellings, dual-occupancies, villa units and some townhouses.

Of the southern parts of Brimbank, change to traditional character will be incremental and will generally take the form of replacement dwelling, additional dwellings, dual-occupancies, villa units and some townhouses. Development will be low scale, up to a maximum of two storeys, and will generally maintain the streetscape rhythm of detached or semi-detached homes, with consistent street setbacks, front gardens with low/no fencing and space for landscaping to at least one side of the dwelling.

Development will present a strong sense of address to the street (including corners), garages and carports will be recessed and services and utilities (e.g., air conditioners) will be discretely located.

Built form will occupy a moderate portion of the site area (which will represent a slight increase on the current average site coverage in some areas), and second storeys will be set back from neighbouring properties to minimise visual bulk. Architectural styles and materials will be varied, but in areas exhibiting a consistent architectural style (such as areas of intact post-war homes), new development will be encouraged to provide contemporary references to traditional architectural styles such as windows, porches, materiality and detailing.

New development will incorporate canopy trees in the front setback, and elsewhere on the site, if possible, to enhance the treed character of the neighbourhood.

The NRZ3 Schedule applies to minimal change areas affected by the MAEO and HO. The preferred character of these areas is the same as the above description; however, the density of any new development is limited by the overlays and a private open space requirement.

The NRZ4 Schedule is the same as the NRZ1, but it incorporates a minimum subdivision size to manage conflicts with the nearby MHFs. Minimum subdivision size will be set to prevent additional dwellings on lots.

Neighbourhoods affected by the HO will undergo minimal change, despite their location primarily near transport and activity centres. In these areas, heritage protection will be the priority.

New development will still occur, but it will need to be very sensitively designed, having regard to the heritage values of the buildings and the surrounding context. As such, development is likely to be limited to forms that can integrate well with the existing housing. Demolition of contributory buildings will be avoided having regard to the Brimbank's Heritage Design Guidelines.

Heritage considerations implemented via the HO, and the guidance contained within the Heritage Design Guidelines will apply in conjunction with other aspects of the Suburban Traditional Preferred Character (albeit in a matter that prioritises heritage requirements for contributory dwellings).

[85] Defined as an 800m pedshed from the train station.

Suburban Masterplanned

NRZ5 – Incremental change areas

NRZ6 – Minimal change areas

NRZ7 – Minimal change interface areas

The recently developed masterplanned character of this area is expected to change very slowly. Existing homes may be renovated, replaced by newer homes or low-scale units. Small second dwellings may be added where space permits in larger rear setbacks.

Development will be up to two storeys and will generally maintain the streetscape rhythm of detached or semi-detached homes, with street setbacks consistent with the prevailing setbacks of the street. Minimal side setbacks at ground level will be balanced with recessed upper storey setbacks.

New housing should be designed carefully to respond to the specific site conditions, including where there is varied topography, and where curved streets create narrow lot frontages and irregularly shaped sites. An active interface to the street and recessive integrated garages will be strongly encouraged, even though the existing pattern of development may set a different precedent.

Built form will occupy a moderate to high portion of the site, reflective of more contemporary patterns of housing development.

Formal landscaping incorporating canopy trees will be encouraged to contribute to an enhanced treed character and will need to be balanced with site coverage.

Architectural styles and materials will be diverse, incorporating both contemporary designs and historical references.

The NRZ6 Schedule applies to areas affected by the MAEO. The preferred character of these areas is the same as the above description; however, the density of any new development is limited by the overlay and a private open space requirement.

The NRZ7 Schedule is the same as the NRZ5, but it incorporates a minimum subdivision size to manage conflicts with nearby MHFs. Minimum subdivision size will be set to prevent additional dwellings on lots.

Attachment 12.7.3

Landscape Suburban

NRZ8 – Incremental change areas

NRZ9 – Minimal change areas

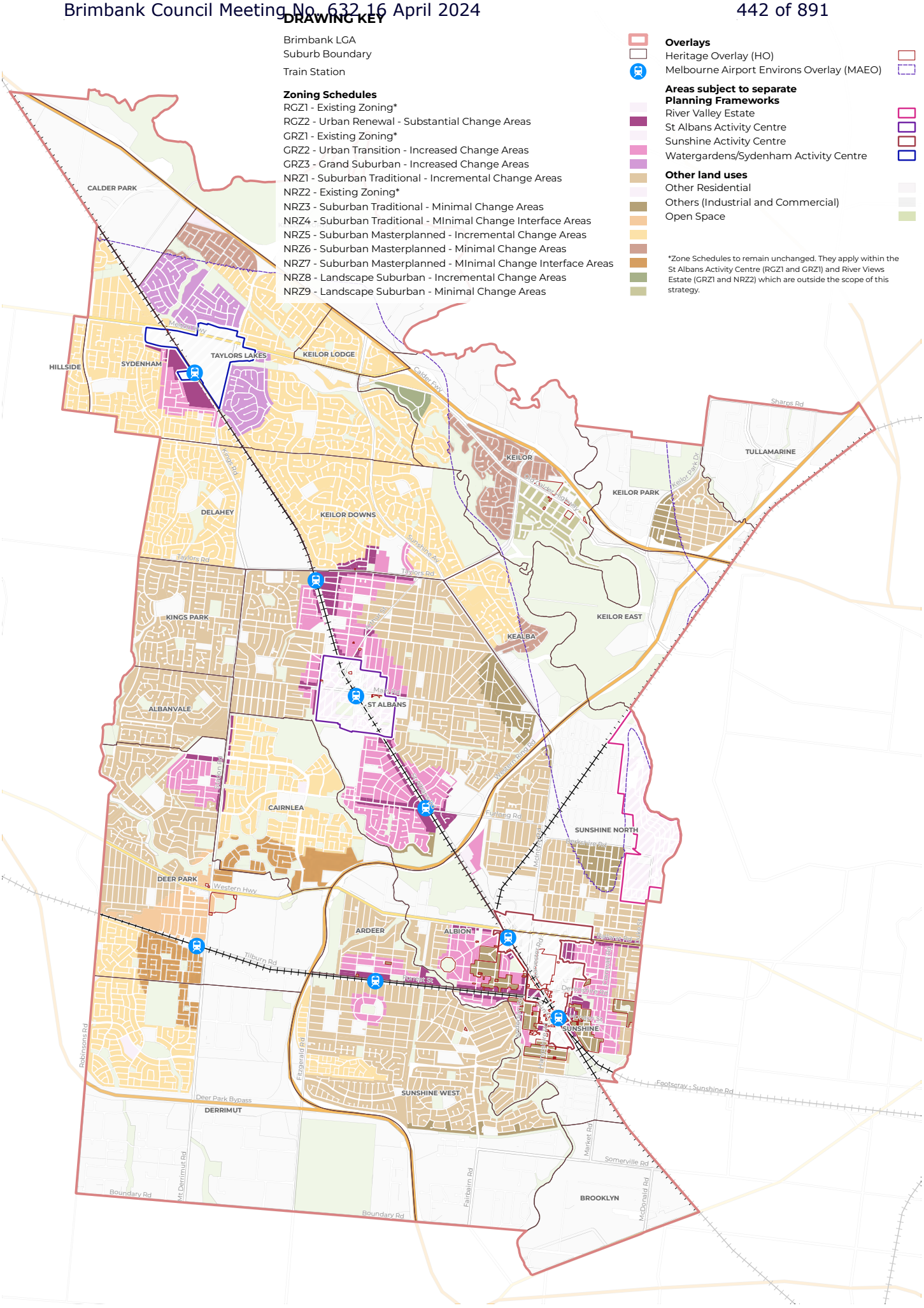
The existing character of the Landscape Suburban area will remain the preferred character. Growth and change will be minimal. Existing homes may be renovated or replaced by newer homes of up to two storeys (however some wall heights on sloping sites may exceed the maximum height of the NRZ). Low-scale units or small second dwellings may be developed where not constrained by the MAEO.

Grand homes in a variety of architectural styles will be situated in a landscaped setting. The design and siting of homes will respond to the topography, and setbacks (front and side) will be generous, offering ample space for landscaping, including multiple large canopy trees.

Built form will occupy a low portion of the site, leaving space for extensive landscaping. Front fencing will be low or absent. New development will seek to retain existing mature trees as these are a central component of the character of the area.

The NRZ9 Schedule is the same as the NRZ8, but the density of any new development is limited a private open space requirement.

KEILOR LODGE STREETSCAPE



Attachment 12.7.3

131 FIGURE 28. RESIDENTIAL DEVELOPMENT FRAMEWORK

Preferred Character Outcomes

RGZ2 Urban Renewal Substantial Change Areas	***GRZ2 Urban Transition*** Increased Change Areas
Significant change to the density and character of the area.	Respectful and progressive change to the character of the area.
Apartment developments of up to 4 storeys.	Development of up to 3 storeys, in a variety of architectural styles.
High quality design and form with materials that positively contribute to the public realm.	Contemporary design encouraged to reference architectural features of traditional housing (where traditional housing is of a consistent style).
Internal building layouts that provide elevated amenity for residents whilst respecting the amenity of adjoining neighbours.	Consistent street setbacks, slightly reduced from existing, but providing space for landscaping.[77]
Incorporating separation between buildings to allow visual breaks in the streetscape and recognise adjoining development opportunities.	Side setbacks to respect the rhythm and spacing of traditional development, including larger setbacks on one side (where this pattern predominates).
Reduced street setbacks[74] that promotes higher density development and increases passive surveillance of the street.	Reduced upper-level setbacks.[78]
Reduced[75] side setbacks at upper levels to encourage orientation of buildings to the street or rear garden. These setbacks also encourage lot consolidation.	Discourage the dominance of vehicle crossovers, driveways and garages.
Discourage the dominance of vehicle crossovers and driveways.	Landscaping in front garden, including at least one canopy tree.
Maximise landscaping within developments by retaining mature existing trees and incorporating deep soil areas for new small canopy trees in front and rear gardens (increasing with lot size).	Walls on boundaries supported on one side, where good design outcomes can be achieved and impacts on neighbours can be managed.[79]
Walls on boundaries supported where good design outcomes can be achieved.	Increased level of site coverage.[80]
Standard site coverage[76] to achieve landscaping and permeability outcomes.	Low front fencing.
Visually permeable front fencing.	

GRZ3 Grand Suburban
Increased Change Areas

- Modest growth and change that is respectful of the preferred character, noting that housing stock is relatively new and not expected to change much.
- Development of up to 3 storeys.
- Varied architectural styles.
- Street and side setbacks that are consistent with existing housing (generous front + minimal side setbacks).
- Moderate to high site coverage.
- Landscaping in front garden and side setbacks, including two trees.
- Walls on boundaries supported where good design outcomes can be achieved and impacts on neighbours can be managed.
- No or low front fencing.
- Landscaping in front garden and side setbacks, including two trees.
- Walls on boundaries supported where good design outcomes can be achieved and impacts on neighbours can be managed.
- No or low front fencing.

NRZ1 Suburban Traditional
Incremental Change Areas

- Modest growth and change that is respectful of the preferred character (except for areas affected by the MAEO, where new development will likely comprise only additions to or replacement of existing dwellings, and some limited additional dwellings where lot size and density requirements are met).
- Development of up to 2 storeys.
- Contemporary design encouraged to reference architectural features of traditional housing (where traditional housing is of a consistent style).
- Street setbacks that are consistent with existing housing.
- Side setbacks to respect the rhythm and spacing of traditional development, including larger setbacks on one side (where this pattern predominates).
- Moderate site coverage.
- Recessed upper levels.
- Discourage the dominance of vehicle crossovers, driveways and garages.
- Landscaping in front garden and side setbacks, including two trees.
- Walls on boundaries supported where good design outcomes can be achieved and impacts on neighbours can be managed.
- Low front fencing.

NRZ3 Suburban Traditional
Minimal Change Areas

- Preferred character outcomes as per NRZ1 except:
- Private open space requirements.

NRZ4 Suburban Traditional
Minimal Change Interface Areas

Preferred character outcomes as per NRZ1 except:

Limitation on new dwellings (via minimum subdivision size and private open space requirements).

New development expected to be additions to or replacement of existing dwellings.

NRZ5 Suburban Masterplanned
Incremental Change Areas

Modest growth and change that is respectful of the preferred character, noting that housing stock is relatively new and unlikely to change much.

Development of up to 2 storeys.

Varied architectural styles.

Development that sensitively responds to slope (where relevant).

Street and side setbacks that are consistent with existing housing (minimal side setbacks).

Moderate to high site coverage.

Recessed upper levels.

Vehicles/driveways do not dominate frontage.

Landscaping in front garden and side setbacks, including two trees.

Walls on boundaries supported where good design outcomes can be achieved and impacts on neighbours can be managed.

No or low front fencing.

NRZ6 Suburban Masterplanned
Minimal Change Areas

Preferred character outcomes as per NRZ1 except:

Private open space requirements.

NRZ7 Suburban Masterplanned
Minimal Change Interface Areas

Preferred character outcomes as per NRZ5 except:

Limitation on new dwellings (via minimum subdivision size and private open space requirements).

New development expected to be additions to or replacement of existing dwellings.

NRZ8 Landscape Suburban
Incremental Change Areas

Modest growth and change (except for areas affected by the MAEO, where new development will likely comprise only additions to or replacement of existing dwellings, and some limited additional dwellings wherelot size and density requirements are met)In other areas, further intensification will need to be considered in the context of the preferred character (refer to Appendix 2).

Development of up to 2 storeys, but stepped to respond to topography (may result in greater wall heights).[81]

Varied architectural styles.

Generous front and side setbacks.

Generous space for landscaping, including multiple large canopy trees (of 12m or more in height) and retained mature vegetation.

Low site coverage.

NRZ9 Landscape Suburban
Minimal Change Areas

Preferred character outcomes as per NRZ8 except:

Private open space requirements.

[81] Greater than the standard 9m maximum height in the NRZ.

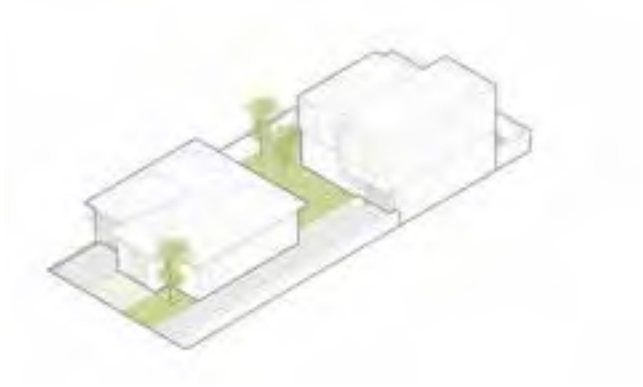
Appendix 3

Appendix 3 describes infill development typologies

Attachment 12.7.3

CUMBERLAND STREET, SUNSHINE NORTH

Additional dwelling (original retained)



- **Typical site** - Single lot with small existing dwelling + large backyard
- **Heights** - Original dwelling height + single or double storey addition to rear.
- **Setbacks** - All sides, with original front and side setbacks usually retained.
- **Carparking -** Side driveway.
- **Private open space -** Rear setback + courtyard to side.
- **Location for landscaping** - Front, side and rear.

Very minor change

Small second dwelling (original retained)

- **Typical site** - Single lot
- **Heights** Single storey.
- **Setbacks** - As per original dwelling + addition of small unit in rear.
- **Carparking -** As per original dwelling +
- **Private open space -** As per original dwelling + additional private open space for small second dwelling.
- **Location for landscaping** - As per original dwelling.

Very minor change

Villa Units (gun barrel)

- **Typical Site** - Single lot with small existing dwelling + large backyard
- **Heights** - Original dwelling height + single or double storey addition to rear.
- **Setbacks** - All sides, with original front and side setbacks usually retained.
- **Carparking -** Side driveway.
- **Private open space -** Rear setback + courtyard to side.
- **Location for landscaping** - Front, side and rear.

Very minor change

Villa units (courtyard)

- **Typical Site** - Consolidated lot (2+)
- **Heights** - Single or double storey. Double storey usually at front.
- **Setbacks** - Front and rear (usually reduced from original). Side boundary walls.
- **Carparking -** Central driveway. Integrated garages not prominent from street.
- **Private open space -** Rear setback + courtyard.
- **Location for landscaping** - Front, side and rear. Limited space along driveway.

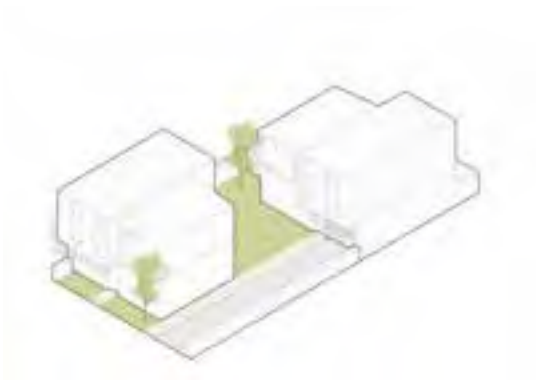
Medium change

Townhouse (rear carparking)

- **Typical site** - Wide single or consolidated lots with laneway.
- **Heights** - Double storey.
- **Setbacks** - Front and one side (usually reduced from original). Boundary wall between townhouses.
- **Carparking** - Rear garage access from laneway.
- **Private open space** - Courtyard within dwelling or between dwelling and garage. Balcony to upper levels.
- **Location for landscaping** - Front.

Medium change

Dual Occupancy (original replaced)



- **Typical site** - Single lot
- **Heights** - Single or double storey. Double storey usually at front.
- **Setbacks** - All sides, with minor reductions to original front + side setbacks.
- **Carparking** - Side driveway. Integrated garages not prominent from street.
- **Private open space** - Rear setback + courtyard to side.
- **Location for landscaping** - Front, side and rear.

Minor change

Townhouse (front carparking)

- **Typical site** - Wide single, corner or consolidated lots
- **Heights** - Double storey.
- **Setbacks** - Front, one side and rear (usually reduced from original). Boundary wall between townhouses.
- **Carparking** - Integrated garages at front.
- **Private open space** - Courtyard within dwelling or rear. Balcony to upper levels.
- **Location for landscaping** - Front.

Medium change

Apartments

- **Typical site** - Consolidated lots, large sites
- **Heights** - Three or more.
- **Setbacks** - Varied.
- **Carparking** - Undercroft/ ground level Basements for newer apartments.
- **Private open space** - Balconies/ rooftops Courtyards to ground floor.
- **Location for landscaping** - Front (limited).

Major change

*OTHER DIVERSE HOUSING FORMS IDENTIFIED UNDER **DIVERSITY** MAY NOT BE LISTED HERE, AS THEY ARE NOT COMMONLY FOUND IN BRIMBANK YET.

Attachment 12.7.3

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DRAFT Brimbank Housing & Neighbourhood Character Background Report

March 2024

mesh

Prepared by Mesh in collaboration with Brimbank City Council

Draft Brimbank Housing & Neighbourhood Character Background Report

Brimbank Housing Strategy & Neighbourhood Character Strategy Project

Prepared by Mesh in collaboration with Brimbank City Council

March 2024

Client	**Prepared by Mesh in collaboration with Brimbank City Council**
Project	Draft Brimbank Housing & Neighbourhood Character Background Report
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Date	
	March 2024
	Preliminary Draft of Introductory sections and report structure provided to Council 20/10/22
	Revised Draft of Introduction, Housing Context and Policy Context provided to Council 22/11/22.
	Revised Draft of Introduction, Context, Policy Context and Housing and Neighbourhood Character Influences sections provided to Council 12/12/22.
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	Final edits following consultation of the draft Brimbank and Neighbourhood Character Strategy between October and December 2023.
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Acknowledgement
Mesh acknowledges the Traditional Owners of the lands on which we work, and we pay our respects to Elders past, present and emerging.

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Abbreviations

ACZ	Activity Centre Zone
CBD	Central Business District
CDZ	Comprehensive Development Zone
Covid-19	Coronavirus 2019
CZ	Commercial Zone
DCPO	Development Contributions Plan Overlay
DDO	Design and Development Overlay
DELWP	the Department of Environment, Land, Water and Planning
DoT	the Department of Transport
DPO	Development Plan Overlay
DTP	the Department of Transport and Planning
ESD	Environmentally Sustainable Development or Design
ESO	Environmental Significance Overlay
GRZ	General Residential Zone
HO	Heritage Overlay
LSIO	Land Subject to Inundation Overlay
MAEO	Melbourne Airport Environs Overlay
MeAC	Metropolitan Activity Centre
MUZ	Mixed Use Zone
NCO	Neighbourhood Character Overlay
NEIC	National Employment and Innovation Cluster
NHFC	National Housing Finance and Investment Corporation
NHHA	National Housing and Homelessness Agreement
NRAS	National Rental Affordability Scheme
NRZ	Neighbourhood Residential Zone
PAO	Public Acquisition Overlay
PPF	Planning Policy Framework
PPN	Planning Practice Note
PPTN	Principal Public Transport Network
PSA	Planning scheme amendment
ResCode	Residential Code
RGZ	Residential Growth Zone
SBO	Special Building Overlay
SEIFA	Socio-Economic Indexes for Areas
SHWEP	Sunshine Health, Wellbeing and Education Precinct
SLO	Significant Landscape Overlay
VIF	Victoria in Future

Glossary of Terms

Term	Definition
20-minute neighbourhood	A neighbourhood in which residents can access most of their daily needs (e.g., via shops, services, parks, healthcare facilities) within a 20-minute return walk from home.
Activity centre	A lively community hub that generally contains areas for shopping, working, meeting, relaxing and living.
Adaptable housing	Housing that is designed to be used by everyone and accommodate changes in family size or family member mobility over time.
Affordable housing	Housing that is appropriate for the needs of very low, low and/or moderate income households.
Community housing	Housing that is provided to individuals and families with low to moderate incomes through a partnership between the State Government and registered housing associations.
Contemporary development	New housing development that has replaced traditional housing stock in older suburbs, or that has been recently developed in newer suburbs.
Contributory heritage buildings	Buildings that make a significant contribution to the heritage character of an area.
Gentrification	The process of neighbourhood change through an influx of more affluent residents and businesses that cater to higher-income earners.
Greenfield	Undeveloped land identified for future residential, industrial or commercial development and use.
Green Travel Plan	A plan containing initiatives that enable and encourages residents to travel more sustainably.
High density development	As used in this Background Report, development of four or more storeys, containing apartments or units.
Higher density development	As used in this Background Report, a descriptor that encompasses both medium density development (2–3 storeys) and high density development (4+ storeys).
High scale development	As used in this Background Report, development of three or more storeys. (In contrast to ‘low scale development’ – see below.)
Housing diversity	A variety of housing sizes and types. Seen as desirable due to the premise that people need different types of housing depending on their lifestyle and life stage.

Housing form	The physical type of dwelling, often associated with a certain age or lifestyle. Includes detached homes/separate houses, semi-detached, townhouses, unit, apartments, and specialised housing (e.g., retirement villages, aged care facilities, student housing).
Housing location	Where a dwelling is within a geographical area. Often thought about in association with proximity to desired features or attractors.
Housing scale	Refers to the size of a dwelling. Measured by floor area, number of bedrooms, and/or size of lots.
Housing tenure	Ownership status of a dwelling, typically either homeownership or rental.
Incremental housing change	As used in the Victorian Planning System, this describes areas suitable for housing growth with more diverse types of housing that respond to, yet help evolve, the existing character of a neighbourhood.
Infill development	Development of vacant or under-utilised land in within an area that is already largely developed.
Liveable/liveability	The quality of a place being pleasant to live in due to it being appropriately or desirably safe, accessible, attractive, inclusive, affordable, sustainable, accommodating of daily needs and providing of opportunities for education, employment and enrichment.
Low scale development	As used in this Background Report, development of one to two storeys.
Metropolitan activity centres (MeACs)	Larger activity centres within metropolitan Melbourne that provide a range of employment, housing and activities and are well served by public transport.
Major activity centres	Suburban activity centres that provide services, employment, housing, public transport and opportunities for social interaction.
Medium density development	As used in this Background Report, development that has dwellings or apartments in buildings of two to three storeys. This can include townhouses, unit developments and low scale apartment buildings.
Minimal housing change	As used in the Victorian Planning System, this describes areas unsuitable for housing growth due to their special characteristics or constraints.
National Employment and Innovation Cluster (NEIC)	An area within Melbourne of concentrated employment and business activity centred around medical research and tertiary institutions.
Neighbourhood character/ character	The sense of place and community meaning of a neighbourhood, derived from a combination of development patterns, built form and scale, architectural and roof styles and other notable design or landscaping characteristics.
Neighbourhood character precincts	Areas identified by Council (through a Neighbourhood Character Study) as having qualities that give them a unique character.

Non-contributory heritage buildings	Buildings that do not make a significant contribution to the heritage character of an area but that still fall under a HO.
Overlooking	The action of looking into the private internal or external space of an existing dwelling, made possible by a building that provides a direct line of sight into such an area.
Overshadowing	The action of a building or structure casting a shadow of open space or habitable space.
Planning Policy Framework (PPF)	The policy content of the planning scheme that provides state, regional and local context for spatial planning and decision making by planning and responsible authorities.
Priority precincts	In Victoria, areas around transport nodes that will be a focus of employment and housing growth.
ResCode	The collective name for Clauses 54, 55, 56 and 58 in the Victorian Planning Scheme. These clauses set objectives and standards for residential development for one dwelling on a lot (Clause 54), two or more dwellings on a lot (Clause 55), subdivision (Clause 56), and apartment buildings (Clause 58).
Schedule	As used in the Victorian Planning System, a set of objectives, standards, and requirements and decision guidelines attached to either a zone or an overlay.
Substantial housing change	As used in the Victorian Planning System, this describes areas where development will occur at a substantially different scale and intensity compared to other areas of a given municipality.
Super hub	Term designating an area as one that will contain key regional transportation links.
Universal design	Design that is accessible to all people, no matter their age or ability.
‘Your Say’ website	A website run by a Council or State Government that allows residents to give input into proposed plans, strategies and initiatives.

Executive Summary

The City of Brimbank (Brimbank) will see dramatic changes in the coming years—changes that demand a new approach to planning for housing.

Not only are Brimbank's population demographics shifting, but the municipality is anticipating an influx of new residents as a result of State and Federal investment in significant projects being delivered over the next ten years. A third of the municipality has been designated a National Employment and Innovation Cluster (NEIC) for employment, innovation and health related uses. Within the NEIC, Sunshine and surrounds has been designated a priority precinct for urban renewal (one of only a handful across Metropolitan Melbourne), with State Government led precinct planning underway, and new rail services and infrastructure (including Melbourne Metro and the Melbourne Airport Rail) to connect the municipality both within and beyond its borders. These changes will bring opportunities, yet they will also bring the challenge of preserving Brimbank's existing amenity and character while accommodating growth. While Brimbank has more than enough capacity to meet its forecasted housing need, it faces the task of accommodating growth in the right locations.

This Draft Background Report (Background Report) is the result of extensive research into Brimbank's residential context and analysis of its opportunities and constraints. It is the first major step of Brimbank City Council's project to develop a new Housing Strategy, a Neighbourhood Character Strategy and a Residential Development Framework (the Project), and it will inform strategies which seek to replace Council's 2014 housing strategy, *Home and Housed*). Its approach builds upon work undertaken for the 2019 Draft Neighbourhood Character Study, while factoring in new State planning policy and taking an on-the-ground approach to cataloguing existing neighbourhood features.

The Background Report consists of two main sections:

Part 1: Context explains the approach to the Project and the context of Brimbank.

- The **Introduction** chapter explains the drivers and scope of the Project as well as Brimbank's past actions related to housing and neighbourhood character.
- **Brimbank's Context** chapter details its location and features, as well as community and Council aspirations.
- The **Policy Context** chapter gives an overview of Federal, State and local policy that illuminates Brimbank's context and shapes the Project.

Part 2: Influences catalogues and analyses influences on housing, neighbourhood character and the future Residential Development Framework (RDF).

- The **Housing Influences** chapter explains the drivers of housing need and analyses housing growth opportunities and constraints.
- The **Neighbourhood Character Influences** chapter explains the drivers of neighbourhood character, details the planning influences on character in Brimbank and presents a synthesis in the form of emerging character precincts.
- The **Conclusion, Emerging Themes and Next Steps** chapter synthesises the previous sections into emerging themes
- that will become aims for the Housing Strategy, Neighbourhood Character Strategy and RDF, which will to be produced in the next stages of the Project.

The **Appendices** contain further analysis of strategic actions, Brimbank City Council's current application and use of zones, existing and future redevelopment sites and relevant VCAT cases. They also contain the **Suburb Profiles**, which detail the key characteristics of each suburb as well as the main contributors and threats to their neighbourhood character.

Context

Brimbank's context is key to understanding the necessity for—and the potential of—a new approach to housing and neighbourhood character. Brimbank City Council began the process of changing its residential zone schedules and defining neighbourhood character in 2018 (in response to 2017 State policy changes). However, these efforts were curtailed by the release of State advice in 2019 that redefined best practice for planning for residential growth. The current Project renews these efforts. It will replace the 2014 housing strategy, *Home and Housed,* and produce a Neighbourhood Character Strategy and RDF.

The Project also comes at a critical moment in Brimbank's evolution. With major projects, including Melbourne Metro upgrades (including upgrades to Albion and Sunshine Stations), Level Crossing Removal Project works, the addition of a Melbourne Airport Rail, and the development of the Sunshine 'superhub'[1] imminent, the municipality is expected to experience major shifts to its economy, its physical and social infrastructure and, as a result, its population. At the same time, Brimbank's population is experiencing natural demographic shifts, with an increasing proportion of residents moving into retirement age and beyond, and it remains a desirable location for overseas migrants. Both of these are likely to increase the demand for different forms of housing.

Brimbank's residents support a degree of residential growth, yet they are concerned about preserving Brimbank's heritage, relative affordability, and residential character. Council's task will be to facilitate development that preserves Brimbank's existing amenity while creating space for new amenity and growth. At the moment, Brimbank's zoning and planning scheme policy is clear about where growth should occur, but it is achieving mixed results. New housing and neighbourhood character policy will not only clarify expectations, but it will also enable Brimbank to fulfill its role in State and Federal policy that aims to create 20-minute neighbourhoods and to concentrate growth around transport rich locations and activity centres.

Key influences

Housing

Brimbank's population is increasing, aging, and becoming more diverse. This is driving a demand for housing, as well as a wider range of housing types. While the demand for detached housing currently remains high, the availability of this type of housing is declining. The development of the Sunshine Metropolitan Activity Centre (MeAC) may contribute to the viability and attractiveness of high density development, but this remains to be seen. According to work done by Urban Enterprise,[2] Brimbank's existing residential areas have more than enough capacity to meet forecasted housing needs. The Housing Strategy will need to consider how it can best facilitate diverse, affordable and economically viable housing, taking into account the municipality's opportunities and constraints.

Opportunities for housing growth include areas near activity centres, public transport rich locations, high quality open space and community facilities. This is especially true for areas that are also walkable (i.e., gridded and permeable, with high quality cycling and pedestrian infrastructure and attractors within a short distance) and that have a critical number of nearby attractors, making them highly liveable. In Brimbank, these areas are concentrated around key transport corridors and activity centres, especially the Sunshine/Albion and St Albans activity centres and, to a lesser extent, Sydenham (around Watergardens Shopping Centre). The Housing Strategy will aim to direct housing growth and diversity to these areas.

Constraints on housing growth in Brimbank include industrial and/or contaminated land, airport environs, road and rail barriers, areas of cultural sensitivity, areas of special character, areas or buildings of heritage value and areas subject to inundation and flooding. These are mostly concentrated in the southern areas of the municipality. Sunshine in particular is impacted by industrial interfaces and areas of heritage in proximity to the activity centre.

[1] 'Superhub' refers to the range of transportation additions and upgrades concentrated around Sunshine Station.
[2] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council, p. 3.

Neighbourhood Character

Controls within the planning system, State and local policy, and physical siting and design elements all shape neighbourhood character, or the cumulative impact of public and private realms that contributes to an area's 'sense of place'. To get a sense of how neighbourhood character is expressed throughout Brimbank, this Project investigated overarching influences on character through:

- Examination of Federal, State and local policy, including the 2019 Draft Neighbourhood Character Study.
- Desktop study of eras of development, interfaces, and patterns of development and redevelopment.
- Careful reading and analysis of residential zone schedules and application of overlays.
- Analysis of recent VCAT decisions in Brimbank dealing with neighbourhood character.

The investigation found that while currently planning tools (particularly planning scheme policy and zone schedules) emphasise a desire for high quality development that respects neighbourhood character, there is limited guidance in the planning scheme about the preferred neighbourhood character of different areas of Brimbank. This has resulted in an unclear path for achieving incremental change that respects neighbourhood character in the General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ) and for to achieving substantial change in the Residential Growth Zone (RGZ)—where neighbourhood character is not a consideration, but design objectives must be achieved. Thus far, similar multi-unit developed has occurred across the municipality, regardless of zoning.

Taking an empirical approach, this Project also investigated specific design and siting elements via site visits to each of Brimbank's suburbs. These were then distilled into lists of contributors and threats to neighbourhood character in each area. Contributors included maintained or increased vegetation and landscaping, consistency of siting and scale, consistent or complementary colours and materials, low to moderate scale fencing, integrated infill development and connection to adjacent areas. Threats included increased built form bulk or scale, reduced or limited vegetation, poorly integrated development, high scale fencing, change in materiality or style, vehicle access and parking that took away from other types of amenity, and limited connectivity or accessibility. These contributors and threats occurred in different combinations and presented differently in each suburb.

During this process, areas of significance were also identified within Sunshine West, Keilor and Albion. These areas may be appropriate as minimal change areas under the RDF.

Finally, both overarching planning influences and the lists of contributors were used to define six emerging neighbourhood character precincts, or areas that are internally similar and at the same time distinct from other areas of the municipality. These will be further assessed with stakeholders and used as draft inputs into the Neighbourhood Character Strategy. It is expected that these will evolve further during the preparation of the Neighbourhood Character Strategy and the RDF.

Conclusion, emerging themes and next steps

The Background Report will inform the new Housing Strategy, Neighbourhood Character Strategy and ultimately an RDF, which will be the overarching plan for housing growth in Brimbank over the next 20 years.

The aims that the Housing Strategy, Neighbourhood Character Strategy and RDF will need to address and balance are **growth**, **diversity**, **amenity**, **sustainability**, **designing for density**, **respecting neighbourhood character** and **celebrating heritage and character**. Brimbank City Council can work toward these aims through planning tools, such as zone schedules, overlays and planning scheme policy, and through Council strategies, policies and actions that complement planning controls.

The next steps for the Project will involve identifying key sites and locations and exploring planning control and policy opportunities to balance and achieve these aims.

Key conclusions

- Due to changes to State policy, Brimbank City Council's current use of residential zones does not reflect best practice, and the zones are not achieving their intended outcomes.
- There is limited guidance for housing growth and neighbourhood character expectations for residential areas of Brimbank. As a result, the RGZ and NRZ are achieving infill development at similar rates, and RGZ areas are not achieving their full growth potential.
- There are opportunities to strengthen policy that facilitates high density housing around the Sunshine and St Albans Activity Centres, and to a lesser extent around Watergardens. This would capitalise on the existing liveability of these areas and further the State policy of creating 20-minute neighbourhoods.
- Planned investment in Sunshine is expected to lead to residential growth and improve the commercial viability of high density housing forms.
- There are a range of Council policies to support housing, growth, diversity and affordability, but these policies need complementary spatial planning controls.
- While areas of Brimbank have differing levels of amenity, there are significant areas throughout the municipality that the planning scheme can better work to respect and protect. The identified emerging character precincts will be further refined and used to achieve this goal.
- The next steps of the Project will be to identify specific locations and policy options that will balance and support the aims of growth, diversity, amenity, sustainability, designing for density, respecting neighbourhood character and celebrating heritage and character.
- The ultimate output of the Project will be a new Housing Strategy, a Neighbourhood Character Strategy, and RDF.

Part 1 Context

Introduction

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mesh

Prepared by Mesh in collaboration with Brimbank City Council

Part 1: Context

1. INTRODUCTION

Brimbank City Council is planning for a new approach to housing growth and change that balances the needs of a changing and diverse population with the desire to protect and enhance valued neighbourhood character.

1.1 What is the Housing and Neighbourhood Character Project?

Mesh Planning has been engaged by Brimbank City Council to prepare a Housing Strategy, Neighbourhood Character Strategy and a Residential Development Framework (RDF). Together, these are known as the Project.

The Project will provide guidance on planning for housing development across the municipality, in a way that:

- Meets the needs of Brimbank's diverse and changing population.
- Takes into consideration any potential housing constraints, such as landscape, heritage or other land capability constraints.
- Respects neighbourhood character.

The purpose of each document is summarised below:

- The **Housing Strategy** – A plan to meet the housing needs of existing and future residents by providing opportunity for a broad mix of housing in the right locations
- The **Neighbourhood Character Strategy** – A guide to the preferred design and form of new housing.
- The **RDF** – Balances the objectives of housing and neighbourhood character to set a plan for housing over the next 20 years.

The scope of the Project is residentially zoned land within Brimbank. While the Project will have regard to other parts of the municipality that will accommodate substantial housing growth (e.g., Brimbank's major activity centres), they will not be the focus of the strategies produced.

This document is a background report that will inform the development of the Housing Strategy, Neighbourhood Character Strategy and RDF. It provides an analysis of key opportunities and constraints for housing growth and articulates the current influences on neighbourhood character. Its analysis complements the analysis of Brimbank's current capacity for housing growth and the projected needs of the future population undertaken by Urban Enterprise in their 2021 *Brimbank Housing Strategy Background Report*.[3]

Together, the Mesh and Urban Enterprise background reports will be used to inform areas of substantial, incremental and minimal housing change in a future Housing Strategy and to define neighbourhood character precincts in the future Neighbourhood Character Strategy.

[3] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council.

1.2 What is Driving the Project?

Housing need varies as communities grow and change over time, and Brimbank is undergoing rapid change. Brimbank's population is growing, ageing and becoming more culturally diverse. Brimbank is also changing as a result of large scale investment in infrastructure, including the construction of the Melbourne Airport Rail, the construction of a new train station at Keilor East, upgrades to Albion and Sunshine Stations (including a new regional platform) and three level crossing removals on the Deer Park train line, with potential upgrades to electrify the V/Line service.[4]

Combined with the designation of the area around Sunshine Hospital as the Sunshine Health, Wellbeing and Education Precinct (SHWEP), designation of the broader area as an NEIC, and the ongoing development of the Sunshine Metropolitan Activity Centre (MeAC), investment within the municipality will provide significant health, wellbeing and employment opportunities to Brimbank.

The recent designation of Sunshine as a priority precinct by State Government will also be an attractor for investment and a catalyst for housing growth. This precinct planning is being led by the Department of Transport and Planning (DTP) for locations such as Sunshine Station and Albion. However, as the estimated extent of growth in this area is not yet known, and as this area is outside of the scope of this Project, it has been factored in to the Project a limited way, keeping in mind that increased growth in this area will likely have an influence on neighbouring residential areas.

In this context, Brimbank City Council must plan to meet the varied housing needs of its current and future residents. Provision of sufficient, suitable and affordable housing is a critical component of a liveable neighbourhood. Housing provides basic shelter for the residents of Brimbank, and the form of housing and its design contributes to and shapes the character of neighbourhoods.

Council commenced the process of preparing planning policy for neighbourhood character across Brimbank in 2018. At this time, there was limited direction from State Government[5] on how to approach neighbourhood character studies or strategies. However, following consultation on the Draft Neighbourhood Character Study[6] in 2019, the Department of Environment, Land, Water and Planning (DELWP)[7] set new expectations for how councils should plan for housing and neighbourhood character. This resulted in the necessity for revisions to the 2019 study. In 2019, new direction was also provided by DELWP in Planning Practice Note (PPN) 90 – *Planning for Housing* and PPN91 – *Using the Residential Zones*. These PPNs provided guidance on how to better balance housing and neighbourhood character objectives and how to implement them through planning controls (e.g., zones, overlays and schedules).

These planning policy changes, as well as changes in Brimbank's population and development context, means that there is now a need to review Brimbank's existing Housing Strategy, *Home and Housed*, and update the planning framework for Brimbank's residential areas. The integration of neighbourhood character planning with planning for housing more broadly also means that the previous Draft Neighbourhood Character Study must be reviewed and updated concurrently with the Housing Strategy.

The culmination of this Project—the RDF—will seek to resolve this issue of accommodating growth while simultaneously protecting and enhancing neighbourhood character.

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[4] Provided the Western Rail Plan project secures funding.

[5] PPN43 provides guidance on understanding neighbourhood character and responding to neighbourhood character objectives but does not explicitly guide preparation of strategic policy.

[6] Mesh 2019, Draft Brimbank Neighbourhood Character Study, Brimbank City Council.

[7] Known as DTP as of 2023.

1.3 Project Background and Context

This Project was initiated by Council following extensive work in relation to housing and neighbourhood character and in response to changes to planning policy and guidance relating to housing.

Figure 1: Project background and context

Year	What happened	Outcome
2014	Brimbank Housing Strategy *Home and Housed* approved and implemented.	The new suite of residential zones was implemented across Brimbank.
2017	*Plan Melbourne 2017-2050* adopted by State Government as the new metropolitan strategy.	Set policy direction to accommodate Victoria's population growth in liveable neighbourhoods.
2017	Changes to residential zones by State government.	Changed the way residential zones can be used, including direct changes to the zones themselves, to direct housing and neighbourhood character outcomes.
2018	Draft Brimbank *Neighbourhood Character Study* prepared.	Identified character precincts and recommended changes to residential zone schedules. Draft Study placed on hold, following community consultation, due to new policy guidance in PPN90 and PPN91.
2019	State Government's PPN90 and PPN91 released.	Provided updated guidance in relation to housing, character and the use of residential zones. Triggered a requirement for Council to update its RDF by reviewing its Housing Strategy in conjunction with the Draft Neighbourhood Character Study.
2019	*Victoria in Future* population forecasts released.	Identified that Melbourne's population growth is expected to increase at a higher rate than forecast in *Plan Melbourne 2017-2050.*
2020	Council commissioned peer review of the Draft Neighbourhood Character Study.	Identified recommendations to review the Housing Strategy and Draft Neighbourhood Character Study to ensure they would align with updated State policy.
2021, updated 2022	Council commissioned *Housing Strategy Background Analysis.*	Identified housing supply, capacity, and demand, based on analysis of demographics, population projections and the market. It is a key input into the current Project.

1.4 How are We Approaching this Project?

The Project is being undertaken in four phases, with opportunities for community and stakeholder engagement at key points.

Figure 2: Project progress

Early – Mid 2022	Phase 1: Project Planning	Initial project setup.	-
Mid 2022 – Early 2023	Phase 2: Research + Analysis	Analysis of the opportunities and constraints relating to housing and neighbourhood character in Brimbank. Preparation of Draft Background Report to capture findings. Draft Background Report to be presented to Council for noting.	Engagement with various stakeholders. Preliminary community engagement via 'Your Say' website. Findings within Draft Background Report to be tested with community as part of next round of engagement, if supported by Council.
Early 2023 – Late 2023	Phase 3: Strategy Preparation	Preparation of the Housing Strategy, Neighbourhood Character Strategy and RDF. Draft strategies to be presented to Council for endorsement for consultation.	Engagement with various stakeholders during preparation of draft strategies. Updates to community via website. Subject to Council endorsement of draft strategies, community consultation to be undertaken.
Late 2023 – Early 2024	Phase 4: Finalisation + Implementation	Make changes to strategies, where appropriate, following community consultation. Preparation of planning scheme tools and planning scheme amendment (PSA) documents. Take final draft strategies, final draft Background Report and PSA documents to Council for a decision on whether to progress with the proposed amendment.	Following decision of Council to undertake statutory exhibition, exhibition of the PSA, including the Housing Strategy, Neighbourhood Character Strategy RDF and associated planning controls.

2. BRIMBANK'S CONTEXT

2.1 Brimbank's Location and Features

Brimbank is a fast-growing middle-ring municipality located in western Melbourne. Brimbank comprises a mix of established residential neighbourhoods, large scale employment and industrial areas, and 55 activity centres (including Sydenham, Deer Park, Brimbank Central and St Albans Major Activity Centres, and the Sunshine MeAC) across the municipality.

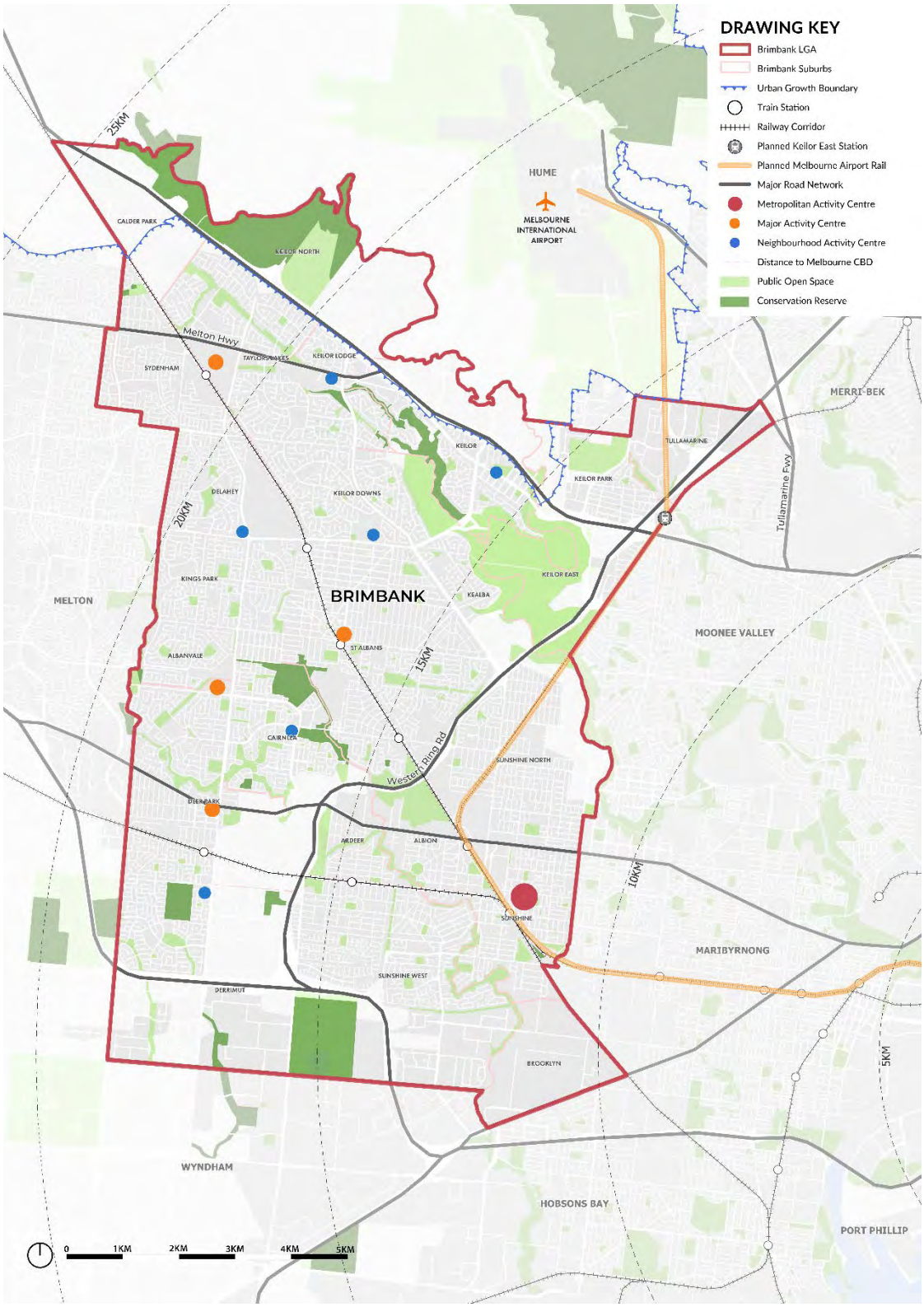
The municipality has an interface to the greenfield growth municipalities of Hume, Melton and Wyndham, and to the surrounding established municipalities of Hobsons Bay, Maribyrnong, Moonee Valley and Merri-bek (formerly Moreland).

Brimbank is served by an extensive higher order road network that includes the Calder Highway, the Western Ring Road, Deer Park Bypass, Melton Highway, Ballarat Road, and passenger and freight rail connections along the Sydenham rail line, Melbourne-Ballarat and Melbourne-Bendigo V-lines and the Melbourne to Sydney passenger and freight lines. These provide important connections to the Melbourne Central Business District (CBD), the Melbourne Airport and surrounding municipalities, with future investment in transport projects set to improve the network further. This investment and infrastructure, while beneficial, will also have a barrier effect in some areas of the municipality, often brought about by there being a limited number of crossing points. Combined with a lack of arterial road delivery, particularly east-west, cross municipal and local travel and accessibility will likely be constrained.

Figure 3: Brimbank key statistics

Features	Area of 123km^2
	Comprises 24 suburbs
	1 Metropolitan Activity Centre
	5 Major Activity Centres
	10–20km from the Melbourne CBD

Figure 4: Brimbank context plan



2.2 Snapshot of Brimbank

Brimbank is a diverse municipality, with a growing population that has varied housing needs.

Figure 5: Brimbank demographic data

Population and Age

194,618 estimated resident population in **2021.**

Median age of 37 in 2021
(comparable to metropolitan Melbourne).

Ageing population.

Household Size and Type

71,810 total dwellings in **2021.**

Average household size of 2.9 per dwelling
(larger than Melbourne average).

80% separate houses.

82% of dwellings have 3 or more bedrooms.

Cultural and Linguistic Diversity

Attractive location for overseas migrants
(particularly form Asia), resulting in a diverse community.

Vietnamese, Australian, and English were the top ancestries in **2021.**

Education and Employment

$1,506 average weekly household income
(notably less than metro Melbourne average of $1,901).

11% unemployment rate
(considerably higher than metro Melbourne average of 7%).

Second most disadvantaged municipality in metropolitan Melbourne
(930 Socio-Economic Indexes for Areas [SEIFA] Score).

Housing Tenure Affordability

Fairly even split of housing tenures
full ownership **31%**
ownership with mortgage **31%**
renting **26%**

More affordable housing than neighbouring inner metro municipalities.

Median rent $380 per week
(slightly lower than Melbourne average).

Affordability decreasing.

2.3 Community Aspirations

Council has engaged the community on housing and neighbourhood character matters several times over the past few years, including during preparation of Plan Brimbank (Council's Planning Scheme Review, the 2021–2025 Council Plan, the *Draft Neighbourhood Character Study* in 2019 and the 2022 *Affordable Housing Position Statement*. In addition, Council has recently undertaken preliminary engagement with the community on this project, via the 'Your Say' website and conducted a workshop with Councillors.

Engagement undertaken for the ***2019 Draft Neighbourhood Character Study***[8] resulted in 70 submissions.[9] The range of issues raised included:[10]

- A desire for more trees in private and public spaces.
- The impact of increased density on amenity, open space, car parking, community services, private rubbish bins, road layout and traffic including loss of character in RGZ.
- Concerns over zoning and the impact on neighbourhood character.
- Greater guidance on design features such as roof forms and colour palettes.
- Concern about over development including overshadowing.
- A desire for a two-storey height limit.
- That character should reflect surrounding suburbs.
- That character objectives are not necessary.
- The need for improved maintenance of private and public land.
- Concerns about increased demand for on-street carparking.
- The impact of Draft Study on Development Plans for River Valley, City West Water site and final stage of Cairnlea.
- The need for housing diversity (particularly for aged).
- Suggested use of quarries for open and recreational space.
- Greater clarity around how character and heritage are assessed.
- Greater reference to the H.V. McKay Garden Estate subdivision and potential for standalone character precinct.
- Greater reference to the Albion Neighbourhood Plan.
- That the Draft Study facilitates development.
- How the Draft Study references VCAT decisions.
- That the draft Study does not consider existing restrictions over the land e.g., covenants.
- A range of feedback about other matters including comments about Melbourne Airport Rail, development of surplus school sites, management of private shopping centres, contamination etc.

Another round of engagement was undertaken in October/November 2022 to provide an updated snapshot of community concerns. This included two interactive maps on Brimbank City Council's 'Your Say' page—on which community members could pin locations and input comments—and a workshop with Councillors. The interactive maps resulted in 49 comments from 19 respondents.

[8] Mesh 2019, Draft Brimbank Neighbourhood Character Study, Brimbank City Council.

[9] These comprised 53 pro forma submissions related to residential land south of Taylors Road, between Arthur Street and Alfrieda Street, St Albans, and 16 individual submissions.

[10] Listed verbatim from Council meeting minutes. Brimbank City Council 2020, *12.6 – Draft Neighbourhood Character Study – Progress Report*, Brimbank Ordinary Council Meeting 23 June 2020, p.609–610.

Key issues, considerations and opportunities from the **preliminary engagement** and the **'Your Say' maps** included:

Housing diversity

- New development should include a variety of housing.
- New development should include some single storey housing to remain in keeping with the surrounding character.
- Underutilised land should be developed with higher density forms.
- Locate higher density housing along main roads and near activity centres.
- Concern about preserving existing suburbs and streetscapes.
- Townhouses and units should be built in new areas only.
- Sunshine is a good location for apartments (followed by Deer Park, Albion, St Albans and Sydenham/Watergardens).

Built form, design and quality

- Concern about quality of new development.
- Concern about new development impacting on neighbourhood character and heritage value of areas.
- New development should be energy efficient and powered by solar energy.

Landscaping

- Need for additional landscaping and trees, along streets and in parks.
- Incorporation of trees with idented parking.
- Incorporation of more native vegetation.

Access and movement

- Creation of new pedestrian footpaths and connections between suburbs.
- Bus services should be increased, and cycle paths should be linked.

Car parking and traffic

- Concern about increased traffic and increased demand for car parking.

The engagement also resulted in positive feedback about neighbourhoods and green areas that residents appreciate and about how Sunshine will be a great suburb to live in in the future.

The Councillor workshops consisted of a hybrid Zoom and in-person session. Key issues, considerations and opportunities from the **Councillor Workshop** included:

Housing diversity

- Housing types that cater to all ages, life stages, economic circumstances and physical abilities will be needed in the future.
- Underdevelopment of land should be avoided, consider minimum height limits and/or development targets.

Housing location

- Close to amenities (e.g., public transport, community facilities, shopping centres).
- In activity centres.
- On vacant and underutilised land.
- Above shopping centre car parks.
- Potential future railway station east of Calder Park Drive a potential opportunity for increased growth.
- Avoid creating isolated communities.

Neighbourhood character

- Space around buildings should be retained.
- Opportunities for greening, including in existing developments, new developments, on roof tops and in nature strips.
- Albion's neighbourhood character should be protected.
- Design guidance for medium and high density areas should be improved.
- Should consider modal shift and sustainability.
- There are a lot of issues related to parking—lack of sufficient visitor parking, car dependency leading to demand for parking, on-street parking that takes away space for trees, developments designed around provision of parking (e.g., with driveways and garages).

Common themes between the rounds of consultation in 2019 and 2022 are that residents:

- Desire housing diversity located near activity centres and main roads, where it will not impact too much on the character and heritage of established neighbourhoods.
- Support higher density (than the current neighbourhood's density) in these same areas, but only if it well designed and of high quality.
- Would like additional landscaping through the municipality.
- Would like increased connection between areas, both visually (i.e., through attention to fencing and interfaces) and physically (i.e., through pedestrian paths and cycle paths).
- Are concerned about preservation of adequate on-site parking throughout the municipality.

2.4 Role of Council

Brimbank City Council will play an important leadership role in understanding and capturing the community's housing needs and providing strategic direction to guide the required future mix, location and design of housing.

However, housing is a broad and complex issue influenced by a range of interrelated factors, with an important factor being the market. Regardless, Council must be deliberate in the role it elects to play. Key areas where Council plays an important role in housing are:

- **Monitoring** – Collecting relevant information to understand the housing market, how it is changing, and the needs of the community.
- **Planning and Policy** – Updating the Planning Policy Framework (PPF) and zones and overlays to respond to housing needs and priorities and provide strategic direction to achieve desired outcomes. This includes planning for an adequate supply of housing, identifying the preferred location for different types of housing and guiding the way housing is designed.
- **Advocacy and partnerships** – Working proactively with the State and Federal Governments, agencies and the development industry to promote desired housing outcomes and the provision of infrastructure and services to support housing.

This Project focusses primarily on the planning and policy role, building on recent monitoring work undertaken by Urban Enterprise.[11] While matters may arise that will be relevant to Council's advocacy and partnerships and capacity building roles, these are not the primary focus of the Project.

2.5 Summary of Findings

- Brimbank is experiencing rapid growth as a result of its locational attributes as a middle-ring municipality, current and future government investment in key infrastructure projects and its attractiveness to overseas migrants.
- The community aspires to retain Brimbank's heritage, character, and relative affordability as part of its growth, and to meet the housing needs of an ageing and diverse population.
- Council has a range of important roles to play when it comes to housing. The key focus of this Project is on planning and policy responses to housing and neighbourhood character.

[11] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council.

3. POLICY CONTEXT

The government policy landscape shapes how Council plans for housing and neighbourhood character. In Australia, housing policy is primarily the responsibility of the State, with obligations placed on local government. Federal government policy has an important, but less direct, impact on how Council plans for housing growth and change. Neighbourhood character policy is the responsibility of local government, at the direction of the State Government.

3.1 Federal

The Commonwealth's role in shaping housing is generally restricted to taxes and housing market interventions. The Department of Social Services seeks to set policy to improve housing affordability and the provision of social housing and to address and prevent homelessness.[12] Implementation strategies include funding agreements between the Commonwealth and states and territories to respond to their housing and homelessness crises and development of the National Housing and Homelessness Agreement (NHHA) and National Rental Affordability Scheme (NRAS).

National Housing and Homelessness Agreement (Department of Social Services, 2018)

The NHHA provides Commonwealth funding to State and Territory Governments to improve access to affordable, safe and sustainable housing. An estimated $2 billion has been allocated to Victoria over the course of five years (2018–2022), with approximately $413 million injected in 2020–21 to support Victoria's homelessness and social housing goals as per the State Government's *Homes for Victorians* policy framework (see *Homes for Victorians* in section 3.2 below).

National Housing and Homelessness Plan (Department of Social Services, under development)

The Australian Government is currently developing a National Housing and Homelessness Plan. This will be a 10-year strategy that sets out a vision for future housing and homelessness policy in order to help more Australians access safe and affordable housing. Stakeholder engagement for the plan will be conducted in the second quarter of 2023.

National Rental Affordability Scheme (Department of Social Services, 2008–2026)

In conjunction with State and Territory Governments, the NRAS seeks to respond to a lack of affordable housing across Australia by providing financial incentives to developers. Financial incentives apply only to newly constructed dwellings, with the intention of:

- Increasing the supply of affordable rental housing.
- Reducing rental costs for low to moderate income households.
- Encouraging the large scale investment and innovative delivery of affordable rental housing.

Allocation of affordable housing is means tested, providing affordable housing only to those most at risk of rental stress, such as low to moderate income earners.

The 2022–23 Federal Budget (Australian Government, 2022–23)

The 2022–23 Federal Budget seeks to implement a comprehensive housing reform agenda, which includes bringing all levels of government together with the housing industry under a new Housing Accord. The Housing Accord sets an initial aspirational target of delivering one million new, well-located homes over five years. It includes funding commitments to invest in new social housing and assist home buyers, the establishment of a National Housing Supply and Affordability Council as an advisory body to the Commonwealth on housing policy, and

[12] Outcome 4 of the department's Corporate Plan 2022–23.

commitments from State Government to undertake expedited zoning, planning and land release to deliver affordable housing opportunities.

Other Initiatives

Efforts to increase home ownership are facilitated through measures such as the National Housing Finance and Investment Corporation (NHFIC), which provides first time home buyers with concessional loans and home starter grants to ease entry into the housing market.

Australia's social welfare system also provides relief from rental stress through rent assistance, through which the renter is a recipient of a Centrelink payment.

Another initiative is the Housing Australia Future Fund (HAFF), which was established in November 2023. The HAFF is a dedicated investment vehicle to provide additional funding to support and increase social and affordable housing, as well as other acute housing needs including, but not limited to, the particular needs of Indigenous communities and housing services for women, children and veterans.

3.2 State

Housing policy and planning for growth rests primarily with the State. In Victoria, broad policy objectives align with those of the Commonwealth. These include objectives to improve access to home ownership, to increase the supply of social and affordable housing and to reduce rental stress. State policy provides guidance to local governments on planning for housing, accommodating projected needs and ensuring that housing is affordable and that neighbourhoods are liveable.

State Government also provides policy direction to local governments on planning for neighbourhood character. Further, the State Government prepares land use plans and policy that guides housing growth and, to a lesser extent, character.[13]

Plan Melbourne 2017–2050 (Victoria State Government, 2017)

Plan Melbourne provides the blueprint for the future of metropolitan Melbourne, setting the vision and policy direction for the growth of Melbourne to a projected population of 8 million people in 2050.

Outcome 2 of *Plan Melbourne*—'Melbourne provides housing choice in locations close to jobs and service'—is most relevant to the Project and is to be achieved via the following key policy directions:

- Focus the delivery of new housing in established suburbs close to existing services, jobs and public transport.
- Provide certainty about the scale of growth in the suburbs.
- Incorporate mixed use development with housing in urban renewal precincts and activity centres.
- Increase the supply of social and affordable housing.

A key aspect of this outcome is achieving a 70/30 split for housing growth—meaning that 70 percent of all new housing is to be built in established areas, with the remaining 30 percent of housing built in greenfield areas. This 70/30 ratio will help manage housing supply, consolidate Melbourne's growth and limit urban sprawl, ensuring that Melbourne remains liveable.

Established areas such as Brimbank are expected to accommodate a significant amount housing growth. *Plan Melbourne* seeks to direct development of diverse, higher density housing through application of the 20-minute neighbourhood framework (Figure 6). The idea behind this framework is that everyone will be able to meet their daily needs within a 20-minute walk (round trip) from home.

[13] An example of this is DTP's planning for Sunshine Priority Precinct.

Figure 6: 20-minute neighbourhood framework (Source: Plan Melbourne 2017–2050)

Figure 7: Hallmarks of 20-minute neighbourhoods (Source: State Government of Victoria, DELWP website)

Plan Melbourne identifies Sunshine as an MeAC and the Sunshine/St Albans area as an NEIC supporting significant development and investment in the suburb.

The Sunshine NEIC, and in part the SHWEP, is expected to build a critical mass of tertiary education, health-related training, health care, and retail and professional services, by building on existing uses such as the Victoria University Sunshine and St Albans campuses, the Sunshine and Western Centres for Health Research and Education, the Sunshine and St Alban's Activity Centres, and nearby industrial areas. Investment in the Metro

Tunnel, level crossing removals, regional train services and the airport rail will further enhance the connectivity and activation of this cluster.

Within *Plan Melbourne,* neighbourhood character is viewed in two ways. In one sense, the character of a neighbourhood is something ultimately created by residents and will change over time. Planning's role is to support the growth of sustainable, high amenity communities that enable a preferred character to flourish. In another sense, neighbourhood character is the distinctiveness of an area's public realm and built form. This includes things such as its prevailing architectural styles, patterns of development, open spaces and landscaping, and distinct heritage buildings. *Plan Melbourne* notes how protecting and evolving this type of neighbourhood character has been addressed by recent reforms to residential zones (discussed further below).

Western Metro Land Use Framework Plan (Victoria State Government, 2017)

The Western Metro Land Use Framework Plan was developed to guide the application of *Plan Melbourne* for six western local government areas: Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham. It sets a 30-year strategy for population and industry growth, service and infrastructure development, public and private investment, the preservation of distinct and historic characteristics of the region and environmental resilience.

Victoria in Future 2019 (DELWP, 2019)

Victoria in Future (VIF) is the official State Government projection of population and households. Projections are based on trends and assumptions for births, life expectancy, migration and living arrangements across all of Victoria.

VIF 2019 showed that Victoria has been growing at a faster rate than planned for in *Plan Melbourne*. However, these projections have not yet been updated to reflect changes to populations since the Covid-19 pandemic.

State policy directs that Councils base their housing strategies on these population projections. These have been a key input of the background population and demographic analysis of this Project.

Homes for Victorians (Victoria State Government, 2017)

In response to projected population growth, *Homes for Victorians* provides a coordinated set of initiatives specific to the delivery of housing throughout the state.

The key initiative relevant to this Project is Initiative 2 – 'Increasing the supply of housing through faster planning approvals. This initiative provides the framework for reform to residential zones, targeting greater housing development in key areas such as activity centres and increasing the supply of affordable housing.

Big Housing Build (Victoria State Government, 2020)

The Big Housing Build is a Victorian Government program that seeks to boost the supply of social housing by 10 percent in four years (to 2024). As of November 2022, the Big Housing Build has delivered 20 homes in Brimbank—with another 248 underway—across 21 projects.

10-Year Strategy for Social and Affordable Housing + Discussion Paper (Homes Victoria, 2021)

In early 2021, the State Government ran a consultation program to seek input on development of a 10-Year Strategy for Social and Affordable Housing that would achieve a step change in the social and affordable housing landscape. The Discussion Paper outlined a vision for all Victorians to have access to safe, affordable and appropriate housing and set out four principles for the strategy:

- **People at the centre** – Housing that is responsive to the needs of different people.
- **Shared action and accountability** – Government, service providers, private businesses and community working together to achieve the vision.
- **Maximising value** – Strategies that are informed by data and evidence, to deliver the best outcomes and value.

- **Sustainability** – Government and community housing sectors have the capacity to scale up efficiently to deliver growth, and housing incorporates best practice sustainable design.

The Strategy is expected to be released in the coming months.

Planning Policy Framework (State and Regional Provisions)

The PPF is the policy content of the planning scheme. It provides state, regional and local context[14] for spatial planning and decision-making by planning and responsible authorities.

The State and regional provisions set out Brimbank City Council's obligations as planning authority in relation to planning for population growth and managing housing change. The clauses and policy directions most relevant to the **Housing Strategy** are as follows:

- Clause 11.01-1S *Settlement* – Seeks the development of compact, sustainable communities that offer convenient access to jobs, services infrastructure and community facilities, preferencing urban renewal and infill development over urban sprawl.
- Clause 11.01-1R *Settlement* – Metropolitan Melbourne requires metropolitan councils to plan in accordance with *Plan Melbourne*, which seeks to facilitate major growth and change in major employment, health, and education precincts and activity centres beyond the central city to meet the needs of Melbourne's rapidly growing population. Sunshine is identified in the Melbourne 2050 spatial framework as an MeAC and NEIC, supported by transport infrastructure improvements.
- Clause 11.02-1S *Supply of urban land* – Requires planning authorities to ensure there is sufficient supply of land available for residential (and other) uses for at least a 15 year period, having regard to a range of considerations, including opportunities to consolidate existing urban areas, neighbourhood character and any constraints or limitations on development or infrastructure.
- Clause 13.07-1S *Land use compatibility* and Clause 13.07-2S *Major hazard facilities* – While not explicitly related to housing, these are relevant to the siting and intensification of housing, as they require separation from sensitive uses to manage risk and adverse off-site impacts.
- Clause 16.01-1S *Housing supply* – Seeks to facilitate quality housing that is located appropriately, at the quantity needed, with the diversity that meets community needs and at higher densities near jobs, services and public transport.
- Clause 16.01-2S *Housing affordability* – Aims to deliver affordable housing in close proximity to employment, transportation and services and to ensure that social and public housing meets community needs.
- Clause 16.01-4S *Community care accommodation* – Seeks to facilitate the establishment of this accommodation, keeping location confidential.
- Clause 16.01-5S *Residential aged care facilities* – Recognises that this type of accommodation contributes to housing diversity and choice and is appropriate in residential areas. The policy facilitates the development of well-designed and appropriately located residential aged care and requires housing strategies to provide for these facilities to enable older people to live in appropriate housing in their local community.[15]
- Clause 18.02-7S *Airports and airfields* – Seeks to protects airports and airfields from incompatible development and to minimise the detrimental effects of aircraft noise on surrounding areas.
- Clause 18.02-7R *Melbourne Airport* – Protects the operations of Melbourne Airport and ensures new use or development does not affect its optimal operation and use.

The following State policy directions are most relevant to the **Neighbourhood Character Strategy**:

- Clause 15.01 *Built Environment* – Focuses on minimising adverse impacts on existing built form and ensuring that new development positively contributes to living and working environments.

[14] The new format PPF integrates all three levels of policy. At present, some planning schemes are still in the process of being translated to the new format.

[15] However, this policy does not address locational need and preferences for residential aged care facilities.

- Related specifically to neighbourhood character, Clause 15.01-5S contains strategies to:
  - *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
  - *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing*.
  - *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:*
    - *Pattern of local urban structure and subdivision.*
    - *Underlying natural landscape character and significant vegetation.*
    - *Neighbourhood character values and built form that reflect community identity.*
- This clause is key to establishing the role of existing and preferred neighbourhood character statements in decision making.

> Clause 15.03 *Heritage* – Ensures the conservation of places of historical significance. It provides for retaining important heritage elements and encourages new development that aligns with heritage values.

Residential Zone Reforms

In 2017, a review by State Government resulted in reforms to the existing suite of residential zones. The zones relevant to Brimbank include the GRZ, NRZ and the RGZ. The reforms include the following:

> Allowance for design and neighbourhood character outcomes to be specified within a schedule.

> Strengthened building height controls in the NRZ and the GRZ.

> Introduction of a mandatory minimum garden area requirement in the NRZ and GRZ.

> Removal of the dwelling per lot cap in the NRZ.

In 2018, following feedback from local government and industry, the zones were further refined to clarify matters relating to the minimum garden area requirements in the NRZ and GRZ.

In 2019, PPN90 – *Planning for housing* and PPN91 – *Using the residential zones* were released (refer below for further details). These established a new integrated approach to planning for housing and neighbourhood character and provided greater clarity on the use of residential zones to direct preferred housing outcomes.

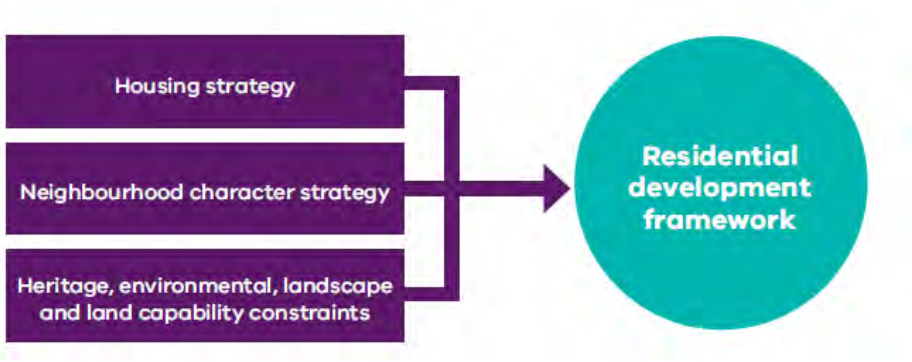
Brimbank's residential zones were implemented in 2014 (strategically justified by Brimbank's Housing Strategy, *Home and Housed)*. The schedules were then intended to be further updated following the 2017 changes (with strategic justification provided by a draft Neighbourhood Character Study). This work was commenced in 2018 but was then halted following consultation on the draft Study due to the release of the PPNs in 2019. It is now being revised and finalised as part of this Project.

Planning Practice Notes 90 and 91 (DELWP, 2019)

PPNs give technical advice about the planning system. As mentioned above, in 2019 two significant new PPNs were released that directly shape this Project.

PPN90 – *Planning for housing* provides guidance on how to plan for and balance housing growth and protection of neighbourhood character through preparation of an RDF. This framework requires holistic strategic planning in the form of a Housing Strategy, a Neighbourhood Character Strategy, and analysis of heritage, environmental, landscape and land capability constraints to bring all issues together into a coherent strategic vision that balances competing objectives.

Figure 8: Inputs for an RDF (Source: PPN90)



A key action associated with an RDF is identifying areas of minimal, incremental and substantial change, using the existing built form as a starting point. Identification of levels of change serves as a way to balance competing objectives and provides the community with more certainty about future growth.

Figure 9: RDF levels of housing change (Source: PPN90)

PPN91 – *Using the residential zones* provides guidance on how to use the new residential zones from the 2017 and 2018 reforms, how to make use of key features of the schedules and how to support their use with local policies and overlays. It explains that Councils can work toward preferred neighbourhood character through preferred neighbourhood character statements in local policy and objectives specified in schedules to residential zones, noting that Councils should consider whether it is necessary to have both.

One of the key differences in how to use zones (in contrast to how zones were previously defined by State Government, and in turn, used by Brimbank in *Home and Housed* – see below) relates to the alignment of residential zones with housing change areas. PPN91 makes it clear that all residential zones should support and allow for increased housing unless there are special attributes or physical constraints. However, some zones are more appropriate than others for different levels of change. As such, zone selection should be based on the development capacity of the land. For Brimbank, constraints that may limit housing growth are outlined in the Housing Influences chapter of this Background Report.

Figure 10: Aligning housing change areas and the residential zones (Source: PPN91)

Zone	Special or constrained	Minimal	Incremental	Substantial
Low Density Residential Zone	✓	✓		
Mixed Use Zone			✓	✓
Township Zone		✓	✓	
Residential Growth Zone			✓	✓
General Residential Zone			✓	✓
Neighbourhood Residential Zone	✓	✓	✓	

A new feature of the 2017/2018 residential zones was the introduction of maximum heights for each zone. These heights will be a key factor when determining growth capacity and can be used in conjunction with applying local requirements (i.e., design/neighbourhood character objectives and/or variations to Clause 54 and 55 standards – see below) to achieve preferred built form outcomes. For Brimbank, these outcomes will be identified in the future Neighbourhood Character Strategy, based on analysis outlined in the Neighbourhood Character Influences chapter.

The Residential Development Influences chapter provides more detailed guidance on how the residential zones and their schedules can be implemented to achieve Brimbank City Council's strategic vision for housing and neighbourhood character.

Clause 54 and Clause 55

Clauses 54 and 55 are often collectively referred to as the Residential Code (ResCode). These clauses set objectives and standards for residential development for one dwelling on a lot (Clause 54) and two or more dwellings on a lot (Clause 55).

The purpose of these clauses is to ensure residential development respects existing neighbourhood character or contributes to a preferred neighbourhood character, provides a reasonable standard of amenity for existing and new residents, and is responsive to the site and neighbourhood.

Some standards contained in ResCode can be varied by the implementation of specific schedules in the residential zones. In Brimbank, schedules have been used to vary ResCode Standards. These variations are discussed in Section 3.3.

These variations are applicable whether a planning permit is required for the residential development or not. Where permits are not triggered, the variations are implemented via the Building Regulations.

DTP is currently reviewing ResCode as part of its ongoing process to improve and streamline the planning system. A Discussion Paper[16] has been released that sets out an updated format of the ResCode standards to be clearer about their expectations and to be better aligned with the principles of the Victorian Planning Provisions. The expectation is that this new model will lead to more certain and more efficient development assessment and decision making. Any changes made to ResCode are not expected to impact on this Project, as changes will be made to the format only, and not the content of the ResCode standards.

[16] DELWP 2021, *Improving the operation of ResCode: A new model for assessment,* DELWP website, accessed 13 February 2023, https://engage.vic.gov.au/improving-operation-rescode.

3.3 Local

Existing local policy also influences housing and neighbourhood character in Brimbank. As some of this policy is now out of date because of changes to State policy direction, the directions highlighted here are subject to change as a result of this Project.[17]

Local Planning Policy Framework

At the time of writing, the Brimbank Planning Scheme still reflects the old format (with a State PPF and Local PPF). However, Planning Scheme Amendment c225brim proposes to update the Scheme by translating existing local policy from the LPPF into the new integrated Municipal Planning Strategy (MPS) and PPF in accordance with the structure introduced by Amendment VC148. It also seeks to incorporate new local policy content as identified as part of a review of the Planning Scheme, audit of adopted policies, strategies and plans, and community consultation.

Amendment c225brim was submitted to the Minister for approval on 2 November 2022. Council is still awaiting a decision.

[17] These have been identified where applicable.

Current LPPF

The Municipal Strategic Statement identifies an increasing demand for housing, to meet the needs of an ageing population and to accommodate smaller household sizes (Clause 21.02). This housing, as envisaged by the strategic land use vision (Clause 21.04), is to be if the form of well-designed, high quality and sustainable development that contributes to the desired neighbourhood character and respects heritage and landform. Increased residential densities are to be in and around activity centres.

The following polices relate primarily to **housing**:

- Clause 21.07-1 *Residential Growth* directs resident growth to appropriate locations, with lower density housing directed to the NRZ, increased densities in the GRZ and higher densities in the RGZ (21.07-1). The effectiveness of these zones is discussed in the Housing Influences section).
- Clause 21.07-2 *Housing Diversity* encourages diverse housing, including adaptable, affordable and student housing. The demands for this type of housing are growing (refer to Housing Influences section). Background analysis done for the Strategy[18] revealed that 80% of new dwelling growth in Brimbank is separate houses, and 14% is semi-detached and townhouses, suggesting that diversity needs are not currently being met.
- Clause 21.07-3 *Residential design* seeks new development that demonstrates best practice ESD and is supported by local policy at Clauses 21.06-5 and 22.02, which requires multi-unit residential development to demonstrate ESD performance as an application requirement. This policy has been removed from the new PPF, however, the ESD performance of housing remains a concern in Brimbank (refer to Housing Influences section).
- Clause 21.08-1 *Activity Centres* – encourages higher density residential housing in activity centres that are serviced by the principal public transport network. This policy is currently being supported by strategic work for the Sunshine MeAC (refer to the Sunshine Policy Context below. The Housing Influences section identifies those major residential developments (including those incorporating apartments, are emerging in and around activity centres. Sunshine, Sydenham and St Albans activity centres are also identified as having substantial capacity to accommodate more apartment development; however, this is unlikely to occur until land values increase, migration rates normalise and major public section investment progresses.[19]
- Clause 21.09-1 Industrial Precincts identifies the value of Brimbank's industrial land and seeks to manage conflict between industry and sensitive land uses through buffers and the considered location of new residential development. Understanding the potential conflicts between residential development and industrial uses is a complex issue, with buffers difficult to define. This is discussed in further detail I the Housing Influences section.
- Clause 21.10-4 Infrastructure – Seeks to ensure new developed is well serviced and protected from flooding. Strategies seek to encourage new development to incorporate on-site stormwater treatments and maximise permeable surfaces. This policy tends to be addressed on a case-by-case basis, usually on larger developments as is more challenging to achieve on-site treatment on smaller developments. In addition, Clause 55 provisions (and variations) relating to site coverage and permeability tend to take precedence in assessment of housing.

The following policies relate primarily to **neighbourhood character**:

- Clause 21.07-3 *Residential design* – Promotes well designed, innovative and responsive development (21.07-3), that respect neighbourhood character and reflects the objectives in character studies and design guidelines adopted by Council. No such studies or guidelines have been adopted, which creates a substantial policy gap for decision-makers (refer to Neighbourhood Character Influences section).
- Clause 21.06-1 *Heritage* – Seeks to ensure new development is sympathetic to the character of surrounding buildings and places and discourages 'mock' heritage design. Heritage Overlays (HO) have been applied and are potential constraints for housing growth (refer to Housing Influences section) and influence neighbourhood character in some areas (refer to Neighbourhood Character Influences).

[18] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis*, Brimbank City Council.
[19] Ibid.

- Clause 21-06-7 *Non-residential uses in residential areas* – Seeks to protect the amenity of residential areas from the impacts (such as those caused by car and bicycle parking, hours of operation, landscaping and building design and location) of non-residential uses. The emerging threats to neighbourhood character of these uses are discussed in the Neighbourhood Character Influences section.
- Clause 21.06-3 *Escarpments and ridgelines* – Seeks to ensure that development along ridgelines and waterways is set back and designed to respect the natural features, including requirements for muted colours and use of natural landscape materials. This policy is supported by used of overlays to guide design outcomes, which is discussed in more detail in the Neighbourhood Character Influences section.

Proposed new format PPF

The local provisions of the proposed PPF set a vision for a liveable community where the urban environment supports a growing population in designated areas while respecting neighbourhood character and heritage, and a prosperous community where housing is of high quality, well located and relatively affordable (Clause 02.02).

Increased housing densities are directed to and around activity centres, and diverse and affordable housing types are encouraged (Clause 23.03-5). Innovative built form, configurations and design is encouraged in change areas, high amenity neighbourhoods are facilitated, and development is managed in heritage areas (Clause 02.03-4).

In the new format PPF, local policy must not duplicate state policy, and as such, the proposed PPF only specifies local provisions that extend state policy to a local context. These policies may be amended as part of the Project.

The following policies will primarily influence planning for **housing** in Brimbank.

- Clauses 11.03-1L-01 to Clause 11.03-1L-04 *Activity centres* – Focus on guiding commercial and retail development in activity centres at a range of scales. The policy supports residential development where it complements the commercial use and character of the centre, including above ground floor level, and the provision of appropriate transitions of built form at the edge of centres. Sunshine is identified as an MeAC, Deer Park and Sydenham are identified as major activity centres.
- Clause 13.05-1L *Noise abatement* – Requires noise attenuation for residential development in areas where amenity may be compromised, including the Calder Park Raceway, parts of activity centres close to loading areas and along the Melbourne Airport Rail.
- Clause 15.02-1L-01 *Energy and Resource Efficiency* and Clause 15.02-1L-02 *Environmentally Sustainable Development* – Promotes dwelling orientations and roof designs that benefit the use of rooftop solar as a primary energy source, and triggers sustainable design assessments for multi-unit developments.
- Clause 16.01-1L *Housing supply* – Designates preferred areas for student housing surrounding Victoria University and the University of Melbourne campuses at Sunshine and St Albans, and increased housing provision and diversity of housing (including housing with diverse bedroom numbers in multi-unit developments) in and around the activity centres of Sunshine, St Albans, Sydenham, Deer Park and Keilor Downs, where transport, services and facilities make development feasible. In keeping with heritage considerations, the clause encourages new development to the rear of existing dwellings in heritage significant areas. This clause references *Home and Housed*, and as such, is likely to be reviewed as part of this Project.
- Clause 16.01-2L *Housing affordability* – Encourages affordable housing in large scale residential developments and partnerships with Registered Housing Associations. No guidance is provided on preferred locations for affordable housing, which this Project will address.
- Clause 16.01-5L *Residential aged care* – Seeks to ensure that facilities are designed for safety, security and maximum amenity and that they have adequate open space. While strong demand exists for this type of development to meet the needs of an ageing community, the impact on neighbourhood character will need to be balanced.

The following policies will primarily influence **neighbourhood character**:

- Clause 12.03-1L *River corridors, lakes and wetlands* – Similar to the LPPF, seeks to ensure that development along ridgelines and waterways is set back and designed to respect the natural features, including requirements for muted colours and use of natural landscape materials.
- Clause 15.01-1L *Urban design* and Clause 15.01-2L *Building design* – Seek streetscape views free of service utilities (including electricity lines), durable and weather resistant materials and frontages that prioritise activation. Most requirements are general 'good design' expectations and could be strengthened and made more spatially specific.
- Clause 15.01-5L *Neighbourhood Character* – Is sourced from *Home and Housed*, and reinforces ResCode variations in residential zones, including requirements for open space and tree plantings. It seeks to minimise vehicle crossings and impacts on street trees. It is notable that in the translation process, Clause 21.07-3 *Residential Design* (in the old format LPPF), has been substantially reconfigured in Clause 15 to remove ambiguity about the application of design requirements across different zones. The relevance of specific design strategies (particularly those that require integration with surrounding environment and respect for neighbourhood character) has been clarified to apply only to developments that require an assessment against neighbourhood character (i.e., it does not apply to development in areas of substantial change, such as RGZs, where a preferred character is more relevant than existing neighbourhood character. This policy will be reviewed as part of this Project.
- Clause 15.03-1L *Heritage Conservation* – Applies to land affected by the Heritage Overlay (HO) and provides guidance on demolition and alteration of individual and contributory heritage buildings. Alterations and additions to contributory buildings must not detract from the building's heritage significance and, regarding non-contributory buildings, alterations and additions must be visually recessive from the streetscape.

Zones and Overlays

Zones and overlays are used to implement planning policy objectives. Zone schedules are used to achieve local planning policy objectives. The residential zones and their purposes are set out in Table 2, with key words bolded to emphasise the differences between the zones.

Table 1 Residential Zones

Zone	Purpose relevant to housing + neighbourhood character
RGZ	To provide housing at **increased densities** in buildings **up to and including four storey buildings**. To encourage a **diversity** of housing types in locations offering good access to services and transport including activity centres and town centres. To encourage a scale of development that provides a **transition** between areas of more intensive use and development and other residential areas. To ensure residential development achieves **design objectives** specified in a schedule to this zone.
GRZ	To encourage development that **respects the neighbourhood character** of the area. To encourage a **diversity** of housing types and **housing growth** particularly in locations offering good access to services and transport.
NRZ	To recognise areas of predominantly **single and double storey** residential development. To manage and ensure that development **respects the identified neighbourhood character**, heritage, environmental or landscape characteristics.
MUZ	To provide for a **range of residential**, commercial, industrial and other uses which complement the mixed-use function of the locality. To provide for housing at **higher densities**. To encourage development that **responds to the existing or preferred neighbourhood character** of the area.

Residential Zones have been applied in accordance with *Home and Housed*, before the release of PPN90, and as such their application does not align with current planning direction.

A summary of zones used in Brimbank and commentary on their relevance to housing is provided in Appendix 7.1. In summary, the key findings are:

- The NRZ is applied to areas intended for Limited Change and the GRZ is applied to areas intended to accommodate Incremental Change, however, the NRZ is accommodating incremental change at a similar rate to the GRZ (39% and 37% respectively[20]). The reforms to the NRZ and GRZ as will be a consideration for this Project, particularly how these zones are now used primarily to direct height, rather than extent of change (refer Neighbourhood Character Influences section).
- The RGZ is intended to accommodate Substantial Change. Analysis shows that growth is not being achieved at a meaningful rate in the RGZ due to a combination of factors, including market conditions (refer to Housing Influences section) and policy conflicts regarding neighbourhood character (refer to Neighbourhood Character Influences section). In this context, the immediate concern for the Project, as the apartment market matures, relates to ensuring the RGZ land is not subject to *underdevelopment*.
- The Mixed Use Zone (MUZ) is a residential zone not implemented by *Home and Housed*, but used in isolated locations across the municipality where there is an existing mixture of uses or to redevelopment by development sites (refer to Appendix 7.3 for summary). While not the focus of this Project, the Housing Strategy will consider the capacity and potential of these site.
- Schedules to the Residential Zones are used to set ResCode variations. Some conflicts are noted between the Substantial Change expectations of the zone and policy to protect neighbourhood character. These are summarised in Appendix 7.2 and their impact on neighbourhood character and development outcomes is discussed in the Neighbourhood Character Influences chapter.
- Some areas of RGZ are affected by the HO (near the Sunshine and St Albans activity centres), which creates conflict between expectations for housing change, and protection of heritage values.

Overlays are used for a range of purposes that are relevant to housing and character. They are used in Brimbank to provide further design or development direction and play a significant role in directing the housing and character outcomes of these areas (where they apply to areas that include or are proposed to include housing). For example, the Design and Development Overlay (DDO) and the Development Plan Overlay (DPO) are used to provide guidance in activity centres, at interfaces with the freeway or waterways, or to require certain design outcomes on specific sites. These are discussed in detail in the Neighbourhood Character Influences section.

Other overlays are used to identify constraints to development such as the Land Subject to Inundation Overlay (LSIO), Special Building Overlay (SBO), and the HO. These overlays may influence where we can direct housing growth and are discussed in the Housing Influences section. The Significant Landscape Overlay (SLO) and the Environmental Significance Overlay (ESO) do not directly affect large areas of residential zoned land, but development abutting these overlays may need to have regard to the significance of the features subject to the overlay. For example, overlays applying to river and creek corridors seek protection of views from visually intrusive development.

A summary of the overlays that influence housing and neighbourhood character is provided in Appendix 7.4.

[20] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council.

Figure 11: Zones in Brimbank (relevant to housing and neighbourhood character)

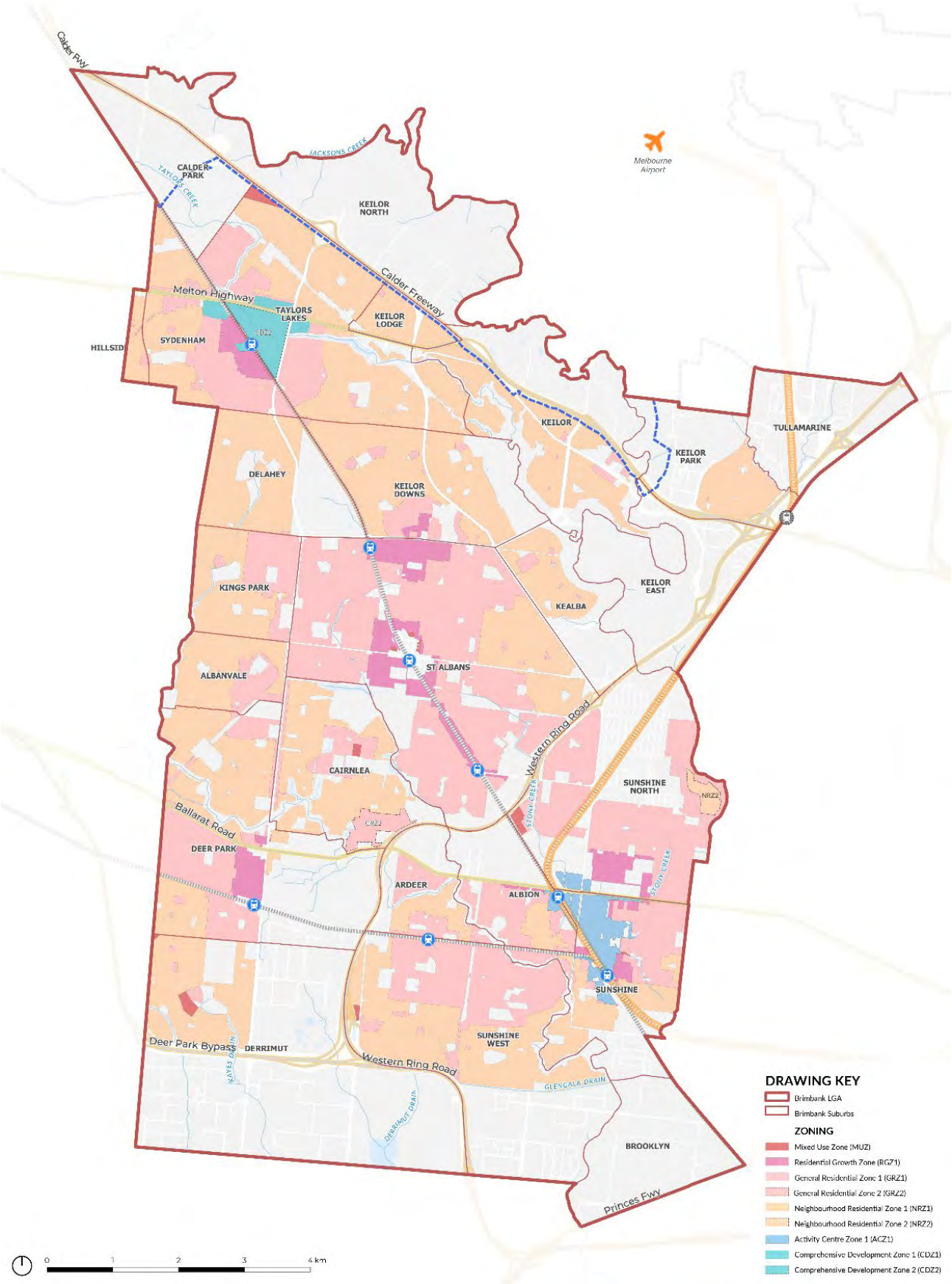
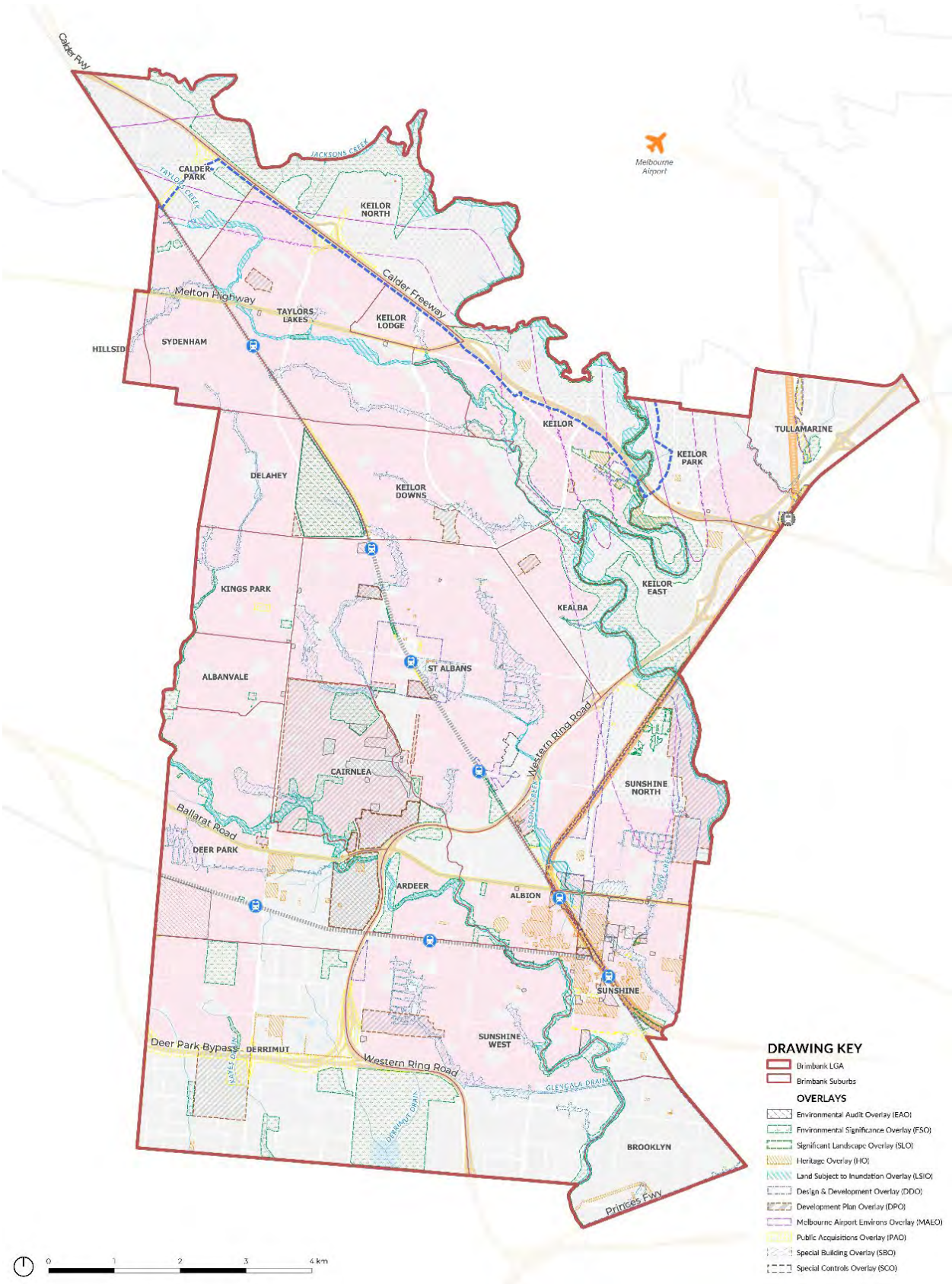


Figure 12: Overlays in Brimbank (relevant to housing and neighbourhood character)



***Home and Housed: The Brimbank Housing Strategy* (Brimbank City Council, 2014)**

Overview of Strategy

Brimbank City Council's current Housing Strategy, *Home and Housed*, provides the strategic basis for the suite of residential zones and the existing RDF.[21] It emphasises the importance of location, good design, housing diversity and neighbourhood infrastructure and sets a vision for:

- **A place to live** – Accommodating growth by determining the location of new housing in Brimbank.
- **A home for everybody** – Meeting the housing needs of different people in the Brimbank community.
- **Liveable neighbourhoods** – Protecting Brimbank's existing suburbs and ensuring supporting infrastructure, including green open space, is provided.

To achieve this vision, the Strategy identified areas of limited change, incremental change and substantial change using a multi-criteria assessment considering proximity to the nearest attractor (e.g., a train station, activity centre, community facility), development capacity (e.g., covenants, overlays, building age and condition), land suitability (e.g., slope, drainage, tree coverage), lot size, existing density and land ownership patterns, which were implemented through application of the different residential zones (refer to Table 1) and identification and rezoning of strategic development sites.

Many of the *Home and Housed* considerations remain relevant today but require review in the context of new State Planning Policy (such as Plan Melbourne) and planning direction (such as PPN90). For example, covenants, which affect parts of Brimbank, are no longer considered a constraint on planning for growth pursuant to PPN90. Opportunities and constraints for housing growth have been identified in the Housing Influences section. These will be carefully balanced to set growth, density and diversity directions in the Housing Strategy and the RDF.

Home and Housed also set strategic actions, many of which have been implemented through planning policy and variations to residential zone schedules, relating to affordable housing supply, adaptable, high quality and sustainable housing design, carparking and measures to protect neighbourhood amenity and character (although a detailed neighbourhood character study was not undertaken). This Project furthers these initiatives, to include a more detailed analysis of diverse housing needs (refer to Housing Influences section and the Urban Enterprise Background Report) and neighbourhood character (refer to Neighbourhood Character Influences section) to support future policies and actions in these areas.

Table 2 Home and Housed change areas (Source: Adapted from Home and Housed, 2014)

Change areas	Strategic rationale	Residential Zone applied
Limited change	In areas with limited access to services and facilities, including public transport.	NRZ
Incremental change	In areas with reasonable access to services and facilities, including public transport.	GRZ
Substantial change	In areas with good access to services and facilities, including fixed-rail public transport (i.e., primarily around rail stations).	RGZ

***Draft Neighbourhood Character Study* (Mesh, 2019) + *Peer Review* (Glossop Town Planning, 2021)**

The draft Study was prepared to inform updates to the residential zone schedules and to establish a framework for protecting and enhancing Brimbank's neighbourhood character. A key limitation of this Study was that the existing zone boundaries were not to be reviewed, as these were defined by *Home and Housed*. The Study identified the existing character of Brimbank's residential areas, defined a preferred future character and made recommendations

[21] Currently located in Clause 21.07-5, but proposed to be deleted in the draft new format planning scheme.

for changes to the residential zone schedules, including the introduction of design and neighbourhood character objectives, new variations to ResCode standards and changes to decision and application guidelines.

The Study was placed on hold following the release of PPN90 and PPN91 and was subsequently peer reviewed 2020 in the context of changes to State Government direction. The peer review made several recommendations to align the Study with the PPNs and best practice. This is now being addressed as part of this Project.

The analysis and findings of the Study are being used as a starting point for the Neighbourhood Character Influences section of this Background Report, with further analysis and verification having been undertaken to address gaps and to build a more robust basis for determining policy and other interventions to balance neighbourhood character with housing growth.

Brimbank Housing Strategy: Background Analysis (Urban Enterprise, 2021, updated 2022)

This report compiles and analyses demographic and development information as key a source of background information for this Project. The analysis includes details of Brimbank's population and housing profile, residential development trends, population and dwelling projections and residential land supply and capacity. In 2022, it was updated and reissued to reflect the 2021 Census data.

Several issues are identified for the Housing Strategy to address, which are used as the basis for analysis in this Background Report. A summary of the key influences has been synthesised into the Housing Influences chapter of this Background Report.

Affordable Housing in the City of Brimbank: Detailed Needs Assessment (Affordable Development Outcomes, 2021)

Assembles a range of data and analysis to understand the level of affordable housing need in Brimbank. It includes information about the number and type of households experiencing homelessness and housing stress, as well as the types of dwellings and amount of funding needed to provide sufficient affordable housing in Brimbank. Key findings include the existence of a mismatch between housing supply and household types and the need for 218 additional affordable dwellings per year. The findings regarding affordable housing need and recommendations regarding preferred locations for affordable housing are synthesised in the Housing Influences chapter.

Together We are Brimbank: Community Vision 2040, Council Plan 2021–2025 and *Municipal Public Health and Wellbeing Plan*

Together We are Brimbank integrates Brimbank City Council's Community Vision, Council Plan, and Municipal Public Health and Wellbeing Plan into a single document. It presents the community's aspirations for a transformed Brimbank and Council's plan for achieving it. As part of this, Council plans to leverage new development to improve housing and liveability outcomes. One of its key strategies is to use planning and assessment processes to facilitate housing diversity, development and population growth.

Brimbank Climate Emergency Plan 2020–2025

Brimbank's Climate Emergency Plan outlines Council's position on the climate emergency and its commitment to social transformation through municipal leadership and collaboration. It sets a net zero emissions target for Council operations by 2030 and for the municipality by 2040. A key target of its Resilient Rebuild theme is "Affordable 'climate resilient' housing." Under this, new housing should be built to higher environmental standards and existing buildings should be retrofitted to be more energy efficient. New housing should anticipate future climate contexts, protect at risk groups and contribute to 20-minute neighbourhoods that enable living locally and travelling sustainably.

Transport Priorities Paper 2022

Brimbank City Council's Transport Priorities Paper outlines transport-related issues and guides transportation infrastructure provision and advocacy. It describes 31 priority projects and initiatives across nine categories, many

of which are State Government projects. For State Government projects, Council will provide support and advocate for better outcomes. Within the municipality, Council will expand the cycling network, deliver electric charging facilities, and undertake the transition to an all-electric Council fleet. The projects and initiatives contained within the paper will help create a more sustainable and robust transportation network for residential areas of Brimbank.

These policies do not directly influence housing opportunities or constraints, but rather reinforce the positive opportunities presented by housing intensification and consolidation in activity centres and around public and green transport opportunities.

Brimbank Industrial Land Use Strategy 2018–2030

The Brimbank Industrial Land Use Strategy presents Council's vision for its industrial precincts. It establishes a clear PPF for facilitating investment and renewal of industrial areas and outlines actions that Council can implement as a planning authority. Mapping within the strategy illustrates land to preserve for industrial uses, as well as land in transitional areas that could potentially be rezoned for commercial or residential use.

The implications of industrial land buffer zones and interfaces as a constraint on housing intensification is discussed in more detail in the Housing Influences chapter.

Brimbank Parking Strategy 2019–2029

Brimbank City Council's Parking Strategy provides a framework for responding to local parking issues and sets out actions to guide Council's strategic approach to planning, provision, and management of parking. Its approach involves directing medium and high density residential development to nearby transport, employment and community facilities, and mandating the preparation of Green Travel Plans for developments of three or more units. With these initiatives, Council aims to 'unbundle' car parking from housing for large developments.

This is an important consideration for housing, as parking congestion is often raised by the community as a constraint on intensification of housing.

Council's clear position on this matter ensures that this Project can consider the opportunities of activity centres and nodes with certainty.

Revised Greenhouse Reduction Strategy 2013–2023

Refreshed in 2018, Brimbank City Council's Revised Greenhouse Reduction Strategy provides an update on emissions reduction efforts since 2013 and presents a roadmap for scaling up community action and achieving Council's target of 50% reduction in 2011 emissions by 2022/2023. Sustainable development initiatives include residential energy efficiency and solar programs delivered in partnership with community organisations and advocacy to other levels of government to make energy efficiency and renewable energy more accessible to renters and vulnerable groups.

The strategy also includes plans to introduce stronger ESD requirements into the Brimbank Planning Scheme. These ESD guidelines do not directly impact on housing, but may have indirect impact on neighbourhood character, where ESD design responses can change the look and feel of the built form.

Urban Forest Strategy 2016–2046

Brimbank City Council's Urban Forest Strategy presents an approach to increasing canopy cover from 6.2% to 30% by 2046 by planting 700,000 trees. This will involve tree planting on streets, in urban parks, along waterways and within private open space. Residents will be encouraged to undertake their own planting efforts on their property. The framework also contains strategies for reducing impervious surfaces and creating better community understanding of the urban forest, and it explores establishing a formal process to protect existing trees.

Housing does have an impact on the urban forest—intensification of housing has the potential to reduce space available for tree planting, and it can impact on street trees if not carefully considered. These are matters that will require policy responses in the Housing and Neighbourhood Character Strategies.

Innovate Reconciliation Action Plan 2019–2021

Prepared in consultation with Traditional Owner groups, the Brimbank Aboriginal and Torres Strait Islander Consultative Committee, and local Aboriginal and Torres Strait Islander peoples, Brimbank City Council's Reconciliation Action Plan seeks to strengthen Council's approach to reconciliation. It builds on the progress of the first reconciliation plan and lays out actions for improving relationships with Traditional Owners, cultivating greater understanding and respect for Aboriginals and Torres Strait Islanders, and enhancing the capacity of Aboriginal and Torres Strait Islander residents to improve their socio-economic status and determine their own future. The plan references the fact that Aboriginal and Torres Strait Islander peoples have lower rates of home ownership and labour force participation and are more likely to be living in one-parent families.

A Housing Strategy has limited scope to directly address these matters but addressing housing supply and choice through planning provisions can be a small part of a broader policy response.

Position Statement on Social and Affordable Housing

Brimbank City Council's *Position Statement on Social and Affordable Housing* outlines Council's position on social and affordable housing, as well as the principles, roles and pathways that guide Council's efforts. The statement aims to underpin improved engagement with residents and key stakeholders in developing a better approach to social and affordable housing provision. The position statement recognises that safe, secure and affordable housing is a human right and acknowledges the urgent need for more social and affordable housing in the municipality.

In Council's role as a 'planner', the paper outlines that Council should negotiate affordable housing contributions through discretionary policy and voluntary agreements.

For the purposes of this Project, we will be seeking to define principles for the preferred location of affordable housing in the context of this clearly defined need.

Every Aboriginal Person Has a Home: The Victorian Aboriginal Housing and Homelessness Framework (Aboriginal Housing Victoria)

Developed by Aboriginal Housing Victoria, this framework guides the improvement of housing outcomes for Aboriginal Victorians for the next 30 years. It aims to provide every Aboriginal Victorian with a home within a generation and meet the demand of 27,000 Aboriginal households by 2036. Objectives of the framework include increasing the supply of Aboriginal social and affordable housing, increasing the number of homes owned by Aboriginal people and communities, taking advantage of opportunities provided by Native Title and Treaties and employing levers such as inclusionary zoning.

Diverse and affordable housing will be a key focus for this Project, using planning levers within the current PPF.

3.4 Sunshine NEIC and Sunshine Precinct

Planning for the Sunshine Precinct is being led by DTP, formerly the Department of Transport (DoT). The proposed future housing capacity of the Precinct will have an influence on the supply of land needed to accommodate housing growth under this Project. The Project team is working closely with DTP to ensure that areas of overlap (if any) between this Project and the Sunshine Priority Precinct projects are considered, and that consistent approaches are taken wherever possible. This section provides an overview of relevant strategies and policies from a State perspective that will influence the Project.

Entire Precinct

Sunshine National Employment and Innovation Cluster Draft Framework Plan (VPA, 2017)

Presents a draft 30-year vision for the Sunshine NEIC. In doing so, it provides direction about future development in the area. Its framework, containing draft strategic outcomes and actions, aims to build on existing investments in healthcare and education, improve transport and amenity, encourage new businesses and services and coordinate further business investment. Mapping contained in the plan outlines precincts and land uses across

Brimbank, including key employment centres and an open space and trail network plan. The draft framework plan aims to facilitate a greater range of housing and accommodation in well serviced locations, especially the Sunshine MeAC. It is understood State Government are preparing a new Framework Plan, one which is intended to be final and that captures the significant Government investment announced after 2017.

Final Brimbank Response Strategy: Western Rail Plan, including Melbourne Airport Rail and Sunshine Super Hub (Brimbank City Council, 2019)

Brimbank City Council's Final Brimbank Response Strategy contains processes and projects to assist Council in delivering major projects in collaboration with the State Government under the Western Rail Plan. The Western Rail Plan includes the Melbourne Airport, the Sunshine Super Hub, Melton and Wyndham rail line electrification, and fast rails to Geelong and Ballarat. The strategy was specifically developed to aid Council in responding to the Western Rail Plan, coming up with a vision for the investment, and delivering beneficial outcomes. It references the need for the Western Rail Plan to align with land use and transport strategies and for Council to push land use priorities, including residential location, as a consideration.

Sunshine Precinct Opportunity Statement (DoT,[22] 2021)

Sets a vision for the Sunshine Precinct, which is defined as an area encompassing Sunshine and Albion train stations, activity centres and surrounding 1.6km of neighbourhoods. The Precinct comprises three distinct hubs that will accommodate much of the Precinct's forecasted growth and change:

- The Sunshine Station, which will be surrounded by new housing development.
- The Albion Precinct, which will be a focus for jobs, innovation and services.
- The Sunshine CBD, which will be a diverse civic hub with increased housing, shops and services.

The Precinct Opportunity Statement notes that the Sunshine Precinct is able to accommodate substantial housing growth, including social and affordable housing. Three growth scenarios are presented, with the 'base case' aiming to accommodate 55,000[23] people in the form of 21,000[24] higher density homes—a large proportion of the total housing supply needed in Brimbank.

Sunshine Priority Precinct Vision 2050 – Leading with Vision: A City Ready to Shine (Brimbank City Council, 2021)

Sets out a vision and framework for leveraging investment in the Sunshine Priority Precinct. With significant infrastructure and investment projects—including the Melbourne Airport Rail and Sunshine Super Hub—already underway, Sunshine is set to become a hub of innovation and economic activity. The area currently contains a diverse mix of residents, and it is seeking to double its residential population by 2050. It aims to facilitate the growth of diverse, safe, accessible and community focussed neighbourhoods with a range of affordable and sustainable housing options, nearby open space and access to public transportation and opportunities for active transport.

Neighbourhood Specific

Albion Neighbourhood Plan (Brimbank City Council, 2013)

Prepared in 2013 in response to community feedback about the Regional Rail Link works, the *Albion Neighbourhood Plan* provides key directions, strategies and ideas that seek to plan Albion in a logical and sustainable way. While this sets out a vision for the neighbourhood in terms of the public realm and capital works, it is not a strategic planning document. Further work has been required to assess its potential from a planning perspective.

[22] Now DTP.
[23] Updated figures provided by DoT.
[24] As above.

This Plan and the neighbourhood character elements that it addresses are discussed in more detail in the Neighbourhood Character Influences chapter.

Sunshine Town Centre Sunshine Structure Plan (Brimbank City Council, 2014)

Outlines Council's strategy for realising the Sunshine Town Centre's full potential and transforming it into the capital of Melbourne's west, acknowledging future projects including the Airport Rail and the electrification of the Melton Railway line. The Structure Plan was implemented into the Brimbank Planning Scheme under Planning Scheme Amendment C105 through application of the ACZ and a range of other provisions.

While the Sunshine town centre is outside the scope of this Project, it is a key attractor for housing that will shape the neighbourhoods surrounding it.

St Albans Activity Centre Precinct Structure Plan (Brimbank City Council, 2011, revised 2015)

Implemented through Brimbank Planning Scheme Amendment C150, which rezoned areas in an around the activity centre and introduced a DDO. The influence of the DDO on character outcomes are discussed in the Neighbourhood Character Influences chapter. However, the activity centre itself, like the Sunshine town centre, is outside the scope of this Project other than as an opportunity to attract housing density and diversity in the surrounding neighbourhoods.

Keilor Downs Urban Design Framework (Brimbank City Council, 2018)

Prepared in 2018, the Keilor Downs Urban Design Framework is a vision setting document comprising design principles and concepts to guide future development of land within the Keilor Downs Activity Centre. The framework identifies large areas of undeveloped land that present opportunities to provide higher density development, including a diversity of medium to high density housing that caters to a range of abilities, ages and household structures (including families, singles and couples). It also notes that there is the opportunity to deliver a mix of one-, two- and three-bedroom dwellings and a mix of ground floor, reverse living and apartment typologies.

Sunshine West – Our 20-Minute Neighbourhood (DELWP and Brimbank City Council, 2019)

Sunshine West was identified by the State Government as a location to test implementation of the 20-minute neighbourhood framework as part of a pilot project. The project was delivered in three stages including community engagement, technical assessment and identification of future opportunities. DELWP (now DTP) identified that the Sunshine West neighbourhood—while a focus for growth and significant investment and home to a range of destinations suitable for a 20-munite neighbourhood—has experienced limited development. The neighbourhood remains low density (approximately 16 dwellings per ha), with only a few unit developments. The report found that the area around Glengala Village is an appropriate location for increased density and diversity of housing.

Sunshine Station Masterplan (DoT, 2022)

Identifies key proposals that will transform the area around Sunshine Station to support it as a transport 'super hub' and to provide direction for long term development in the area. The 'super hub' name describes Sunshine's role as the link between Melbourne Airport and Melbourne CBD and as the gateway to regional Victoria. The six transformational projects proposed by the masterplan are all located around three sub-precincts of the station area and are intended to rejuvenate the precinct and attract development.

3.5 Abutting Municipalities

***Braybrook Regeneration Project* (VPA)**

Delivered through a partnership of VPA, DTP, Homes Victoria and Maribyrnong City Council, the Braybrook Regeneration Project will plan for the delivery of diverse and affordable housing, open space, community facilities, activity areas, and transport for Braybrook, just east of the Sunshine MeAC.

3.6 Summary of Findings

- **Changes to State policy and guidance:** Changes to metropolitan population projections (Melbourne to reach 8 million by 2050) have focussed State Government policy on accommodation of more housing within established areas such as Brimbank. This, and other factors, have also driven a change in how housing and neighbourhood character policy is developed (PPN90), and how residential zones are used and implemented (PN91). This means that Brimbank City Council's current Housing Strategy (*Home and Housed*) is now out of date and must be revised. Changes to State policy directions contained within *Plan Melbourne* (in particular, those relating to major transport infrastructure investment, the Sunshine Precinct, and the 20-minute neighbourhood framework), directs housing growth and change in different ways and will affect how we plan for housing in Brimbank.
- **Use of residential zones in Brimbank:** Given the above, the following observations are made of the current residential zones in Brimbank:
    - The intention to limit change in areas that are not proximate to transport is no longer supported by State Government policy. These areas are expected to (and currently do), accommodate incremental change, where they are not otherwise constrained.
    - The NRZ is no longer a suitable planning control for limited change areas only. This zone also supports incremental change (up to two storeys), and building approvals show that incremental infill development is occurring in Brimbank's NRZ areas. The current drafting of the NRZ provides limited guidance for the community and decision-makers on neighbourhood character expectations.
    - The extent and application of the NRZ will need to be reviewed in the RDF having regard to the PPN changes, and particularly the two-storey height limit. Where there are constraints on development, or minimal change is proposed, additional planning mechanisms will be required to ensure the desired outcomes are achieved. These mechanisms may include specific NRZ schedules for minimal change areas, and/or use of overlays.
    - The RGZ is generally applied appropriately, however, does not appear to be delivering medium to high density development or substantial change, as anticipated by the zone. It also appears that there are conflicting messages in the drafting of the RGZ schedule in relation to expectations for change versus protection of neighbourhood character which may be limiting the ability for this zone to support higher density development. This Project will review further planning mechanisms (including zone extent and schedule review) to better support higher density development in appropriate locations and avoid possible underdevelopment in these areas.
    - The RGZ conflicts in some areas with the HO, and the PPNs provide greater guidance on managing these conflicts. This Project will need to balance the constraints on growth and change imposed by the HO.
    - The GRZ is subject to both infill and more major redevelopment, which is consistent with the current PPN expectation for incremental and substantial growth. This Project will need to review the extent of this zone and the drafting of the schedule to better reflect expectations regarding neighbourhood character.
    - Due to the date they were drafted, all residential zone schedules in the Brimbank Planning Scheme are silent on Objectives. As part of this project (in particular, the Neighbourhood Character Strategy), there is substantial scope to set out clearer expectations regarding design or neighbourhood character outcomes in different neighbourhoods and precincts by using these provisions.
    - This Project will need to review all variations to ResCode provisions in the context of Housing and Neighbourhood Character objectives, and in accordance with the enhanced drafting guidelines provided in PPN91.
- **Investment in Sunshine:** The Sunshine Precinct will be a major influence on housing in Brimbank over the next 30 years. It has the capacity to accommodate a large proportion of housing supply and to

stimulate housing growth and diversity in surrounding neighbourhoods. The investments being made in Sunshine are expected to improve the commercial viability of high density housing in the medium term. This Project will focus on the influences on surrounding residential neighbourhoods, rather than the Precinct itself, which is being planned by DTP.

- **Influence of Council policies:** Council has a range of policies, strategies and policy positions that will directly and indirectly shape housing opportunities and constraints in Brimbank. These include (but are not limited to) policies relating to climate change action, the urban forest, transport and industrial areas. Policy and positions (State and local) in relation to affordable housing all indicate that this is an important matter to be addressed in Brimbank for a range of vulnerable community members. This Project will focus on the land use planning aspect of this topic—specifically preferred locations for affordable housing—while acknowledging that this is a small part of a broader policy response.

Part 2 Key Influences

Housing Influences

4.1 Drivers of Housing Need

4.2 Housing Growth Opportunities

4.3 Housing Growth Constraints

4.4 Summary of findings

Neighbourhood Character Influences

5.1 Drivers of neighbourhood character

5.2 Planning Influences on Character in Brimbank

5.3 General Influences on Character in Brimbank

5.4 Contributors and Threats to Neighbourhood Character

5.5 Emerging Character Types and Precincts

5.6 Areas of significance

5.7 Summary of findings

Conclusion, Emerging Themes and Next Steps

6.1 Housing

6.2 Neighbourhood Character

6.3 Next Steps

mesh

Prepared by Mesh in collaboration with Brimbank City Council

Part 2: Key Influences

4. HOUSING INFLUENCES

To understand the influences on housing in Brimbank, this chapter focusses on the drivers of current and future housing needs, as well as the spatial opportunities for and constraints on housing growth across the municipality.

4.1 Drivers of Housing Need

Brimbank's population and demographic profile affects how much, where and what types housing is needed.

This section looks at key changes to Brimbank's *population and its demographics*, identifies the current capacity for housing growth in Brimbank's suburbs (*supply*), and identifies key trends in the types of housing that will be needed in the future (*diversity*).

This summary information has been sourced from the 2021 *Brimbank Housing Strategy: Background Analysis Report.*[25] Further details and analysis, including suburb by suburb analysis, can be found in that report.

Additional information regarding affordability and affordable housing supply is also sourced from the 2020 *Affordable Housing in the City of Brimbank: Final Research Report.*[26]

Population and Demographic Change

Population and demographic change are major drivers of housing need, and projections of each are used to plan for housing growth. The 2021 *Brimbank Housing Strategy: Background Analysis Report,*[27] undertaken by Urban Enterprise, draws upon two sources in its discussion and analysis of population-driven housing need: VIF 2019 (the official State Government projection, based on historical trend analysis and expert assumption) and Forecast .id (private specialist projection, based on new residential development and demographic assumptions). As Forecast .id's forecast was done in 2021, from new Census data, it has taken into account the effects of the pandemic, while VIF's projection has not. As such, Forecast .id's population projections, which are substantially lower than VIF's, are preferred. Notwithstanding, either scenario can be comfortably accommodated within the capacity available in Brimbank's residential zones (see below Housing Supply section).

While Brimbank has experienced moderate but consistent population growth over the past 10 years, both the Forecast .id and VIF projections predict that in the coming years, the population will continue to increase, but the rate of population growth will decline.

The Forecast .id projection predicts that the Covid19 pandemic and closure of Australia's international borders will continue to impact short term growth projections, but that, in the longer term, immigration will rebound. It expects Brimbank's population to grow by approximately 34,000 residents over the period from 2021 to 2041. This will require an additional 13,771 dwellings over the 20-year strategy period.

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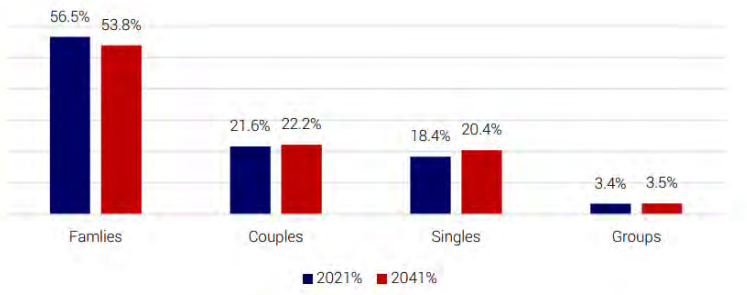
[25] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council.
[26] Affordable Development Outcomes 2020, *Affordable Housing in the City of Brimbank: Final Research Report,* Brimbank City Council.
[27] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council.

Table 3: Population and dwelling projections (Source: Urban Enterprise 2021, derived from Forecast .id [Informed Decisions] 2021)

Brimbank	Forecast .id Scenario
Additional population (2021 to 2041)	33,964
Annual increase (average)	1,698
Additional dwellings (2021 to 2041)	13,771
Annual increase (average)	689
Ave. household size	2.4

Brimbank, like many areas, is experiencing an ageing population and a declining household size. This affects the type of housing that is needed. Households with one or two people (e.g., single person or adult couple households) are expected to experience the greatest growth; however, families are also expected to increase. By 2041, the percentage of families is expected to decrease by 3% to 34.8% of the population, lone person households are expected to increase by 2% to 20.4% of the population, and couple households are expected to increase by 1% to 22.2% of the population. One parent families, other families and group households are expected to remain approximately the same.

Figure 13: Change in Brimbank household composition 2021 to 2041 (Source: Urban Enterprise 2021, based on Forecast .id projections)



Despite a comparable median age to the rest of Melbourne, the proportion of older people (70+) is expected to increase substantially, and this demographic will likely make up over 40% of Brimbank's projected population growth from 2016 to 2041.[28] This highlights the need to ensure the housing market meets the needs of the ageing population, providing opportunities to downsize or to move into appropriate aged care housing as needed.

Brimbank also has one of the most socio-economically disadvantaged populations, ranking 2nd most disadvantaged in Metropolitan Melbourne and the 7th most disadvantaged in Victoria. While there is no forecast for how this will change in the coming decades, the period from 2011 to 2016 saw an overall increase in the level of disadvantage, and as of 2021, Brimbank still had a significantly lower median weekly household income than the metropolitan Melbourne average.[29]

[28] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council, p.35.
[29] Ibid, p.36–37.

Housing Supply

Brimbank, as an established municipality, has no broad hectare land supply available. This means that Brimbank's future housing supply can only be delivered through infill development, urban renewal and major redevelopment sites.

Over the past 10 years, most housing growth (73%) has occurred in Deer Park and Sunshine, with substantial growth also experienced in St Albans.

Urban Enterprise has estimated the capacity of Brimbank's existing neighbourhoods to accommodate new housing, including activity centres. While activity centres and commercial areas are technically outside the scope of this Project, the capacity of these areas to accommodate housing will influence the capacity demands of residentially zoned areas.

Urban Enterprise has estimated that Brimbank's neighbourhoods have more than enough theoretical capacity to meet its forecast housing needs. However, much of this capacity requires the redevelopment and intensification of existing residential areas, which can be a slow to change.[30]

Table 4: Estimated dwelling capacity by type (Source: Adapted from Urban Enterprise 2021)

Type of development	Estimated dwelling yield	Percentage of total
Major redevelopment sites	3,954[31]	6%
Sunshine Major Activity Centre	9,100[32]	14%
Watergardens CDZ	4,000[33]	6%
Commercial 1 Zoned land with residential development capacity (St Albans Major Activity Centre and Keilor Downs Major Activity Centre)	1,853[34]	3%
Infill development (in residential zoned areas)	44,560	70%
TOTAL	**63,466**	**100%**

DEFINITIONS

Broad hectare land supply refers to largescale vacant sites that can be subdivided into new neighbourhoods with new homes.

Infill development refers to incremental redevelopment within residential zoned land, including development of units, townhouses and apartments on sites that formerly had single homes or other types of development.

Urban renewal areas and major redevelopment sites are often large areas that are no longer suitable for their original purpose and would benefit from redevelopment or are areas that have substantial capacity for change through redevelopment.

[30] Urban Enterprise 2021 (updated 2022), *Brimbank Housing Strategy: Background Analysis,* Brimbank City Council, p.142–144.
[31] Includes estimated yield form both the UDP Major Redevelopment Sites and other development sites identified by Council.
[32] The yield from Sunshine is a high-level Council estimate only. Planning for this precinct is being undertaken by DoT, which may have different yield assumptions.
[33] This yield estimate relies on a range of assumptions outlined in the Urban Enterprise report.
[34] Includes the combined estimated yield of St Albans and Keilor Downs Major Activity Centres.

Market Trends + Affordability

Purchase and rental prices for houses and units are generally lower in Brimbank compared with many other parts of metropolitan Melbourne, including neighbouring inner-city municipalities. This is likely to continue to attract people looking for affordable housing to Brimbank's housing market.

Table 5: Median property prices 2019 (Source: Urban Enterprise 2021)

Area	Property Type	Median Price (2019)
City of Brimbank	House	$610,000
	Unit	$435,000
	Vacant	$573,500
Metropolitan Melbourne	House	$720,000
	Unit	$565,000
	Vacant	$319,500

However, this does not necessarily mean that Brimbank's housing supply is affordable. When factoring in relative incomes, Brimbank's housing is decreasing in affordability, and people on lower and middle incomes are expected to experience increasing affordability challenges when seeking to purchase a home in Brimbank (or elsewhere). Rental affordability has also dramatically decreased in Brimbank over recent years, with only 15% of rentals in Brimbank considered to be 'affordable'. The Affordable Housing Research Project estimated that 23% of households in the very low, low, or moderate income categories[35] are in housing stress, meaning they are spending more than 30% of their income on housing costs (14% of all households in Brimbank). The latest Census data indicates that household rental stress has increased further. Looking at all households across all income categories in Brimbank, the 2021 Census found that 33.3% of all households in Brimbank are in rental stress and 18.9% of all households in Brimbank are in mortgage stress. In addition, several groups of people are either homeless, or at risk of homelessness.

Despite lower median house values, Brimbank has also experienced strong price growth (more than 6% per annum between 2009 and 2019), and significantly higher price growth since 2013 (when the previous Housing Strategy was prepared).

There is strong demand for separate houses, but the availability of this housing type is declining. This is impacting affordability, and it may increase demand for townhouses, which are currently seen as a 'second choice' for homebuyers. Apartments make up a small proportion of the housing stock in Brimbank, with limited demand for this housing form outside of investors who rent to young singles, couples and students.

Urban Enterprise projects that demand for apartments in Activity Centres will grow over time once infill development opportunities are exhausted and land values rise.

The *Affordable Housing Research Report* estimates a current shortfall of more than 4,000 affordable housing dwellings in Brimbank. This shortfall will increase to more than 5,000 by 2041 if supply is not increased. While many larger households experience housing stress, limited housing diversity means that single adult households on very low and low incomes are the most likely to be in need. The research report also indicates that affordable housing provision should prioritise smaller dwellings in well-located areas.

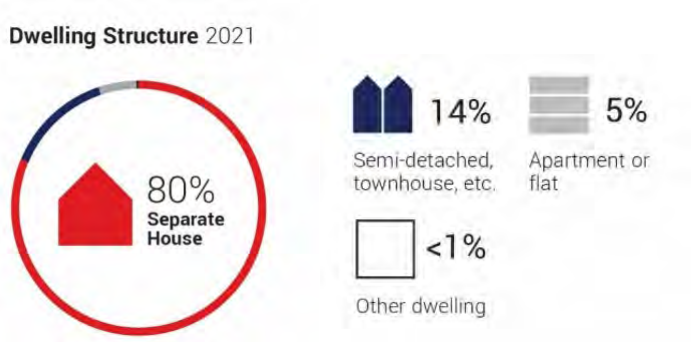
[35] Established by the State Government and specified in *Planning and Environment Act 1987.*

Diversity

While there is substantial theoretical capacity to meet Brimbank's housing needs, it is also important to examine whether the type of housing available meets the needs, lifestyle and preferences of the current and likely future population. The availability of different housing options to meet these needs is referred to as housing diversity.

Brimbank's current housing supply is very homogenous—most dwellings are separate houses (80%) and the Brimbank housing market remains driven by demand for detached housing.[36] However, projected changes to the characteristics of Brimbank's population and the configuration of households, coupled with changes in market trends, will drive demand for different housing forms, scales, locations and tenures.[37]

Figure 14: Brimbank dwelling structure breakdown (Source: Urban Enterprise, 2021)



Urban Enterprise undertook an assessment of the suitability of current and future housing availability, by typical household type and housing preference, and noted the following:[38]

[36] Urban Enterprise 2021 (updated 2022), *Background Housing Strategy: Background Analysis,* Brimbank City Council.
[37] Ibid. p.45.
[38] Ibid. p.143.

Families will generate the greatest housing demand in 2041 (54% of the market). They generally prefer separate houses and townhouses. Limited supply of separate houses will affect affordability and preferences may be redirected to townhouses, which are increasing in supply, with capacity for more.

Couples (including downsizers) will represent 22% of the 2041 market. They prefer separate houses, townhouse or apartments. While supply of smaller housing forms such as townhouses is increasing, these may not be suitable for all couples, particularly downsizers. There is high capacity for apartments, but a range of market and development forces are limiting their delivery.

Singles will form an increasing part of the market, going from 18% in 2021 to 20% in 2041. Singles have a propensity to live in townhouses and apartments, but they also live in separate houses. While an increasing townhouse supply will suit this market, a lack of smaller housing types (e.g., one bedroom homes), slow delivery of apartments and declining rental affordability will likely be a challenge.

Groups are a small market segment (3%). They prefer separate houses and townhouses. Declining rental affordability and competition for separate houses will affect groups.

DEFINITIONS

Housing diversity
A variety of housing sizes and types. Seen as desirable due to the premise that people need different types of housing depending on their lifestyle and life stage.

Form
The physical type of dwelling, often associated with a certain age or lifestyle. Includes detached homes/separate houses, semi-detached, townhouses, unit, apartments, and specialised housing (e.g., retirement villages, aged care facilities, student housing).

Scale
Refers to the size of a dwelling. Measured by floor area, number of bedrooms, and/or size of lots.

Location
Where a dwelling is within a geographical area. Often thought about in association with proximity to desired features or attractors.

Tenure
Ownership status of a dwelling, typically either homeownership or rental.

Environmentally Sustainable Design

Although not a direct driver of housing need, sustainability and the inclusion of ESD elements is increasingly becoming an important consideration when assessing development applications. The inclusion of ESD elements not only contributes to broader environmental aims, but it can improve the affordability of housing through energy efficiency gains, as well as enhance the well-being of occupants by reducing the use of toxic materials and improving thermal comfort.

Brimbank Planning Scheme policy at Clause 22.02 aims to integrate ESD principles into land use planning, new development, and redevelopment. However, as elements of ESD related to internal design and building material choice fall under the Building Code rather than the planning provisions, this policy in limited in the degree of sustainability it can require. Furthermore, under the current structure of the planning system, ESD policy only applies to multi-unit dwellings, not single dwellings on lots.

While this Project will not introduce ESD-related requirements, it can explore whether there are policy mechanisms that can be used to enhance good design in order to promote better sustainability outcomes. This could potentially include encouraging shading elements or devices in housing design (which tend to be more common in older styles of housing), enhancing landscaping outcomes (which have a cooling affect), and encouraging siting and design that aligns with passive design principles. At a municipality level, this Project can also work to enhance sustainability by facilitating housing growth and intensification in areas close to activity centres and public transportation that have good walking and cycling infrastructure, enabling more residents to engage in active transport.

Summary of Drivers of Housing Need

Brimbank's growing and aging population will drive its housing need in the coming decades. While Brimbank has the theoretical capacity to meet future housing demand, the challenge will be to convert this theoretical capacity into actual supply, while delivering housing that serves the needs of its population. This will require housing that is more diverse, affordable and environmentally sustainable than has been delivered in the past.

4.2 Housing Growth Opportunities

Areas that present opportunities for housing growth have attributes that enable them to support State direction to consolidate, redevelop and intensify existing urban areas and to promote liveability. These attributes include:

- Proximity to activity centres, public transport and open space.
- Investment in new infrastructure and major redevelopment sites that can catalyse further residential growth.
- The walkability of neighbourhoods and their ability to support denser housing forms.

To promote liveability, housing growth should generally be directed to areas that already have the components of a 20-minute neighbourhood. This means increasing housing density and diversity in areas around activity centres, along key public transport routes and accessible open space. In Brimbank, these areas are mostly located in the southern and central parts of the municipality. In terms of zoning, housing growth should occur in the RGZ and to a lesser extent in the GRZ and NRZ.

The following sections provide more detail on housing growth opportunities.

Activity Centres

Directing housing growth and encouraging housing diversity in activity centres is key to the 20-minute neighbourhood policy. Activity centres are important hubs for local shopping, services employment and education, and they play a key role in meeting people's daily needs.

State and local policy seek to direct housing growth within walking distance of activity centres. General benchmarks used for activity centres expect that people are willing to walk 400m–800m (5–10 minutes) to a neighbourhood centre or a larger centre.[39] Brimbank City Council's *Activity Centre Strategy 2018* sets a target of all households being within 1km of a local or higher order activity centre.[40]

Brimbank comprises 55 activity centres of varying roles, forms and sizes. Activity centres in the southern and central parts of the municipality are more closely spaced and more walkable and accessible by pedestrians and cyclists. These centres tend to be in neighbourhoods that are older and gridded. Especially in and around the activity centres of Sunshine (which includes land in Albion) and St Albans, there is a clear opportunity for increased housing density and diversity. At present, significant RGZ areas are located around St Albans and Deer Park Major Activity Centres, with large areas of GRZ in the remainder of the walkable catchments.

Sunshine has fewer areas of RGZ; however, the ACZ in the central part of Sunshine is intended to support denser housing. DTP is leading planning for the area encompassing the ACZ plus residential catchments around Sunshine and Albion stations. It is targeting the addition of 29,000 jobs, 16,000 dwellings and 43,000 residents within the precinct by 2051,[41] noting the potential capacity for tens of thousands more in each of these categories. The vision is for the precinct in the future to be a thriving residential, business and civic hub with high density built form (8–12 storeys) supporting an office economy.

[39] DELWP n.d., *20 Minute Neighbourhoods Checklist tool,* DTP website, accessed 14 Feb 2023, https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhood/resources-and-guidance.
[40] Brimbank City Council 2018, *Brimbank Activity Centre Strategy 2018,* Brimbank City Council website, accessed 20 Feb 2023, https://www.brimbank.vic.gov.au/plans-policies-and-strategies/strategies/brimbank-activity-centre-strategy.
[41] From a base case of 2021.

Further details about the opportunities presented by the Sunshine MeAC are provided in the Major Development Sites + Investment section of this Background Report.

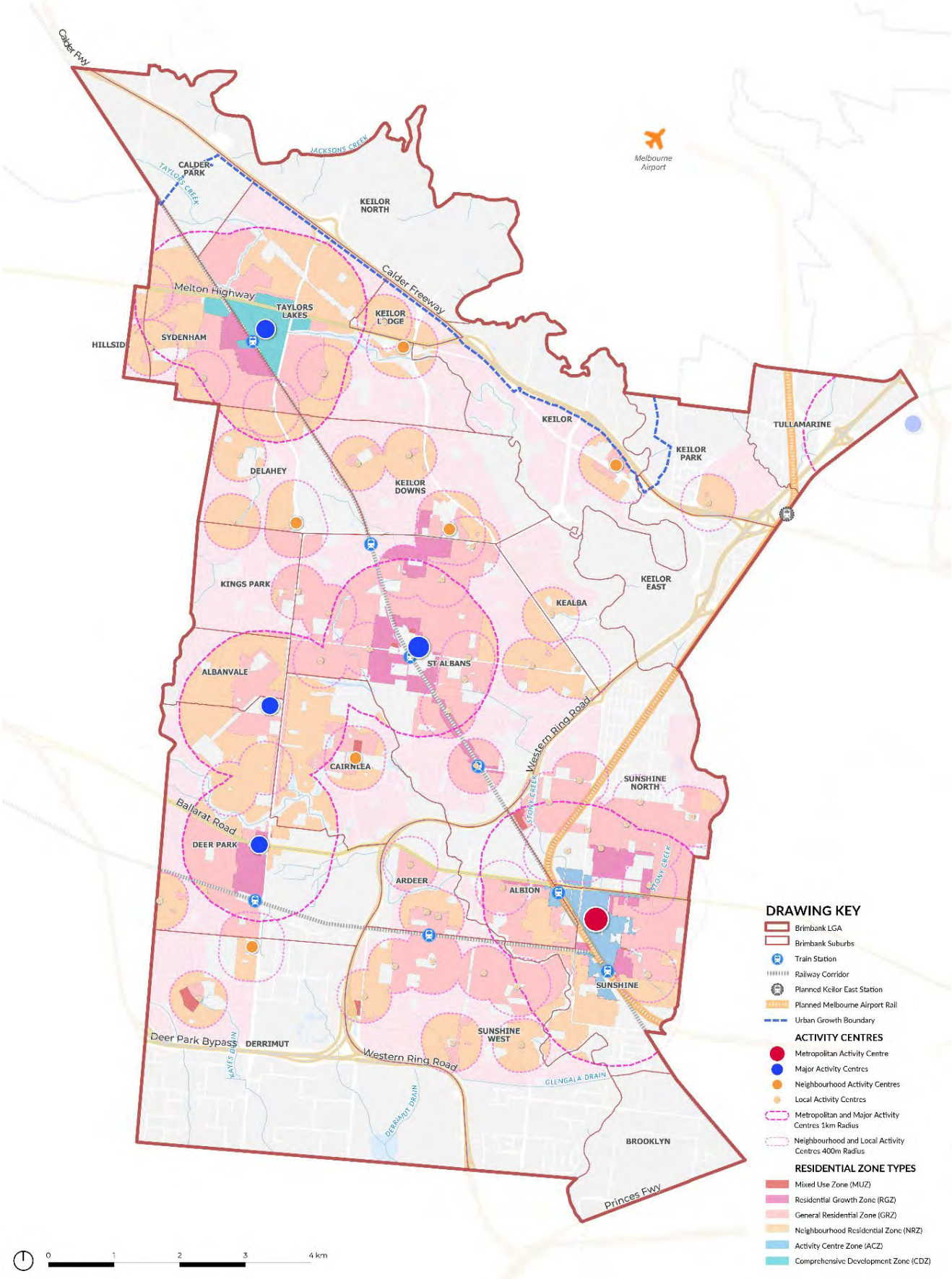
Centres in the northern and western parts of the municipality, where residential development is more recent, tend to be further apart and more privatised (e.g., with internalised shopping malls) and less street based. These centres—including Watergardens, Brimbank Central and Cairnlea Town Centre—present challenges for pedestrian and cyclist access. However, they still offer a range of services, and directing housing growth to these locations may support their transition to a more walkable form. At present, there are areas of RGZ located around Watergardens, but a large proportion of the walkable catchment is zoned NRZ.

Typical walkable catchments to each centre are shown in Figure 15 as well as the residential zones located within each centre.

Table 6: Activity centres in Brimbank

Type of Activity Centre	Centres
Metropolitan Activity Centre	Sunshine
Major Activity Centres	St Albans Sydenham/Watergardens Brimbank Central Deer Park
Neighbourhood Activity Centres	Cairnlea Taylors Lakes Keilor Village Keilor Downs Delahey Derrimut
Local Activity Centres	44 local activity centres, generally comprising a small collection of retail and service business based around a convenience store.

Figure 15: Activity centres



Public Transport

Public transport is critical to housing growth that supports vibrant, sustainable communities. Locating housing near safe and efficient public transport facilitates access to employment, education, services and shops; promotes sustainable travel; and contributes to housing equity by accommodating those who do not drive.

State and local policy encourages housing to be located near public transportation. State policy encourages development along existing and planned public transport infrastructure. Delivering housing that makes public transportation viable is also a hallmark of 20-minute neighbourhoods. Brimbank City Council's Council Plan, *Together We Are Brimbank,* seeks to increase the percentage of households within 400m (a 5-minute walk) of a bus stop or 800m (a 10-minute walk) of a train station, distances at which people are more likely to regularly use public transport.[42]

Brimbank's public transport network comprises two train lines supported by a bus network, resulting in 39.3% of dwellings within 400m of public transport with regular service.[43] However, the current network has room for improvement, with many areas left without reliable, frequent and direct transport; particularly those only covered by buses. Although the bus route that runs from Watergardens Station to Deer Park Station is designated a Principal Public Transport Network (PPTN) route, this route is not currently considered an attractor due to its inconsistency and infrequency. As a result, many residents in the area remain reliant on private vehicles.

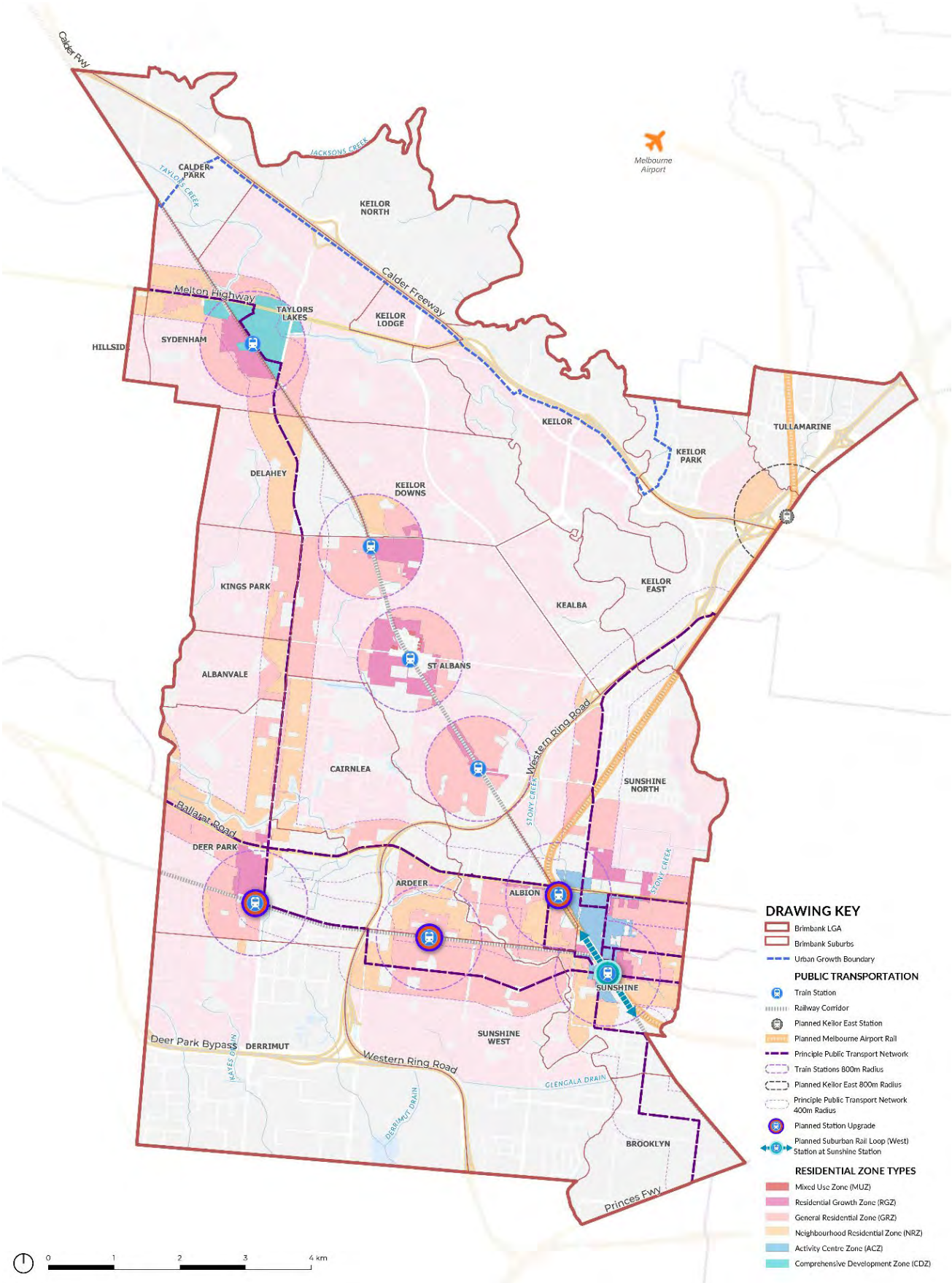
In the coming years, Brimbank will benefit from increased connectivity due to major infrastructure projects including the Melbourne Airport Rail, Western Rail Plan, Level Crossing Removal Project and Suburban Rail Loop. The future Melbourne Airport Rail will include a new train station at Keilor East with a direct connection to Sunshine and Melbourne Airport. Albion Station will be rebuilt, and the Albion-Jacana corridor will be upgraded so that it can accommodate the Melbourne Airport Rail line. The Level Crossing Removal Project will result in a rebuild of Deer Park and Ardeer Stations, improving the facilities at each station by providing additional parking and improved access to bus and train services. Should the Western Rail Plan be funded, electrification of this line will provide an even greater level of service. These projects will bring connectivity to some areas of Brimbank previously lacking in frequent and reliable public transport.

By directing new housing growth to areas close to public transport, Brimbank City Council can work toward its aim of reducing car dependency. The Sunshine (including Sunshine and Albion) and St Albans activity centres, which have residential areas near train stations earmarked for increased development, represent good opportunities for housing growth. Currently these areas are still dominated by low-rise 1–2 storey detached housing and very few apartments or townhouses. Deer Park is more constrained due its location near hazard facilities (see Section 4.3 below) and fewer train services than other stations, and as such, is experiencing more infill development in the GRZ than the RGZ (particularly along Doherty Street).

Public Transport	8 train stations 37 bus routes

[42] Australian Urban Observatory (AUO) (n.d.) https://auo.org.au/portal/metadata/access-to-public-transport/.
[43] Brimbank City Council (2022) *Transport Priorities Paper 2022.*

Figure 16: Public transport



Open Space + Recreation

Open space—in the form of parks, parklets, reserves, sporting fields and nature corridors—provides opportunities for exercise, relaxation, socialisation and connection with nature. Locating housing near open spaces encourages residents to live healthier lifestyles by providing them with opportunities to engage in activities that support their physical and mental wellbeing.

The provision of open space is an important component of State and local policy. High quality open space is a critical element of 20-minute neighbourhoods, with State policy setting a benchmark of locating housing within 400–800m of high quality open space.[44] Brimbank City Council's 2016 *Creating Better Parks Policy & Plan* shows the provision of open space in Brimbank as well as the locations of parks and playgrounds.[45] While this plan does not analyse gaps in the provision of open space, mapping done for the purpose of this Project reveals that there are gaps in the network along the edges of the municipality, where there are residential areas located further than 500m from the nearest public open space Figure 17.

Areas around the Sunshine, Albion and St Albans activity centres are well-served by public open space. These areas provide a good opportunity for housing growth. The RGZ of the Deer Park activity centre is adequately served by public open space, but it is directly adjacent to a gap area. Brimbank Central is well-located in terms of open space provision, but it is not as well-serviced by public transportation as other locations.

It is also the case that some open spaces in Brimbank, although located near residential areas, are not easily accessible due to their layout/orientation or lack of pedestrian infrastructure. Examples include Sydenham Park, Organ Pipes National Park, Brimbank Park, upstream parts of the Maribyrnong River (layout/orientation constraints) and Parks Vic grassland reserves (lack of pedestrian infrastructure). Residential areas near these sites may not be as suitable for increased residential density.

In addition to open space, Brimbank contains community facilities that provide opportunities for recreation and leisure. One of the most notable is the new Brimbank Aquatic and Wellness Centre, a regional facility located in Keilor Downs, which opened in September 2022.[46] Others include the Sunshine Leisure Centre and several local community centres. While these community facilities act as significant attractors, it may be the case that a standalone facility—one not part of an existing activity centre—would not be enough of an attractor alone to support high density housing outcomes.

During the next phases of the Project, it will be important to not just consider walkable access to open space (i.e., the 500m radius to open space), but also more direct relationships between housing and open space. Higher density housing often relies on enhanced amenity of immediate proximity to open space, and as such, areas opposite and adjacent to open space areas present enhanced opportunities for housing change.

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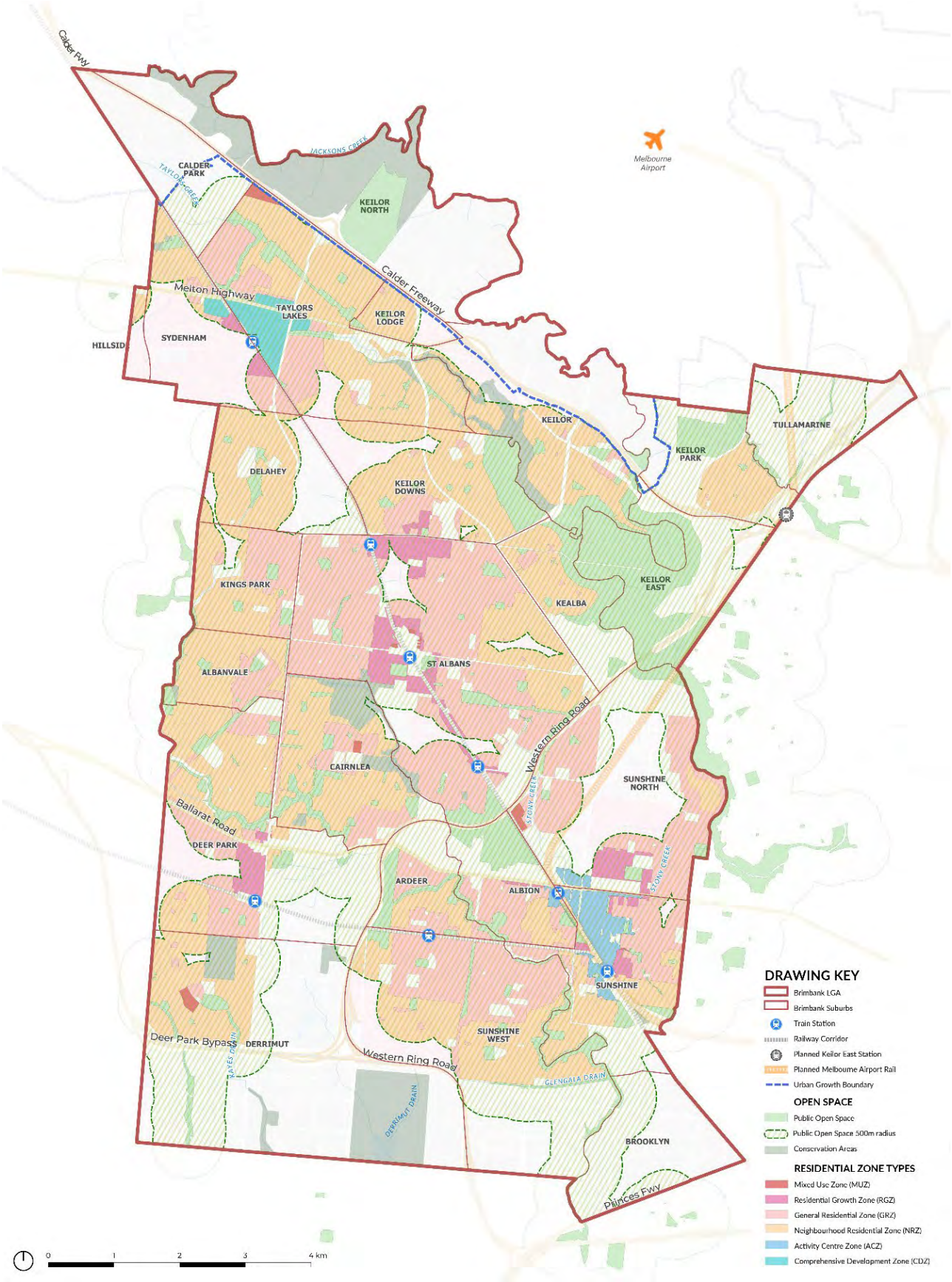
[44] DELWP n.d., *20 Minute Neighbourhoods Checklist tool,* DTP website, accessed 14 Feb 2023, https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhood/resources-and-guidance.

[45] Brimbank City Council 2016, *Creating Better Parks Policy and Plan,* City of Brimbank website, accessed 14 Feb 2023, https://www.brimbank.vic.gov.au/plans-policies-and-strategies/policies/creating-better-parks.

[46] Brimbank City Council n.d., *Brimbank Aquatic and Wellness Centre is now open,* Brimbank City Council website, accessed 14 Feb 2023, https://leisurecentres.brimbank.vic.gov.au/news-and-events/brimbank-aquatic-and-wellness-centre-officially-open.

Figure 17: Open space



Major Development Sites + Investment

Major public sector investment in Brimbank presents opportunities for housing growth and development. The Sunshine NEIC, Sunshine Priority Precinct, SHWEP and Sunshine MeAC will likely be catalysts for housing growth within nearby residential catchments, as they will offer significant health, education, wellbeing and employment opportunities and transport upgrades (see call-out box). However, as these are substantial projects, this is likely to be a relatively long-term proposition.[47]

Planning for precinct development and major development sites suggests that there is an emerging market for diverse housing forms, including apartments. The development of diverse housing forms within these sites may serve as a catalyst for further redevelopment of the surrounding areas. To understand the conditions that may support these emerging opportunities, and the spatial relationships that support more diverse housing, major redevelopment sites identified in the Urban Enterprise report[48] are mapped in Figure 18.

The major development sites proposing apartments are concentrated in three areas:

1. Sunshine/Sunshine North/Albion, in and around the Sunshine MeAC
2. St Albans around Victoria/Albert Crescent, within the St Albans Major Activity Centre
3. Sydenham, along Melton Highway and Sydenham Road

These sites are generally located in the RGZ, or other zones that support higher density development (including the C1Z and the ACZ). None are located within the NRZ. Major redevelopment sites that do not comprise apartments are more broadly distributed across the municipality.

Transitional sites identified the in the *Brimbank Industrial Land Strategy 2018-2030 (BILS),* as well as the Broadcast Australia site (which is currently zoned SUZ2), are also considered to be potential sites for development (subject to further investigations and a successful planning scheme amendment process).

PUBLIC SECTOR INVESTMENT AND HOUSING

Public sector investments in Brimbank—while not directly focussed on housing—are likely to impact the housing landscape.

The **Sunshine NEIC** focusses on delivering employment and innovation. While the intent is not to deliver housing growth, housing growth is likely to occur as a result of increased job opportunities.

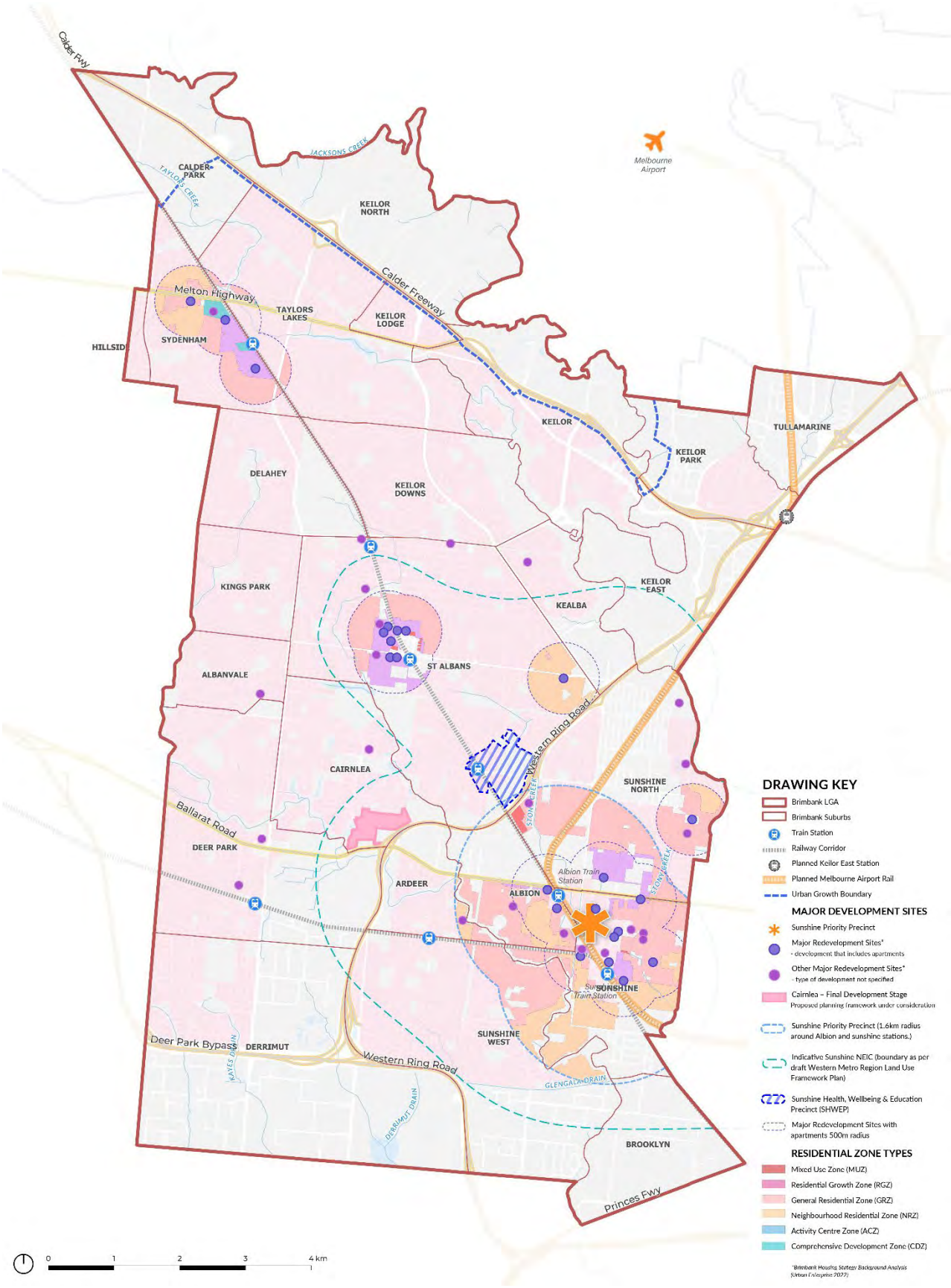
The **SWEP** focusses on health, wellbeing and education. It similarly does not deliver housing, but housing growth is a likely flow-on effect.

The **Sunshine Priority Precinct** is a designated renewal area. While this area is not residentially zoned, and thus not within the scope of this Project, the growth of this area will likely contribute to surrounding growth and influence housing choice in nearby residential areas.

Other public transport upgrades and land use changes include upgrades to Sunshine and Albion Stations, the addition of the Melbourne Airport Rail and change envisaged for industrial land in Albion/Ardeer. While these are not coupled with plans for housing growth or density targets, these changes will influence the potential for housing growth in these areas.

[47] Urban Enterprise 2021 (updated 2022), *Background Housing Strategy: Background Analysis,* Brimbank City Council, p. 147.
[48] Ibid. p.149.

Figure 18: Major redevelopment sites and investments



Walkability + Green Travel

Directing housing growth to areas that are highly walkable and have access to high quality pedestrian and cycle networks contributes a range of health, wellbeing and sustainability objectives.

Brimbank's street networks are generally considered more walkable in the southern and central parts of the municipality, where streets are gridded and permeable. This is reflective of the historical subdivision pattern. In the northern and western parts of the municipality, road networks tend to be more curvilinear, less permeable, and less walkable; this reflects a subdivision pattern that has been preferred in more recent decades.

The *Transport Priorities Paper 2022*[49] and *Revised Greenhouse Reduction Strategy 2013–2023*[50] both prioritise active travel and advocate for an expanded cycle and pedestrian path network. They encourage housing growth in areas with existing or planned cycle and pedestrian path networks, increased tree canopy coverage and passive surveillance of local parks to support active transport.

Brimbank City Council's *Activity Centre Strategy* provides an analysis of the walkability catchment around activity centres and finds that Brimbank generally has a well-connected network of centres. There are some gaps in parts of Taylors Lakes, Keilor (west of Green Gully Road), Kings Park, parts of Deer Park along the municipal boundary and small parts of Albanvale and south Sunshine. It is noted that the Sunshine Masterplan (prepared by DoT) includes a range of initiatives intended to activate the Sunshine MeAC and improve accessibility to the Sunshine train station.

Figure 19 highlights Brimbank's gridded street layouts, cycle links (existing and proposed), public open space, and train stations, the existence and proximity of which shape walkable neighbourhoods.

WALKABILITY

Walkability is a measure of how easily pedestrians can navigate an area on foot.

A place that is highly walkable has:
high quality pedestrian infrastructure
(e.g., accessible footpaths, pedestrian crossings, wayfinding signage)

connected streets
(i.e., relatively few dead-ends or cul-de-sacs) and

attractors
(e.g., shops, community facilities, schools, and public transport) **located within a walking distance—typically considered to be around 400–800m (a 5–10 minute walk).**

Measures of walkability may also factor in dwelling density, with higher densities correlating to higher levels of walkability.

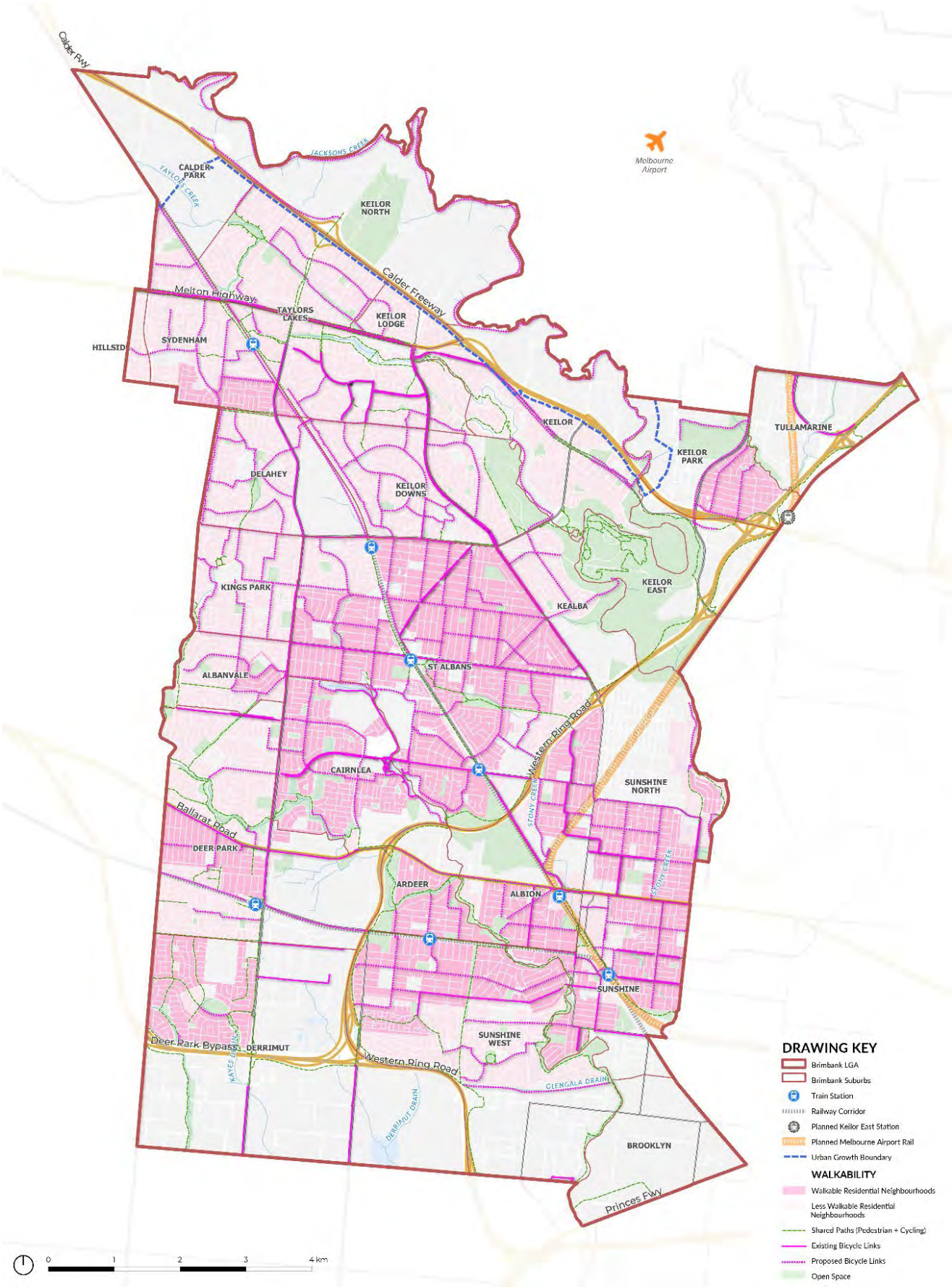
Walkability is considered to be a positive attribute of an area because it promotes sustainable travel as well as increased health and well-being due to

Within Brimbank, the most walkable areas tend to be located nearer to activity centres and have a gridded street layout.

Walkable catchment circles are not included in Figure 19, but are shown on maps in this Background Report specific to a certain attractor (e.g., public open space).

[49] Brimbank City Council 2022, *Transport Priorities Paper 2022,* Brimbank City Council website, accessed 15 Feb 2023, https://www.brimbank.vic.gov.au/transport-priorities-paper.
[50] Brimbank City Council 2018, *Revised Greenhouse Reduction Strategy 2013–2023,* Brimbank City Council website, accessed 15 February 2023, https://www.brimbank.vic.gov.au/plans-policies-and-strategies/strategies/greenhouse-reduction-strategy#:~:text=The%20Greenhouse%20Reduction%20Strategy%202013-2023%20is%20part%20of,and%20actions%20to%20be%20delivered%20over%2010%20years.

Figure 19: Walkable neighbourhoods



Opportunities Summary

The opportunities identified in the sections above have been overlapped to produce a 'heat map' that demonstrates where opportunities are most concentrated Figure 20). Some of the mapped layers present greater opportunities for housing growth and change than others, and these will be considered carefully when preparing the Housing Strategy. These opportunities will be carefully balanced with the constraints to housing growth summarised in the following section of this Background Report. The heat mapping identifies Sunshine, St Albans, Sydenham, Deer Park and Keilor as locations with the greatest opportunity. Each is discussed below.

Sunshine and surrounds

The greatest concentration of opportunities, as demonstrated by the heat map, is in Sunshine, around the Sunshine and Albion train stations/activity centres. This area is well serviced by public transport (trains and busses) and has access to shopping areas, civic and community services, and opportunities for jobs and education. There is also a range of nearby open spaces, including small parks, playgrounds, current and future sporting fields and linear links (e.g., Kororoit Creek), and the neighbourhoods are highly walkable due to their gridded street network. As discussed in earlier sections of this Background Report, these areas have also been identified for substantial government investment and planning, which will encourage future housing growth and employment opportunities.

St Albans and surrounds

St Albans also has a high concentration of opportunities for housing growth. Features that support increased housing in this area include the existence of Major Activity Centre, a train station, and a gridded street network and access to local open space.

Sydenham and surrounds

While Sydenham has a smaller area of highly concentrated opportunity than Sunshine and St Albans, it has Sydenham Major Activity Centre (Watergardens), which is an established centre providing services, facilities and employment opportunities. Watergardens train station provides access to the city via the Sunbury Line, access to regional Victoria on V/Line services and bus connections to Moonee Ponds, St Albans and Caroline Springs.

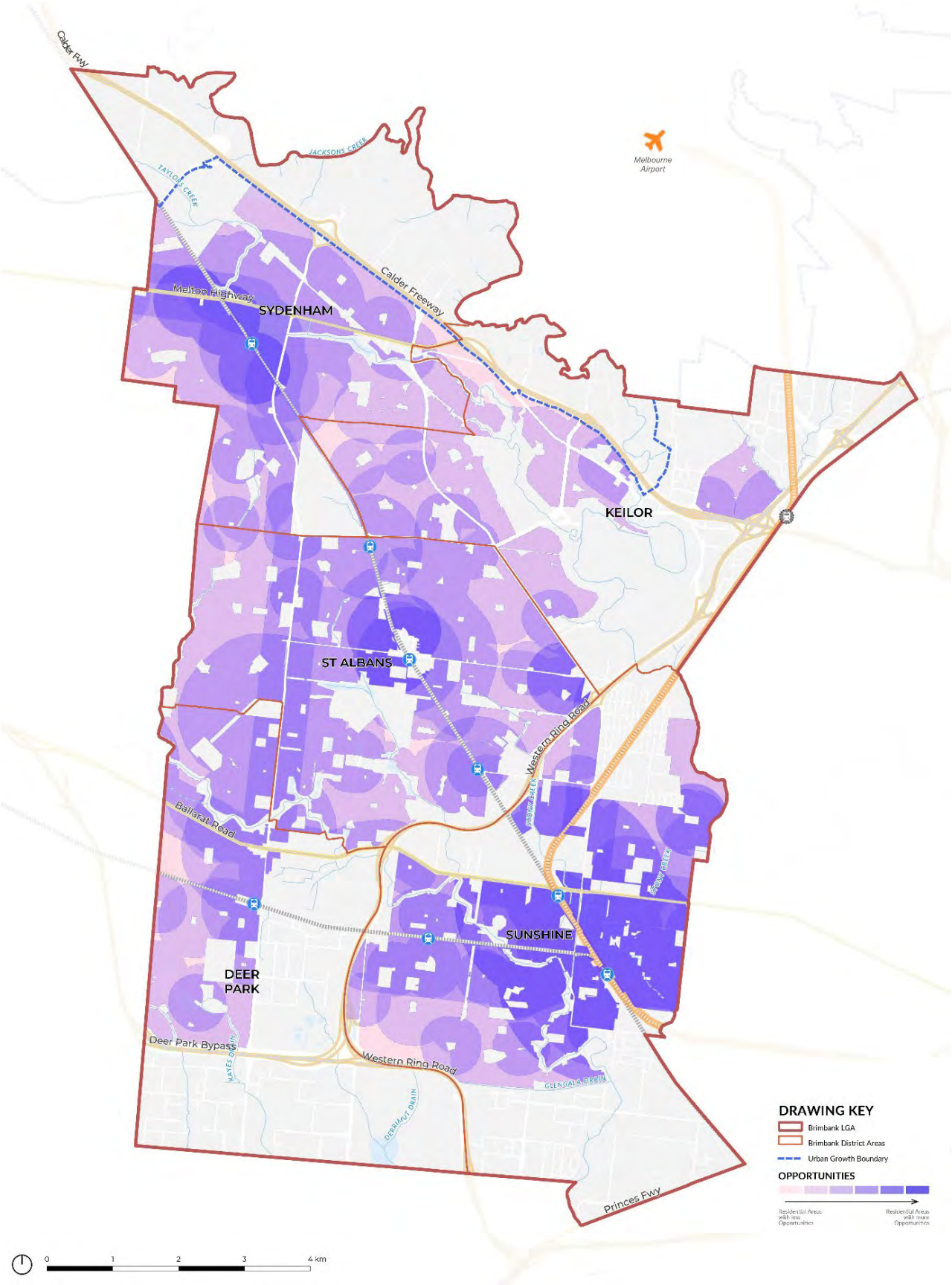
Deer Park and surrounds

Deer Park has access to a Major Activity Centre, a train station, community facilities and several open spaces. While its transportation network is currently reliant on a north-south bus line to reach some parts of the municipality, the planned upgrades of Deer Park and Ardeer Stations is set to improve the quality of public transportation in the area.

Keilor and surrounds

There is some, albeit less, opportunity for housing growth in Keilor and the surrounding areas. Features that support housing growth include good access to open space, an established Neighbourhood Activity Centre and existing schools and community facilities. This area is also home to the recently completed Brimbank Aquatic and Wellness Centre and is slated for the development of a new train station in Keilor East.

Figure 20: Summary of key opportunities



4.3 Housing Growth Constraints

Constraints are those factors which may limit the ability or suitability of residential land to accommodate future housing growth. PPN90 notes that these areas '*tend to have overlays that reflect neighbourhood, heritage, environmental or landscape characteristics or other physical constraints which may impact their capacity for change'*. Constraints can include:

- Environmental constraints, such as flooding, topography or significant vegetation.
- Constraints from other land uses, which may require buffers or separation distances to manage safety and/or amenity conflicts, such as industrial areas, airports and major infrastructure.
- Built form constraints, such as areas with a special neighbourhood character or heritage features.

PPN90 also clarifies those matters that *do not* constitute constraints, including remoteness from activity centres and transport (which was a key determinate of housing growth in *Home and Housed*), and restrictive covenants.

Understanding, and then ultimately determining the relative impact of these constraints on housing growth, is a key challenge for this Project. The Housing Strategy and RDF will need to carefully weigh the impact of a particular constraint (or set of constraints, as the case may be) against any potential opportunities for growth, taking into consideration a range of strategic policy objectives that may influence the most appropriate use of a particular piece of land. Following this, planning policy will need to provide clear direction regarding the preferred use of the land, in order to support that identified use. While this approach will provide certainty regarding the preferred level of growth for residential land, taking into consideration known surrounding land uses and existing policy direction, where a land use conflict already exists it may not be the case that this Project will be able to resolve it. This is particularly the case with non-residential land. As the Project scope relates only to residential land, it will not be able to consider the rezoning of non-residential land.

The first step towards understanding constraints on housing growth is identifying the types of constraints that exist and how these are expressed spatially.

Brimbank's key constraints are mapped and discussed below.

Industry + Industrial land, Including Buffers and Separation Distances

Brimbank's industrial areas are an important feature of the local, regional and Victorian economy, and they play a key role in supporting local jobs and employment opportunities. There are approximately 2,083 ha of industrially zoned land, including land of State and regional significance.[51] The role and function of Brimbank's industrial land is established by *Plan Melbourne*, the *Melbourne Industrial and Commercial Land Use Plan 2020* and the *BILS.* These are supported by local planning policy, and through the application of Industrial Zones and the Commercial 2 Zone, as shown in Figure 21, and described below:

- **Industrial 1 Zone** – Manufacturing industry, storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.
- **Industrial 2 Zone** – Manufacturing industry, storage and distribution of goods.
- **Industrial 3 Zone** – Used to avoid inter-industry conflict, by providing a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities.
- **Commercial 2 Zone** – Commercial areas for offices, appropriate manufacturing and industries, bulky good retailing, other retail uses, and associated businesses and commercial services.

Maintaining the economic viability and supporting the ongoing operation of industrial uses within significant industrial land is a key objective of State and local planning policy. To support these objectives, the *BILS* and planning policy are clear that the location of new housing should not undermine the continuing operation of industrial uses. In particular, Clause 17.03-2S – *Sustainable industry* and Clause 17.03-3S – *State Significant Industrial Land* are clear that new housing should not be located near existing industry.

Relevantly, Clause 13.07-1S – *Land use compatibility*, seeks '*to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts'*. It applies broadly to any appropriate commercial, industrial or other use (i.e., not just significant industrial land) and to new sensitive land uses. Clause 13.07-1S is supported by strategies that (amongst other things) direct decision makers to '*avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses'*. EPA Publication 1518, *Recommended separation distances for industrial residual air emissions*,[52] is included at Clause 13.07-1S as a policy document that should be considered as relevant.

Unlike policy relating to significant industrial land, including Clause 17.03-2S and Clause 17.03-3S, the 'agent of change' principle is embedded in Clause 13.07-1S. This means that where new housing is proposed in areas that may be impacted by adverse off-site impacts, the onus is on those residential land uses to reduce any amenity impacts. Where new commercial, industrial or other uses with potential off-site impacts may impact existing residential uses, these impacts should be minimised through '*…land use separation, siting, building design and operational measures'*.

EPA Publication 1518 provides recommended minimum separation distances; however, these minimum distances may be varied based on a site-specific risk assessment.

Additionally, threshold distances for specific uses and activities are listed at Clause 53.10 – *Uses and activities with potential adverse impacts.* The purpose of this provision is '*to identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood*' and it encompasses a broad range of potential off-site impacts. Unlike the separation distances of EPA Publication 1518, where the 'agent of change' could be either a new proposed sensitive use or a new or expanded industrial use, the requirements of Clause 53.10 only apply to an application to use land for an industry, utility installation or warehouse for a new or expanded industrial use.

At present, no land use buffers have been formalised in Brimbank using the Buffer Area Overlay (BAO)—a new planning tool introduced to identify areas where unintended off-site impacts may occur. PPN92 – *Managing buffers for land use compatibility* notes that an understanding of the nature of potential off-site impacts from each industrial use (noise, dust, odour etc.) is necessary to enable planning authorities to define the type of planning responses (zones and other planning tools) required to manage conflicts. PPN92 emphasises that strategic planning should prioritise avoiding land use conflict, and that sensitive uses

[51] For example, land within the Western State Significant Industrial Precinct.

[52] EPA 2013, *1518: Recommended Separation Distances for Industrial Residual Air Emissions – Guideline,* EPA Victoria website, accessed 20 Feb 2023, https://www.epa.vic.gov.au/about-epa/publications/1518.

(including housing) and future urban growth should be directed away from areas that may be affected by off-site impacts. The extent and impact of off-site impacts vary and the applicable buffers, separation distances, and/or threshold distances[53] are defined based on the specific activities conducted on the land. Determining the extent of off-site impacts—and therefore the extent to which different industrial areas are a constraint on housing growth—is complex.

Given this context, it would be challenging for this Project to identify all existing operations across the municipality that may attract a separation distance and then, to undertake a site-specific assessment to determine that distance for each individual operation. Practically speaking, Council does not have the expertise to source or assess this type of information, noting that it is often commercially sensitive, requires permission from the industrial operator to obtain and there is no one single source of information.

While the general approach to reducing land use conflict established by Victoria's planning framework relies on the 'agent of change' principle, it is not considered that this would be invoked in the context of a municipal wide housing strategy. This is consistent with the approach adopted by Hobson's Bay in Amendment C131, which implemented their RDF and identified residential areas surrounding significant industrial land and Major Hazard Facilities (MHFs) for minimal change.

Table 7 identifies those land uses and/or infrastructure that may pose a constraint on residential growth. Not all of these will pose the same level of constraint and the appropriate planning response for each may be quite different.

Finally, it is noted that in December 2022, the EPA released new draft guidance[54] intended to replace the existing Publication 1518 and support decision makers to direct land use and development to the most appropriate locations based on the level of risk. Under this new draft guideline, many of the recommended minimum separation distances are proposed to change.

Major Hazard Facilities

The Elgas and Hexion sites in Deer Park are classified as MHFs in accordance with the *Occupational Health and Safety Regulations 2007* and are licensed by WorkSafe Victoria.

Clause 13.07-2S - *Major hazard facilities*, requires this Project to '*consider the risks associated with increasing the intensity of use and development within the threshold distance of an existing major hazard facility'*. In accordance with Ministerial Direction No.20 of the *Planning and Environment Act 1987,* Council is also required to consult with WorkSafe and consider their advice in relation to strategic planning projects in proximity to such facilities.[55]

The current advisory areas that apply to each of these sites extend up to 1,000m. This differs from previous advice received at the time *Home and Housed* was being implemented. During preliminary discussions with WorkSafe as part of this Project, they have indicated that within these advisory areas, any intensification of sensitive uses should be discouraged.

This is likely to impact the designation of housing growth areas as part of this Project.

Contaminated and potentially contaminated land

Given the significant and ongoing contribution that industry has had to the economic, social and physical development of Brimbank, it is a reality that areas of the municipality are either 'contaminated', 'potentially contaminated' or 'may be potentially contaminated'. This is similar to other municipalities in metropolitan Melbourne that have industrial legacies. In this metropolitan context, and across Victoria more broadly, the existing planning and contaminated land regulatory framework provides a sound context from within which to appropriately manage risk while encouraging appropriate housing growth. This framework comprises:

- the *Planning and Environment Act 1987*
- *Ministerial Direction No. 1 – Potentially Contaminated Land*
- *Planning Practice Note 30 – Potentially Contaminated Land*

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[53] The terminology varies depending on the document or policy and can mean slightly different things.

[54] EPA 2022, *Guide to Separation distance and landfill buffer changes: Publication 1949,* EPA Victoria website, accessed 20 Feb 2023, https://engage.vic.gov.au/separation-distances-and-landfill-buffers.

[55] WorkSafe Victoria advises Council to refer to its land use planning guidance on their website when planning and developing land near Major Hazard Facilities, found at: https://www.worksafe.vic.gov.au/land-use-planning-near-major-hazard-facility.

- the Victoria Planning Provisions, including *Clause 13.04-1S – Contaminated and potentially contaminated land*; *Clause 45.03 – Environmental Audit Overlay*; and *Clause 65.01 – Decision guidelines; and*
- the Environment Protection framework, including the *Environment Protection Act 2017* and *Environment Protection Regulations 2021*.

For the purposes of this Project, the constraints to housing growth that may exist due to contaminated and potentially contaminated land should be considered in the context of the wider landscape of available legislation and the existing framework, outlined above. It is also noted that the Project scope is confined to existing residential land and does not propose to rezone any existing industrial land.

Amendment c212brim was gazetted on 21 September 2022. This applied the EAO to land that formed part of the closed City of Sunshine and Hulett Street landfills (now known as Energy Park and Carrington Drive Reserve) and adjoining land, which may be potentially contaminated due to past activities associated with landfill operations and remediation, as well as the former landfill itself. Some of the adjoining land impacted by the amendment is residentially zoned and contains existing residential development dating back to the 1970s (i.e., several lots on Denton Ave, Toora Court and Karen Place, St Albans). Consideration of the potential for residential densification on sites impacted by these former landfills will be required as part of the Housing Strategy.

Existing EAOs, including land affected by c212brim are mapped in Figure 21.

Pipelines

In Victoria, licensed pipelines are regulated in accordance with the *Gas Safety Act 1997*, *Pipelines Act 2005* and *Gas Industry Act 2001.* Pipeline operators must also meet the requirements of *AS 2885 The Standard for Gas and Liquid Petroleum Pipelines.* There are two licensed pipelines in Brimbank: the Exxon Mobil jet fuel pipeline, and a (high pressure) transmission gas pipeline that extends across the southern portion of the municipality and then north, to Sunshine.

In accordance with *AS 2885*, residential uses surrounding a pipeline may be classed as either T1 (low density) or T2 (high density). Where new sensitive uses are proposed, or existing residential uses are proposed to be intensified in a manner that would change their classification from a T1 class to T2, the relevant pipeline operator should be consulted. This, coupled with Clause 19.01-3S – *Pipeline infrastructure,* which seeks to '*recognise existing transmission-pressure gas pipelines in planning schemes and protect them from further encroachment by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided'* means that Brimbank's existing pipelines may present a constraint to housing growth.

However, in a practical sense, the level of constraint is largely determined on a case-by-case basis in consultation with the relevant pipeline operator, considering the relevant factors at a particular point in time. For the purposes of recognising the potential constraints on housing growth as part of this Project, the pipelines have been mapped in Figure 21. There are large areas of land around Sunshine where the pipeline is located that are currently zoned to support high density, sensitive uses.

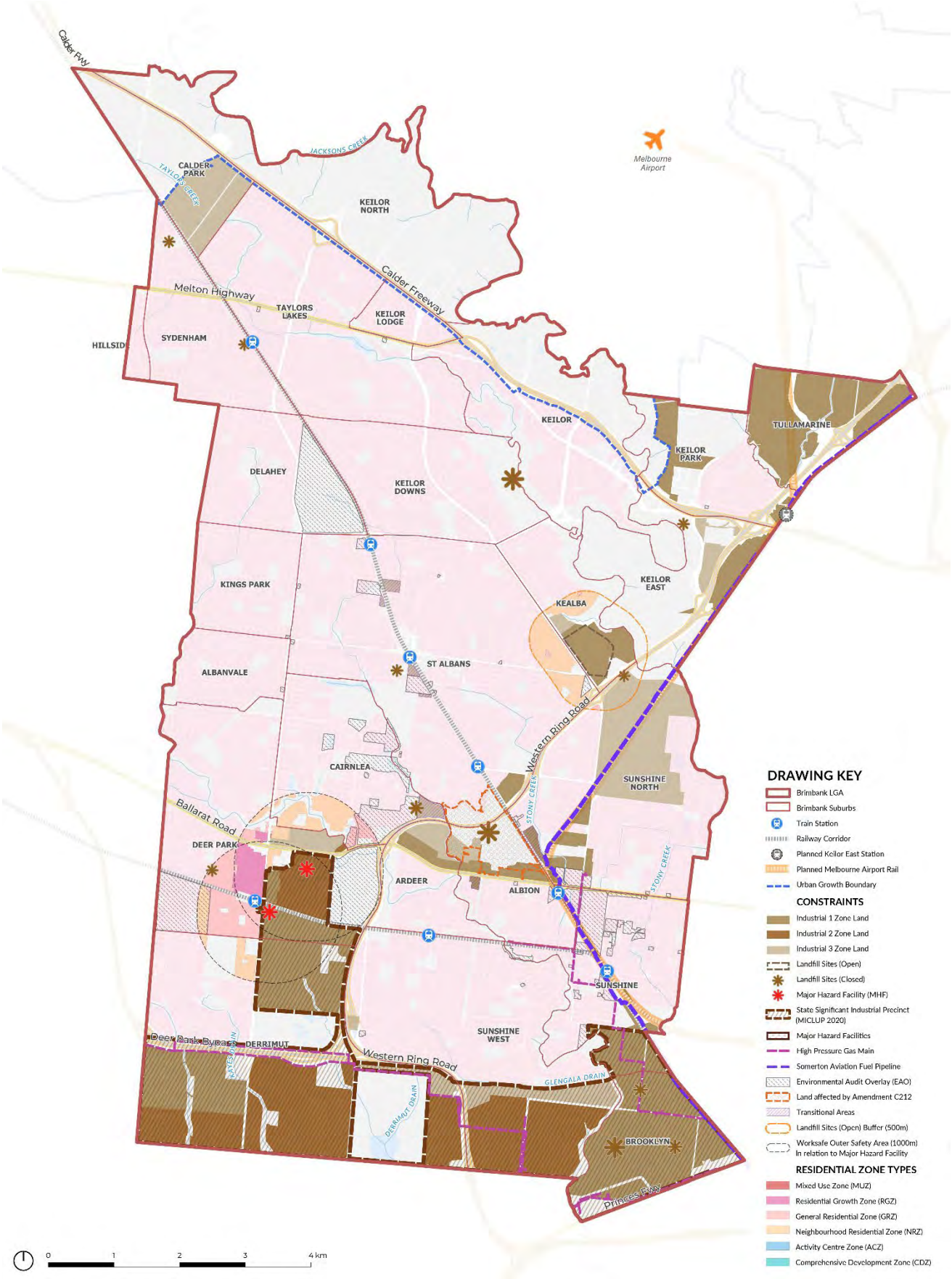
Transitional Areas

Transitional areas identified in the *BILS* are shown in Figure 21. Transitional areas are currently zoned for industrial land uses but in the long term may be suitable for other uses, subject to further strategic work, which does not fall within the scope of this Project. Given their existing industrial zoning, transitional areas are identified and mapped as a constraint, as they are currently not suitable for housing growth. However, they arguably present less of a constraint than land in the Industrial 2 Zone, where the long-term, strategic policy objective is to support industrial uses. This determination will ultimately be made by the RDF.

Table 7: Buffers/separation distances/threshold distances

Area	Indicative buffer, separation of threshold distance	Comments
MHFs: Elgas Limited 16 Radnor Drive Deer Park Hexion Pty Ltd 765 Ballarat Road Deer Park	1000m (Outer Safety Area)	New sensitive uses/intensification of sensitive uses within this safety area is discouraged by WorkSafe Victoria.
Industry (air, dust and odour emissions)	Variable (typically between 250–1,000m)	These minimum distances may be varied (reduced or expanded) based on a site-specific risk assessment.
Landfill sites (open) Sunshine landfill site at Kealba (Barro Group) – Barro Group licence cancelled Feb 2023.	Type 2 landfills: 500m	Buffer applies to 'buildings and structures' rather than land use. Other guidelines may apply regarding off-site impacts, including odour.
Landfill sites (closed)	Type 2 landfills: 500m Type 3 landfills: 200m	Buffers as above (open landfills). Amendment C212brim applied the EAO to several properties which were identified as forming part of the closed Sunshine Landfills, and/or its operations. As part of that process, it became apparent that some properties within the Amendment boundary have part of the former quarry hole within their property boundary. This constraint was highlighted in the Environmental Audits used as strategic justification for the amendment. The GRZ applies to these properties. There may be a conflict between the development outcomes sought for the GRZ and the constraints on the land. This will need to be reviewed as part of the next stage of this Project.
Industry (those listed at Clause 53.10 of the Brimbank Planning Scheme)	Variable (typically between 100–1,000m)	Where the default buffer is not met, or is indicated as being case specific, a referral to the EPA is triggered.
Pipelines **Somerton Aviation Fuel (ExxonMobil)** **High Pressure Gas Main (Ausnet Services)**	Aviation fuel: 200m Gas: 200-400m	Varies depending on several factors including the existing land use context, the nature of the risk associated with a rupture, the diameter of the pipe, burial depth, condition etc. It is noted that the aviation fuel pipeline is proposed to be relocated in some parts around the Sunshine MeAC.
Environmental Audit Overlay (EAO)	No buffer	Applies to land that is potentially contaminated and requires further investigation before a sensitive use may commence. The impact of the EAO on residential development is determined on a case-by-case basis.

Figure 21: Potential areas of constraint from industry and other uses/facilities



Melbourne Airport

The Melbourne Airport Environs Overlay (MAEO), seeks to protect the operation of Melbourne Airport and affects residential areas in the northern and eastern parts of Brimbank. This overlay implements State and regional policy objectives (Clause 18.02-7S and 18.02-R) to strengthen the role of Victoria's airports and to safeguard their ongoing, safe and efficient operation. Melbourne Airport is identified as a major domestic and international airport with no curfew and 24-hour access. The Victorian Government is leading airport safeguarding and will implement changes into the Victorian Planning Provisions to ensure a consistent approach across all councils.

State policy requires that areas where the capacity or long-range noise modelling indicates an N Contour ('number above' contour) of a certain decibel (db(A)) should be planned in a way that reduces the impact of aircraft noise.

The MAEO addresses this for the current airport operation, by identifying land that is or will be subject to high (MAEO1) or moderate (MAEO2) levels of aircraft noise and limits dwelling density in those areas. This is a substantial constraint to housing growth in these areas.

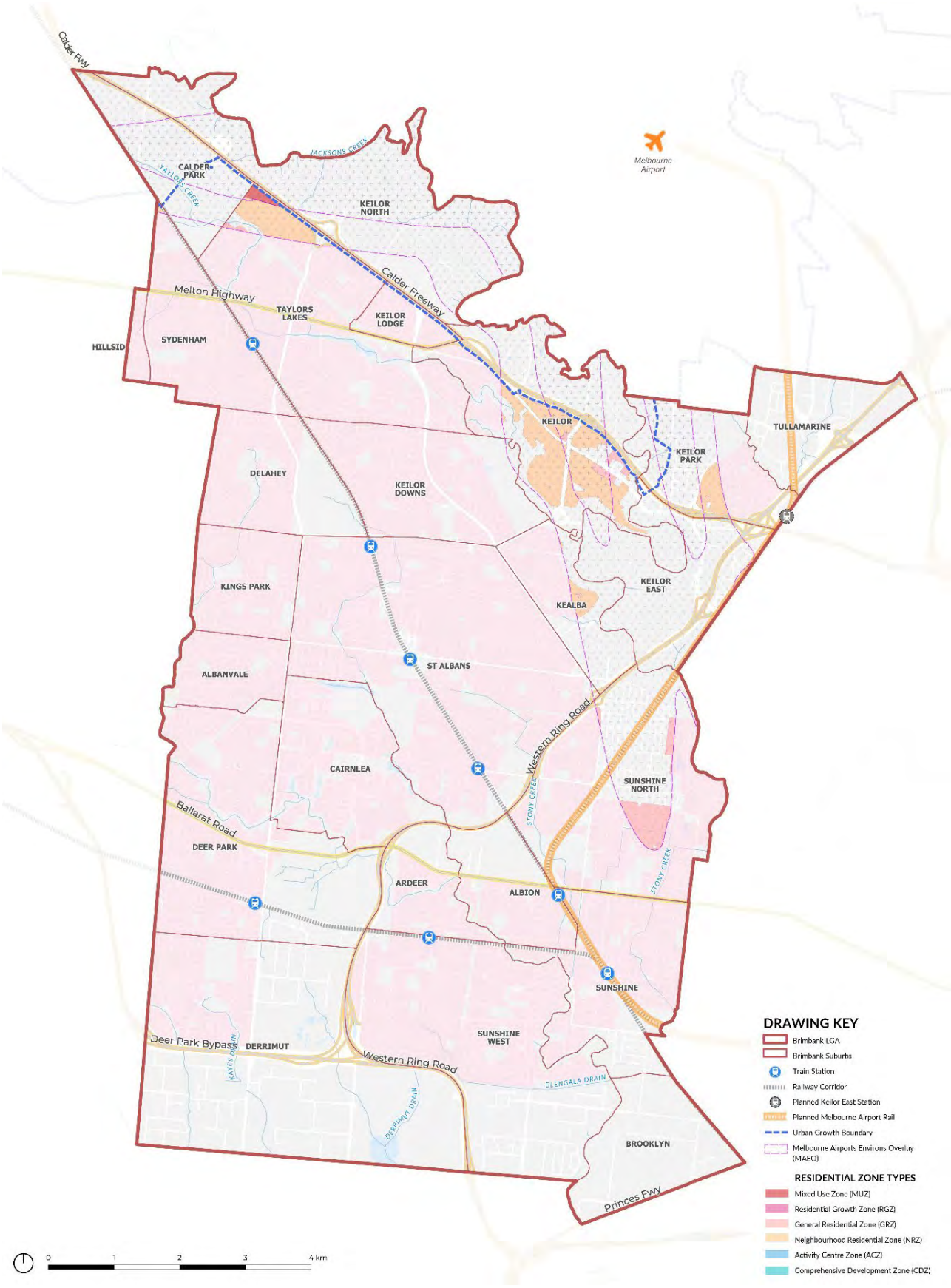
The Melbourne Airport Masterplan 2022 (approved in November 2022)[56] proposes a four-runway configuration and confirms that the north-south runway will be the next runway delivered. A draft Major Development Plan (MDP) for the third runway was presented to the community for consultation in February to May 2022. This MDP is required to be approved by the Commonwealth Minister before it can be delivered.

If approved, the north-south runway is likely to further impact parts of Brimbank when it opens in 2027 (estimated date). Keilor, Keilor Park, Keilor Village and Kealba, are likely to be most impacted, but the full scale and extent of the impact is currently uncertain.

For the purposes of understanding existing constraints on development, the existing MAEOs have been mapped. However, the Project will consider any potential further constraints posed by Melbourne Airport when considering housing growth options.

[56] Melbourne Airport 2022, *2022 Melbourne Airport Master Plan*, Melbourne Airport website, accessed 20 Feb 2023, https://www.melbourneairport.com.au/Corporate/Planning-projects/Master-plan.

Figure 22: Melbourne Airport Environs Overlay



Major Road and Rail – Barriers + Amenity Impacts

Brimbank is traversed by major roads, highways, freeways and rail corridors. This transport infrastructure presents opportunities but can be a limiting factor for housing intensification where there are substantial noise, dust, odour and air pollution impacts.

The *Transport Priorities Paper* 2022 acknowledges how the effective planning and design of the Brimbank transport network will play a fundamental role in the creating a liveable and sustainable community.

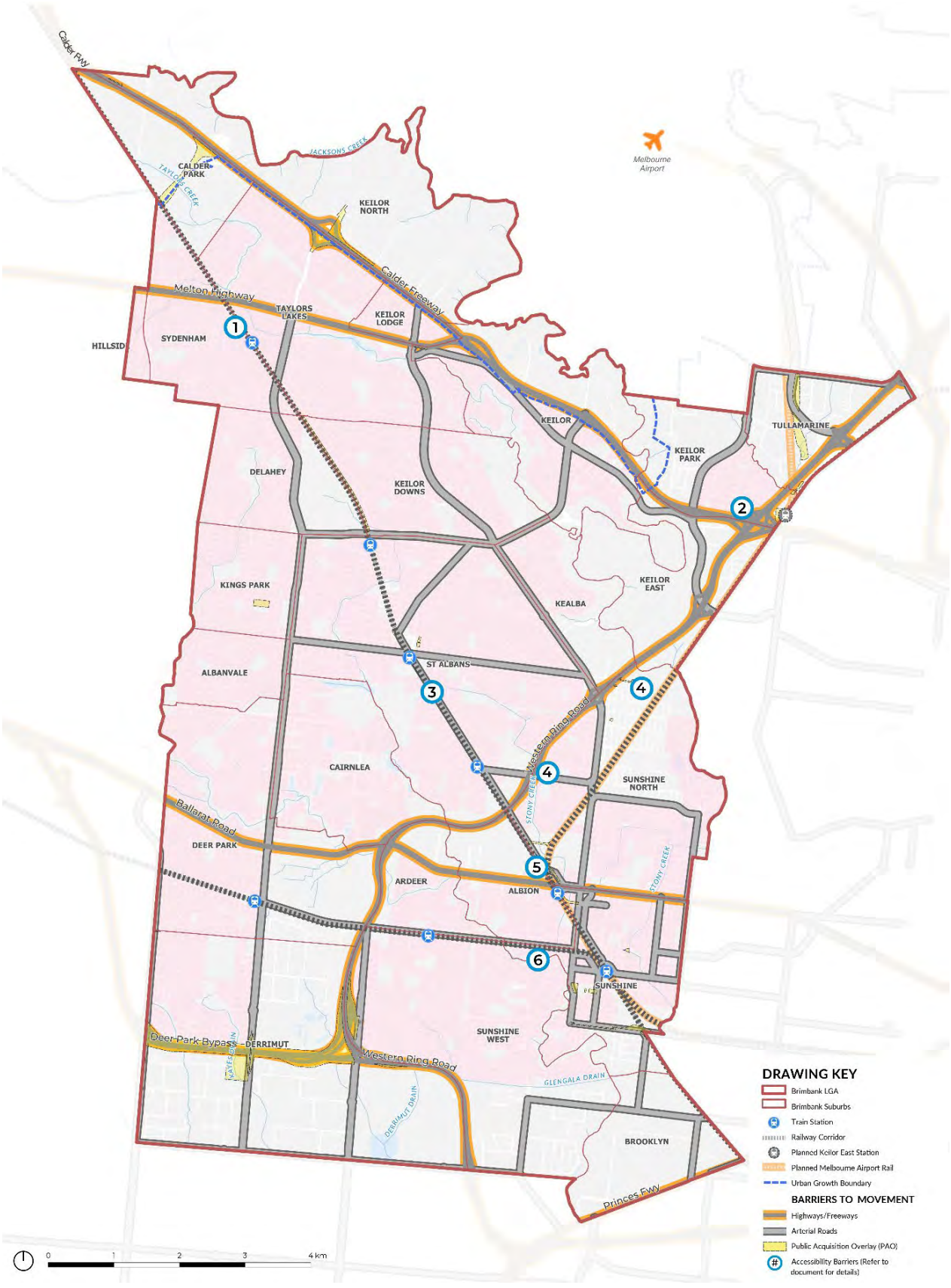
Clause 13.05-1L seeks to ensure that noise attenuation is incorporated into residential development that is affected by the Calder Park Raceway, is close to activity centres or is located along the proposed Melbourne Airport Rail. A small pocket of residential land adjacent to the Western Ring Road in Ardeer is affected by the DDO4 which seeks to ensure that development is undertaken with appropriate noise attenuation measures to minimise the impact of traffic noise.

Major transport corridors can also present as a barrier to pedestrian and cycle movement and are a limiting factor particularly in proximity to activity centres, where denser housing is typically encouraged.

Accessibility barriers include (and are shown on Figure 23):

1. **Sydenham** – Sunbury Line is a barrier between residential areas and Watergardens Shopping Centre in the north-east. Kings Road provides inconsistent and disconnected on-road cycle lanes for north bound traffic only, limiting southern accessibility. At a local level Overton Lea Blvd limits east-west connectivity.
2. **Keilor Park** – The Calder Freeway and Western Ring Road isolates Keilor Park from the surrounding area.
3. **St Albans** – The Sunbury Line is a barrier to east-west accessibility, particularly in the north of St Albans.
4. **Sunshine North** – The Western Ring Road and freight rail line is a barrier between residential areas. The Western Ring Road also creates an accessibility barrier to St Albans and the Sunshine Hospital. Ballarat Road limits connectivity to Sunshine MeAC.
5. **Albion –** Both the Sunbury Rail line and recently upgraded Anderson Road are a barrier to east-west movement to Sunshine MeAC.
6. **Sunshine West –** Limited road connectivity east over Kororoit Creek limits both pedestrian and cyclist movements and connectivity to Sunshine MeAC. The Ballarat and Ararat Rail Line in the north impacts northern accessibility into Ardeer.

Figure 23: Road and rail barriers



Aboriginal Cultural Heritage Sensitivity, Special Character Areas + Heritage

The northern part of Brimbank is identified as Wurundjeri Land, and the southern part Bunurong Land. The north of Brimbank lies within the area occupied by the Kurung-Jang-Balluk and Marin-Balluk clans of the Wurundjeri people also known as the Woiwurrung language group, who form part of the larger Kulin Nation. Other groups who occupied the land in the area include the Yalukit-Willam and Marpeang-Bulluk clans.

Areas of known Cultural Heritage Sensitivity are mapped in Figure 24. These areas are primarily located along waterways and may present a constraint to development as determined on a case-by-case basis. However, outside of known areas of significance in places such as the River Valley estate, it is unlikely that Areas of Cultural Heritage Sensitivity will present a major constraint to housing growth in Brimbank.

The HO identifies places of natural or cultural heritage significance. And seeks to ensure that *development does not adversely affect the significance of heritage places.*

In areas identified for substantial change, the HO is a constraint on development and is viewed as a policy conflict. PPNs90 and 91 recommend NRZ be applied to areas affected by the HO.

Relevantly, the HO applies to select residential areas in Sunshine and Albion that are close to the Sunshine MeAC and exhibit many features that would otherwise support housing growth.

To the west of Sunshine Station, most heritage places identified by the HO are within the NRZ. However, to the east of the station, the HO151, HO150 and HO116 applies to land in the RGZ and creates a policy conflict. This conflict will need to be addressed in the RDF.

A valued characteristic of the Albion and Sunshine areas are the street layouts and subdivision patterns. These are associated with the historically significant housing estates built for factoryworkers by H.V. McKay from the late 1890s to the post-World War II period and reflect town planning theories such as the Garden City movement. Some areas are protected via the HO, however, there are several streets with uniquely intact examples of typical housing from the era that are not subject to the HO. Where no HO applies, planning for these areas may include additional planning controls such as a Neighbourhood Character Overlay where it can be strategically justified that the zoning schedule alone will not achieve intended neighbourhood character outcomes; however, this has not been seen as justified in the past (for further information see Section 5.2 ‘Albion Neighbourhood Plan’).[57]

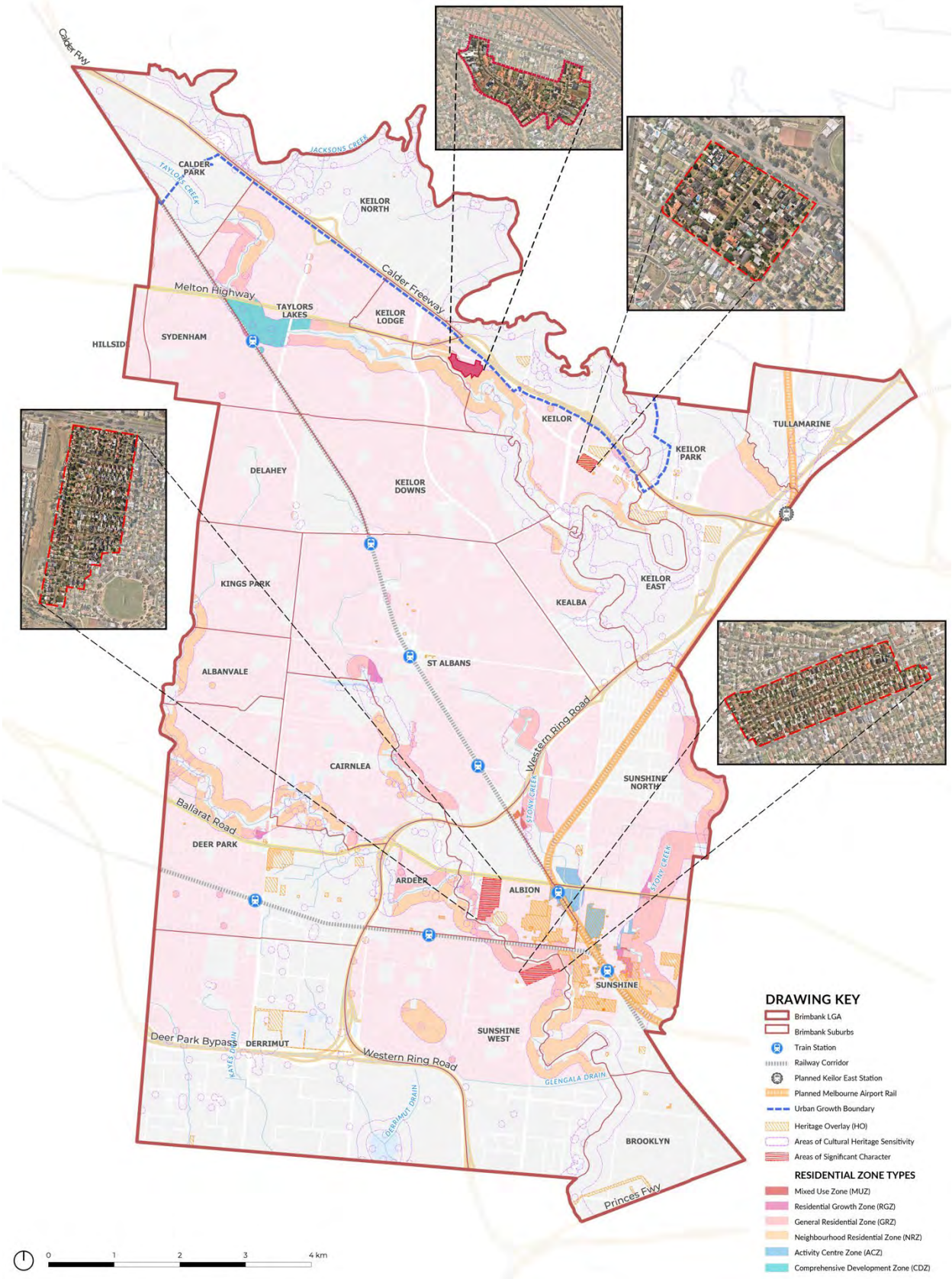
The Neighbourhood Character analysis undertaken (refer to Section 5) has identified several areas of intact neighbourhood character that may be suitable for protection. While these areas do contain some contemporary built forms, the extent to which they exhibit a particular character may warrant greater protection under the planning scheme. However, this will also limit their future development and impact upon other desired direction for housing growth. The extent to which these areas present a constraint to housing growth will be balanced in the RDF.

These areas are in:

- **Albion** – Streets to the west of Perth Avenue.
- **Keilor** – Streets which run south-west from Old Calder Hwy to Church Street, west of Green Gully Road.
  – Petrik Drive.
- **Sunshine West** – Korowa, Kosky, Killara Streets and immediate surrounds.

[57] Note: The NCO cannot apply to HO areas.

Figure 24: Heritage Overlay and areas of significant character



Environmental Constraints

Brimbank has relatively few environmental constraints. The Land Subject to Inundation Overlay (LSIO) applies to the key waterways, such as the Maribyrnong River, Taylors Creek and Kororoit Creek and affects some residentially zoned land. In these cases, a proposal is often required to incorporate setbacks and design responses that can limit development.

The Special Building Overlay (SBO) applies to land that is liable to inundation by overland flows from the urban drainage system and triggers a permit requirement for buildings and works.

The SBO affects land in Sunshine, Sunshine West and St Albans that may be appropriate locations for housing growth. The SBO does not necessarily present a constraint to housing growth, where buildings are designed in accordance with the purpose of the Overlay.

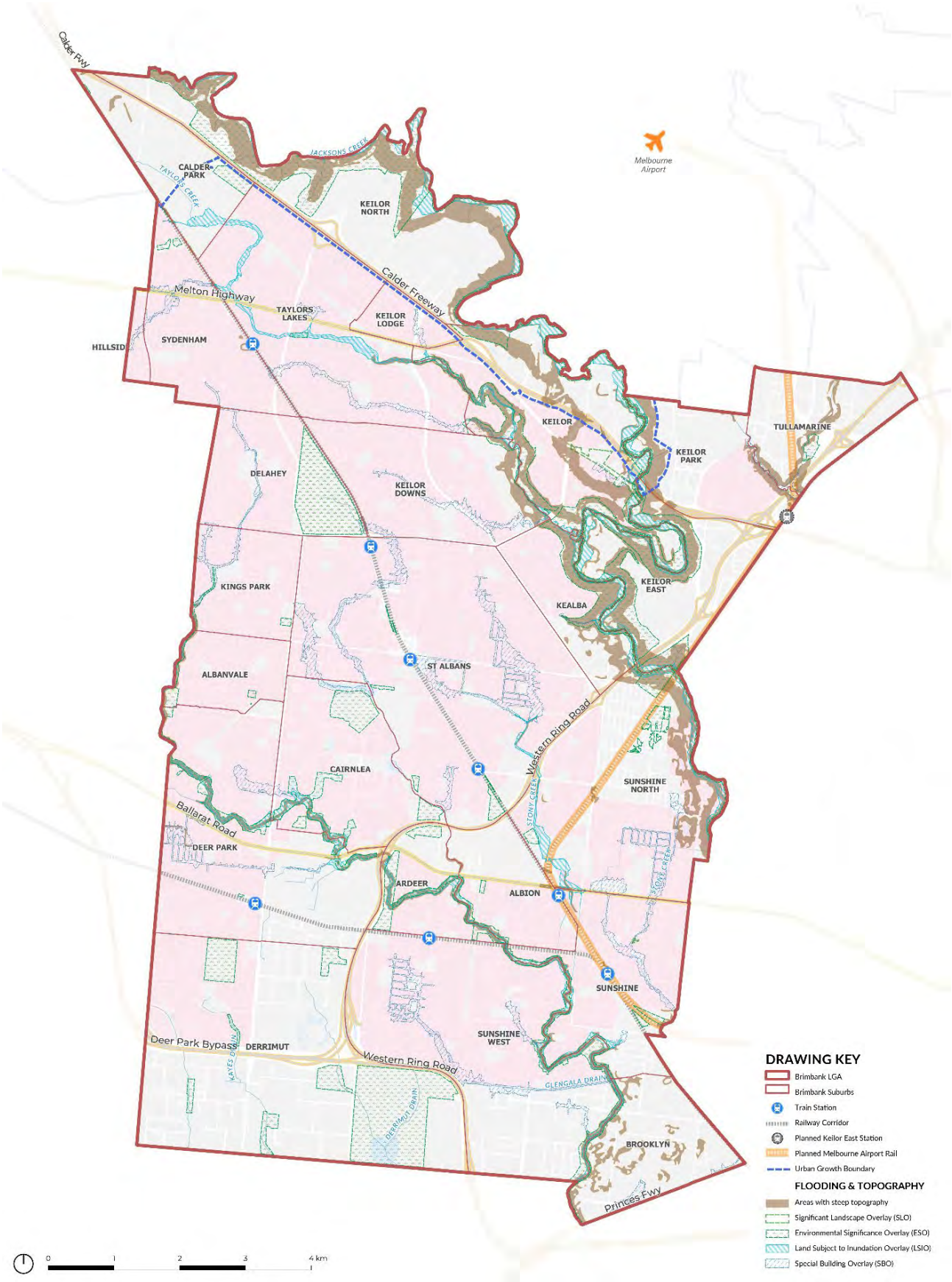
Several ESOs are used throughout the municipality to identify areas where development may be affected by environmental constraints and SLOs are used to identify significant landscapes. For the most part, ESOs and SLOs do not directly apply to residential land, however, the significance of these features are relevant considerations when planning for abutting land.

The following areas may present some constraints to development:

- ESO1 applies to significant grasslands and ESO2 applies to significant volcanic eruption points on the 250A Taylors Road, Delahey, which has been identified as a potential redevelopment site subject to further strategic work to support at PSA. Flora and fauna impacts, and geomorphological considerations, would need to be resolved for this site as part of any redevelopment proposal.
- ESO5 and SLO3 apply to the Maribyrnong River (or parts) and ESO4 applies to the Kororoit Creek, incorporating objectives and guidelines to ensure development is not visually prominent or intrusive when viewed from the creek/river corridor and to minimise development impacts on the corridors. While these overlays primarily apply to public land in the river and creek corridors, there are some small anomalous areas that affect residential land (e.g., Boreham Street and Dundalk Street in Sunshine).

In general, topography is not a major constraint on development in Brimbank. Most of the municipality is relatively flat, except for steeper areas around the Maribyrnong River. Some residential areas in Sunshine North and Keilor require development to make use of large retaining walls and specific housing designs in order to respond to topography.

Figure 25: Flooding and topography



Summary of Key Constraints

Key constraints have been overlapped in a 'heat map' to demonstrate where they are most concentrated (refer to Figure 26). Some layers present greater constraints for housing growth and change than others and these will be considered carefully when preparing the Housing Strategy. These constraints will also need to be carefully balanced with the opportunities for housing growth summarised in the previous section of this Background Report.

Sunshine (and surrounds)

Constraints in Sunshine are mainly related to potential impacts from industrial areas, or large-scale infrastructure, such as gas pipelines. These constraints are not all equal and further consultation and analysis will be undertaken as part of the Housing Strategy to determine the most appropriate way to address these matters.

Sunshine has a long history of industrial and residential interfaces, and it is to some extent an important part of the area's identity. As an area that also exhibits many opportunities for housing growth, it will be necessary to carefully manage potential land use conflicts and give clear direction about preferred locations for growth.

Sunshine and Albion's heritage significance (as recognised by the HO) will limit the ability of some areas to accommodate substantial change. In accordance with PPN guidance, it is likely that land affected by the HO will be identified for minimal change in order to reduce policy conflict.

St Albans (and surrounds)

The primary constraint in St Albans relates to the overlapping influence of a range of industrial uses, EAOs and other potential constraints related to land use conflict. Like Sunshine, St Albans presents opportunities for housing growth, and as such, will need to be carefully balanced against known constraints in the Housing Strategy.

Sydenham and Taylors Lakes (and surrounds)

Sydenham and Taylors Lakes areas are relatively free from significant constraints, except for some small residential areas affected by the MAEO. The key constraint in these areas relates more to barriers to movement, particularly walking and cycling.

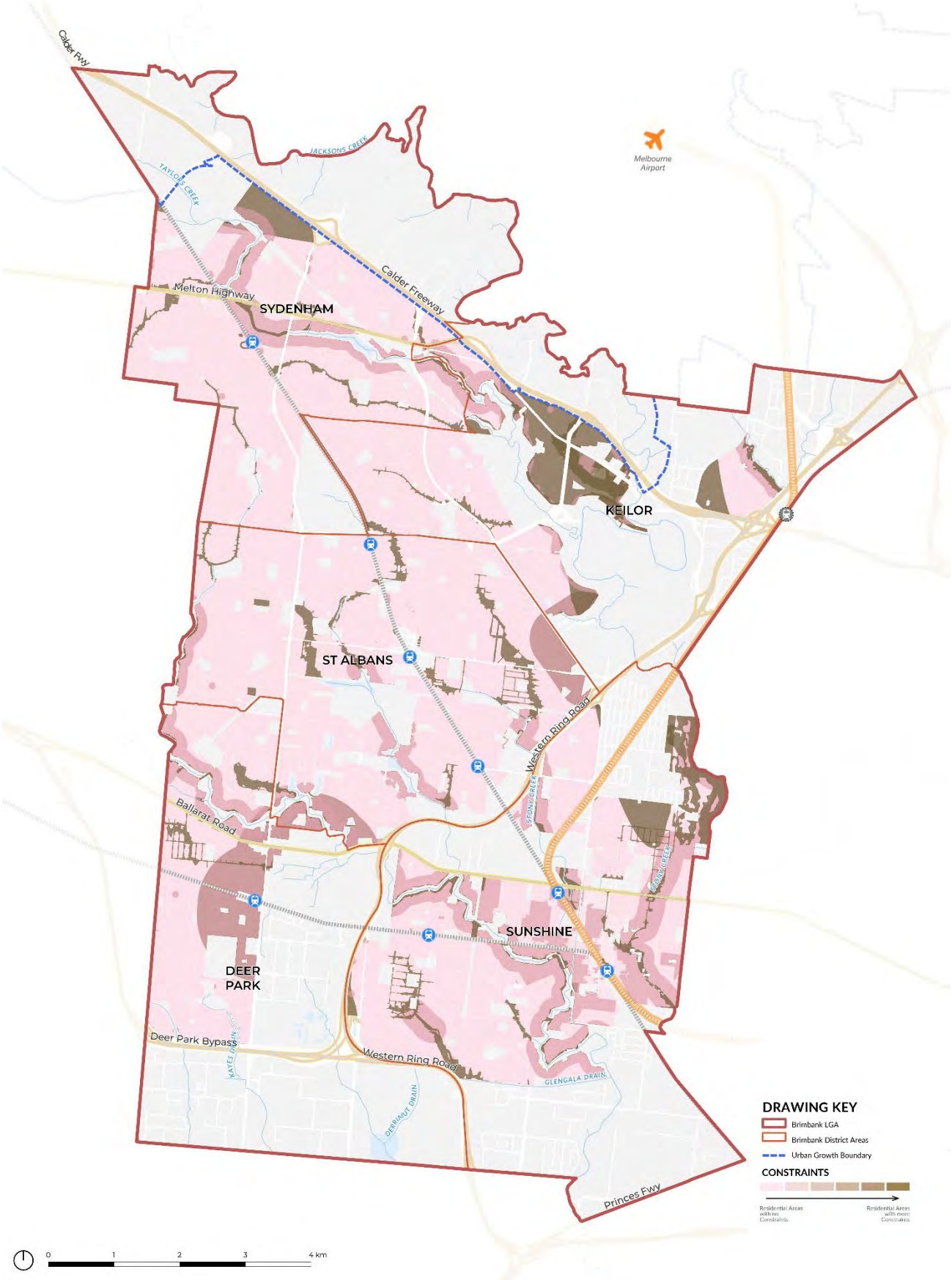
Deer Park (and surrounds)

Deer Park and surrounds is located adjacent to industrial areas, with a range of potential buffer constraints, and is also constrained by large scale barriers to movement such as freeways, rail and major roads, which also present amenity challenges. The MHF will limit opportunities for housing growth within the Safety Area.

Keilor (and surrounds)

Housing growth in Keilor and surrounds is constrained primarily by the MAEO, and to a lesser extent by topographical challenges and amenity and barrier constraints imposed by large scale road infrastructure.

Figure 26: Summary of key constraints



4.4 Summary of Findings

- **Effectiveness of zones:** The current planning framework is not achieving the level of housing growth and diversity envisaged by *Home and Housed*. The Housing Strategy will need to consider how to strengthen direction on preferred locations for housing growth, to encourage the right type of housing in the most appropriate locations. This will need to be supported by zones that reflect the level of housing change envisaged.
- **Housing supply:** There is sufficient theoretical capacity within existing neighbourhoods to meet Brimbank's projected housing needs, regardless of which population projection scenario is used (VIF or .id). However, the lack of greenfield sites, and slow delivery of apartment developments means most housing growth will occur as infill development in established neighbourhoods. Clear guidance on preferred infill development outcomes will need to be established to support the ongoing delivery of new housing.
- **Housing diversity:** Brimbank's demographic and household profile is changing, generating a need for different housing types, particularly smaller, more accessible, and more affordable housing. Existing dwelling stock is not very diverse and is predominantly separate houses. While this aligns with current market preferences for a segment of the population, it is not meeting the needs of single person households. The Housing Strategy will need to increase housing diversity and, in particular, encourage the delivery of one- and two-bedroom dwellings in appropriate locations.
- **Viability of high density housing:** Sunshine MAC has substantial capacity to accommodate housing growth in the form of high density development, such as apartments. However, this is yet to occur at scale. Significant public sector investment will improve the viability and attractiveness of this type of housing in the medium term in and around activity centres. The Housing Strategy will need to anticipate this, with the appropriate use of the RGZ to encourage high density housing.
- **Housing affordability:** Housing in Brimbank is becoming increasingly unaffordable, and there is projected to be an increasing shortfall of Affordable Housing in the future without substantial intervention. The Housing Strategy will need to encourage the delivery of affordable housing.
- **Household types:** household sizes and types are changing across Brimbank, with an increasing proportion of couples and lone person households. This, coupled with an ageing population will require a variety of housing forms, including smaller homes, retirement living, aged care, and dwellings suitable for multi-generational households. The Housing Strategy will need to provide clear direction on the preferred locations for a variety of housing types.
- **Housing growth opportunities:** key areas of opportunities for housing growth are located around the Sunshine/Albion and St Albans activity centres, and to a lesser extent, in Sydenham (around Watergardens). The viability of medium and high density development in and around the northern activity centres (i.e., in the form of apartments) will likely be a longer term proposition given market conditions and less high profile infrastructure investment than Sunshine/Albion. The Housing Strategy's role will be to direct housing growth and diversity with more effectiveness to areas that are accessible and liveable.
- **Housing growth constraints:** Key constraints on housing in Brimbank relate primarily to potential land use conflict (e.g., industrial uses and MHFs) and areas of heritage. These constraints are concentrated in the southern parts of the municipality, including around Sunshine and Deer Park. Areas of opportunity and constraint for housing growth often overlap and will need to be carefully balanced in the RDF.

5. NEIGHBOURHOOD CHARACTER INFLUENCES

Neighbourhood character is the cumulative impact of public and private realm features that establish the character of a place or area. Neighbourhood character describes how the interplay of these features gives an area a distinct look and feel.

5.1 Drivers of Neighbourhood Character

When planning for housing growth, the Victorian planning system requires consideration of neighbourhood character. This is largely achieved through use of the residential zones, as follows:

- The NRZ seeks to **ensure** that development **respects** identified neighbourhood character and allows for **neighbourhood character objectives** to be defined in the schedule.
- The GRZ **encourages** development that respects neighbourhood character and allows for **neighbourhood character objectives** to be defined in the schedule.
- The RGZ seeks to **ensure** that residential development achieves **design objectives** specified in the schedule.

Neighbourhood character is not static and as areas grow and develop, incremental or substantial changes can lead to the emergence of a new character.

To define a future preferred character for Brimbank's varied neighbourhoods, the existing neighbourhood character needs to be identified first.

This chapter, and Appendix 7.13 document the existing character of Brimbank's neighbourhoods. The analysis does not define a preferred character just yet. Instead, the analysis will be used as an input into the Neighbourhood Character Strategy, the Housing Strategy, and ultimately, the RDF, where neighbourhood character objectives will be balanced with housing growth objectives to establish a framework that meets Brimbank's housing needs.

To document existing character across Brimbank, we have identified three types of influences:

- **Planning Influences**: These are the planning policy frameworks that influence decision-making and shape development and character outcomes. Planning influences have been informed by analysis of policy, observation of on the ground development outcomes and analysis of decision-making at VCAT.
- **General influences:** These are the overarching factors unique to Brimbank that influence the pattern of development across the municipality. These include things such as the era of development, lot sizes and interfaces between housing and natural features (e.g., creeks and rivers). These general influences have been informed by a combination of desktop analysis and site inspections.
- **Contributors and threats to character:** These are the features and characteristics that we have observed that either contribute to the character of certain areas, or that present emerging threats to that character. These contributors and threats have been distilled from detailed site inspections of each of Brimbank's suburbs (refer to the Suburb Profiles in Appendix 7.13 for further detail on each suburb).

Each of these is discussed in turn below.

5.2 Planning Influences on Character in Brimbank

PPF and Planning Practice Notes

Clause 15.01-5S and PPN90 provide clear direction that recognition and protection of neighbourhood character need to be considered in the context of levels of housing change that are expected (as directed by the Housing Strategy).

PPN43 provides guidance on how to consider neighbourhood character in planning permit applications. However, it is also recognised as relevant for preparing neighbourhood character studies.[58] The matters identified by PPN43 for consideration, and the terms/features it suggests for describing neighbourhood character, have been used as the basis for analysis of neighbourhood character in this Project (refer Table 8).

The way these features 'present' in Brimbank is distinct from other municipalities. To ensure there is a shared understanding about how these features have been described in the context of Brimbank, this Project uses conventions for describing features such as such as setbacks, fencing, landscaping, era/type of development and building materiality, which are set out in Appendix 7.6.

Table 8: Neighbourhood character matters to be considered and features for assessment (Adapted from PPN43)

Neighbourhood Character Matters to be Considered	Features for Assessment
Pattern of Development	Locations, transitions & boundaries
	Private & public realm landscaping
	Street alignment, type and proportions
Built Form Scale and Character	Setbacks & site coverage
	Building types & height
	Lot size
	Fencing height, materiality, finish & transparency
	Garages, carports, crossovers, access & car parking
Architectural Styles and Roof Styles	Era of development
	Building materiality & quality
	Roof styles, materials & colours
Notable Features	Details of the footpath and street

[58] Glossop M 2019, *Peer Review Draft Brimbank Neighbourhood Character Study 2019,* Glossop Town Planning.

Planning Policy Framework

Local policy is a key consideration for Council's planners when making decisions on proposals for new development. Local policy that relates to neighbourhood character includes:

- Clause 21.07-3 *Residential design*
- Clause 21.06-1 *Heritage*
- Clause 21-06-7 *Non-residential uses in residential areas*
- Clause 21.06-3 *Escarpments and ridgelines*

These are discussed in more detail in Section 3.3.

The current LPPF seeks to ensure that new development works toward a preferred character in the RGZ and respects neighbourhood character in the GRZ and NRZ (Clause 21.07-3). However, as noted previously, guidance on what constitutes neighbourhood character for Brimbank's suburbs is absent, hampering effective decision-making and creating uncertainty for proponents.

The policy also creates confusion about the extent to which neighbourhood character is to be respected in the RGZ, presenting conflicts with the 'substantial change' expectations of the zone. This conflict has largely been removed in the new format PPF (Clause 15.01-5L), but there remains a lack of specific guidance on neighbourhood character and design objectives.

Further, under the new format Planning Schemes, the zone schedules—rather than local policy statements—are intended to be the main source of guidance.

This Project seeks to address this issue and fill any gaps in what constitutes neighbourhood character for different areas of Brimbank.

Home and Housed (Brimbank City Council, 2014)

Home and Housed, considers neighbourhood character at a high level; emphasising the need to protect suburbs from inappropriate development. Specifically, it has sought to protect neighbourhood character in Deer Park, St Albans, Sydenham, Keilor and Albion. *Home and Housed* did not identify special or intact neighbourhood character features of defined areas, suburbs or precincts, but it has been used to inform further consideration of the influences of character in Brimbank.

Home and Housed offered strategic justification for application of the residential zones and their schedules. The Schedules included:

- Variations to ResCode standards that generally focussed on measures to enhance landscaping and open space provision.
- Application requirements that sought more robust neighbourhood character analysis and design responses.
- Decision guidelines that placed emphasis on neighbourhood character and landscaping considerations.

The schedules did not identify neighbourhood character or design objectives, as the format of the zones did not provide this opportunity at the time of implementation (2016).

The impact of these schedules on neighbourhood character outcomes is discussed in Section 1.1.

Draft Brimbank Neighbourhood Character Study (Mesh, 2019)

The Draft Brimbank Neighbourhood Character Study identified neighbourhood character precincts based on desktop analysis and site inspections, as contained within existing zone boundaries. This approach was adopted given that zone boundaries had been established in *Home and Housed,* and it reflected the growth and change expectations for each area at the time.

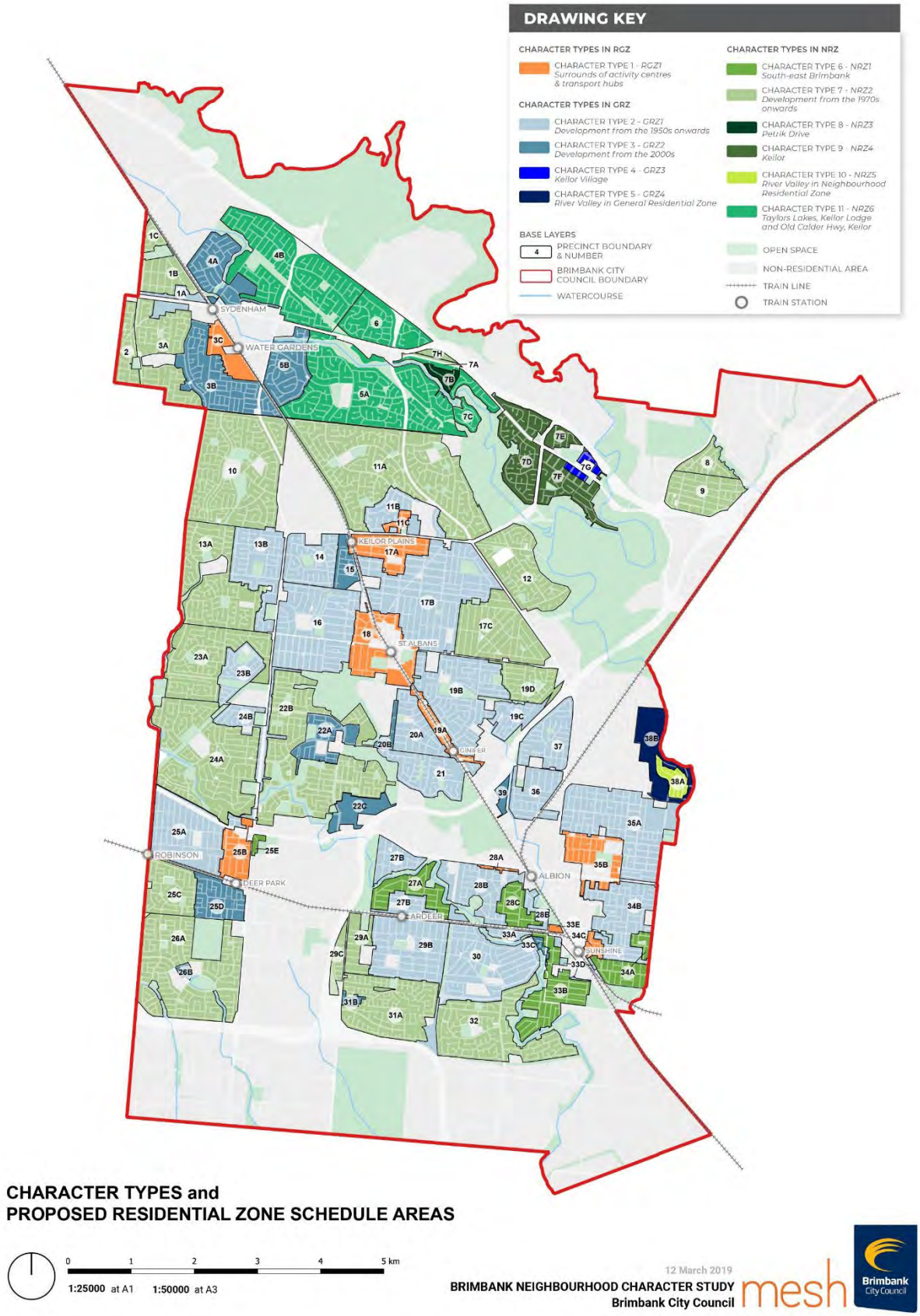
These precincts were then grouped into 11 Character Types based on commonalities in characteristics and preferred future character. A key outcome of the Study was recognition that large parts of the municipality demonstrate similarity in character features. Character Type 1 represented the RGZ, and the remaining 8 Character Types were defined based on more unique neighbourhood character features. A summary of the 11 Character Types is provided in Appendix 7.10.

The intent of the Neighbourhood Character Study was to inform changes and additions to the number and content of the zone schedules. The identified Character Types formed the basis for the recommended new zone schedules, which included proposed neighbourhood character objectives (for the GRZ and NRZ) and design objectives (for the RGZ), as well as new ResCode variations.

Due to the changed direction of PPN90 and 91, the Draft Neighbourhood Character Study could not be finalised.

The Draft Neighbourhood Character Study, along with the peer review of this Study, are now being used as inputs into this Project. The peer review of the Study found there to be further opportunity to consolidate character precincts where areas were identified by shared character features. Its recommendations have shaped and influenced the methodology adopted for this Background Report and will continue to factor into the approach to preparation of the Housing and Neighbourhood Character Strategies and the RDF.

Figure 27: Character types from the Draft Neighbourhood Character Study (2019)



Residential Zones

One of the key features of the reformed residential zones is the different maximum building height for each zone. The default maximum building heights of the zone apply across Brimbank (refer to Table 9), except for NRZ2, where a height limit of 12m applies and the GRZ2 where a four storey height limit applies.

Table 9: Maximum building heights of residential zones

Zone	Maximum building height
RGZ	4 storeys (can be increased by schedule)
GRZ	3 storeys (can be increased by schedule)
NRZ	2 storeys (can be increased by schedule)

In general, Brimbank's traditional housing stock (i.e., the original housing of the era of development) is generally single or double storey across all zones. Infill development in the NRZ and GRZ is predominantly single or double storey, with 2-3 storey development predominant in the RGZ (refer to the Suburb Profiles in Appendix 7.13 in the Appendices).

The GRZ's three storey height limit is an important consideration for this Project, particularly in areas where consistent lower heights are a valued character feature. At present, extensive three storey development in the GRZ is not a major threat to character, however, this is likely due to a combination of market conditions and lot sizes (lot sizes limit heights due to side setback requirements of ResCode). This Project will need to consider heights as part of the RDF. Where a lower height character is to be retained (2 storeys), the NRZ will be the appropriate zone.

Residential Zone Schedules

A schedule to the RGZ, GRZ and NRZ enables some key siting and amenity standards of Clause 54 and Clause 55 to be varied. A summary of the schedules in use in Brimbank is provided in Appendix 7.9.

The following provides an analysis of the impact of current residential zone schedules on neighbourhood character.

RGZ1

Unlike the other residential zones, neighbourhood character is not an explicit consideration of the RGZ. This is because the zone is intended for areas that are expected to change, and as such, provides opportunity to define design objectives.

The RGZ1 has been applied to support more intensive development around the Sydenham, Sunshine, Keilor Downs, Deer Park and St Albans activity centres. However, design objectives have not been defined, and application requirements require development to respond to 'characteristics identified in the neighbourhood and site description plan' (NSD) and contribute to a 'preferred denser character'. Decision guidelines place emphasis on a transition of built form scale and height to adjoining zones, the extent to which landscaping can soften the appearance of development and transition to adjoining development, the dominance of carparking and access, and the use of building design to protect privacy rather than screens.

The same schedule applies to all RGZ areas, despite variations to their existing contexts and an expectation by Council that the scale of development is graduated with increased distance from activity centres. While this expectation is broadly established in the purpose of the zone (i.e., a 'transition'), specific guidance for how to achieve this transition is not articulated in the zone schedule, other than references in the decision guidelines. Council has had limited success persuading VCAT that a different design response may be required depending on distance from an activity centre. Without clear policy guidance, it is difficult for applicants and decision makers to understand development expectations.

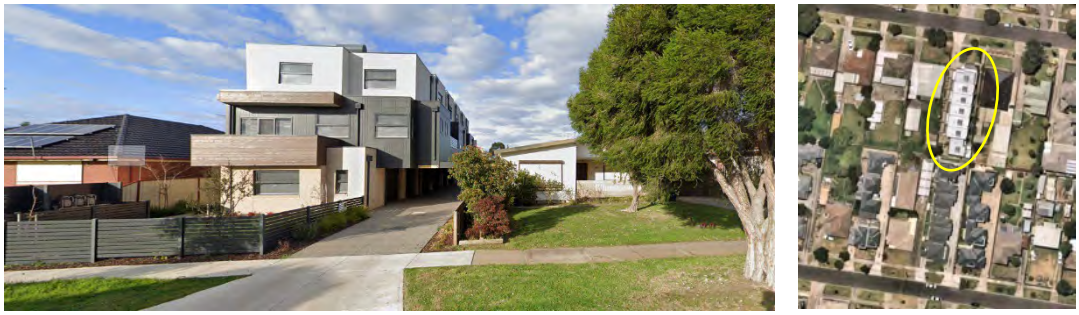
ResCode variations are set out in Appendix 7.9. These variations provide 'mixed messages' regarding support for denser development. Some variations (e.g., increased site coverage standards) allow for denser outcomes while protecting on site amenity (i.e., through enhanced open space requirements for balconies), while others (e.g., front setbacks and reliance on ResCode base standards for walls on boundaries and side/rear setbacks) appear to seek to protect the existing pattern of development by referencing existing development. Council planners have confirmed that in their experience, the front setback requirements are not achieving the desired outcomes and should possibly be reduced.

A review of emerging infill development in sample areas zoned RGZ1 indicate that multi-unit development of 2–3 storeys is occurring. It appears that building heights are likely limited by lot width, and a requirement to meet the objectives and standards of Clause 55.04-1 (Side and rear setbacks) and 55.04-2 (Walls on boundaries). While decision guidelines encourage consolidation of lots to maximise development, this is challenging to achieve.

Additionally, due to the minimum street setback requirement of the RGZ1, developments are generally providing front setbacks of 7m – 9m, to match the existing street setback pattern.

As a result of these policies, developments may make use of cantilevers over driveways to maximise upper floorspace, and front setbacks are often the only meaningful area available space for landscaping or tree planting. This is generally in accordance with B13 (Landscaping) as varied by the schedule to the RGZ, which requires a minimum of one medium sized tree to be planted in the front setback.

Figure 28: Street view (left) and aerial (right) example infill development in the RGZ1 in Power St, St Albans



GRZ1

The GRZ1 applies to neighbourhoods with reasonable access to services, facilities and public transport, including neighbourhoods surrounding the Sydenham, St Albans, Ardeer, Sunshine and Deer Park Activity Centres, and is intended to support incremental change. A single schedule applies to all GRZ neighbourhoods (except the Cairnlea Mixed Use Precinct), despite variations to the existing neighbourhood character of these areas.

No neighbourhood character objectives have been defined, although application requirements require consideration of neighbourhood characteristics and a design response that identifies how the proposed development responds to those characteristics. Decision guidelines place emphasis on a transition of built form scale and height to adjoining zones, retention of existing canopy trees, creation of opportunities for landscaping, the appearance of carparking and access, and retention of prevailing side setbacks.

ResCode variation requirements are set out in Appendix 7.9**.** Standards A17 and B28 (Private open space) and B13 (Landscaping) are varied by the schedule and seek enhanced landscaping and private open space outcomes.

The GRZ1 is mostly delivering single and double storey multi-unit developments, often with development provided in side by side or tandem arrangements, in accordance with the schedule variations. However, in some instances

VCAT has allowed secluded open space in the front setback [59] and minor reductions to front setbacks based on the mixed setbacks of the surrounding area [60].

Generally, tree planting in front setbacks is being achieved; however, planting along driveways is at times limited.

Figure 29: Example development in Albion, where secluded private open space permitted in front setback (far right dwelling)

Figure 30: Example developments in GRZ1 in Albion

[59] Black T Small Footprint Pty Ltd v Brimbank CC [2019] VCAT 1621 (18 October 2019).
[60] Nguyen v Brimbank CC [2019] VCAT 935 (24 June 2019).

GRZ2

This schedule applies to the Cairnlea Mixed Use Precinct. No neighbourhood character objectives or ResCode variations are used. A 4-storey height limit is specified.

The site is also subject to the DPO4. The site is currently undeveloped.

NRZ1

The NRZ1 is one of two NRZ schedules used in Brimbank. It generally applies to residential areas between activity centres and encourages only limited change. The NRZ1 is applied to a range of different neighbourhoods with varying characteristics.

Like the GRZ1, no neighbourhood character objectives have been defined, although application requirements require consideration of neighbourhood characteristics and a design response that identifies how the proposed development responds to those characteristics. Decision guidelines place emphasis on retention of existing canopy trees, creation of opportunities for landscaping, the appearance of carparking and access, and retention of prevailing side setbacks. These are like the GRZ (except for the GRZ's focus on transitions).

Infill development is occurring in the NRZ1, however the lack of specificity regarding how neighbourhood character should be protected or respected in the context of limited change has been the subject of commentary by VCAT[61], particularly where decisions turn on whether double storey development respects existing neighbourhood character.

ResCode variations are set out in Appendix 7.9. They reduce the site coverage and increase the landscaping and private open space requirements. Combined with the emphasis on side setbacks in the decision guidelines, this schedule seeks a more open and spacious feel.

An analysis of sample infill developments revealed that development outcomes are often similar to the GRZ1.Space is generally being provided for landscaping in front and rear setbacks, although landscaping along driveways is often limited, and canopy trees are not always provided. Developments are predominately arranged in tandem with an accessway running along the side boundary (refer to example of a development in Sydenham in Figure 31, in an area that contains several similar multi-unit tandem developments). While this design response often achieves the site coverage standard, there is reduced opportunity for permeable surfaces and double storey development at the rear can negatively impact neighbourhood character.

Figure 31: Street view (left) and aerial (right) examples of infill development in NRZ1 in Argyll Street, Sydenham

[61] Riva Ridge Pty Ltd v Brimbank CC [2020] VCAT 1342.

NRZ2

The NRZ2 applies to a small area in Sunshine North. Like the NRZ1, no neighbourhood character objectives are specified, and application requirements require consideration of neighbourhood characteristics and a design response that identifies how the proposed development responds to those characteristics.

The variations to ResCode include a lesser open space requirement than NRZ1. A height limit of 12m applies.

This is a new development area, of predominantly double storey, single dwellings on a lot. Development subject to the Maribyrnong River Valley Design Guidelines that are specific to the development and implemented by the DDO1. There is no 'infill' development as such occurring in the NRZ2.

Figure 32: Street view (left) and aerial (right) example developments in NRZ2 in Sunshine North

Development Plan Overlays

DPOs identify land where a development plan must be prepared to guide future use and development before a permit can be issued. They can be used to provide greater control of design outcomes than zones alone and aim for more cohesive development across specified areas. In Brimbank, DPOs apply to medium to large redevelopment sites and are described in more detail in Appendix 7.7. Each DPO influences neighbourhood character in a unique way, depending on the site, context and development and design objectives of the Development Plan, as show in Figure 33 to Figure 36.

Figure 33: Two examples of development within DPO3 in Sunshine North

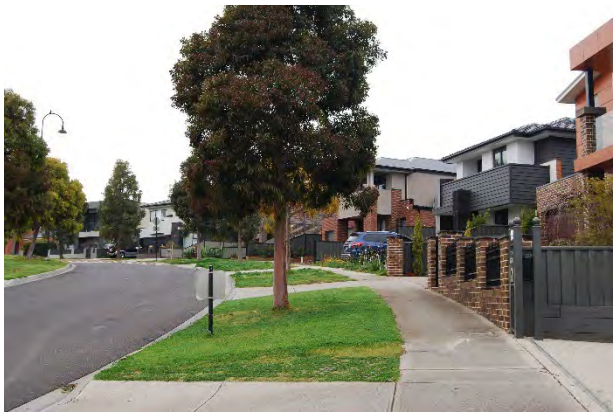


Figure 34: Townhouses (left), detached housing (centre) and apartments (right) within Cairnlea Estate

Figure 35: St.A Estate townhouses next to an area under construction (left) and fronting open space and play equipment (right)

Figure 36: Two examples of development within DPO13 in Sunshine West

Design and Development Overlays

DDOs identify areas which are subject to specific design and built form requirements. In Brimbank, DDOs in residential areas relate primarily to:

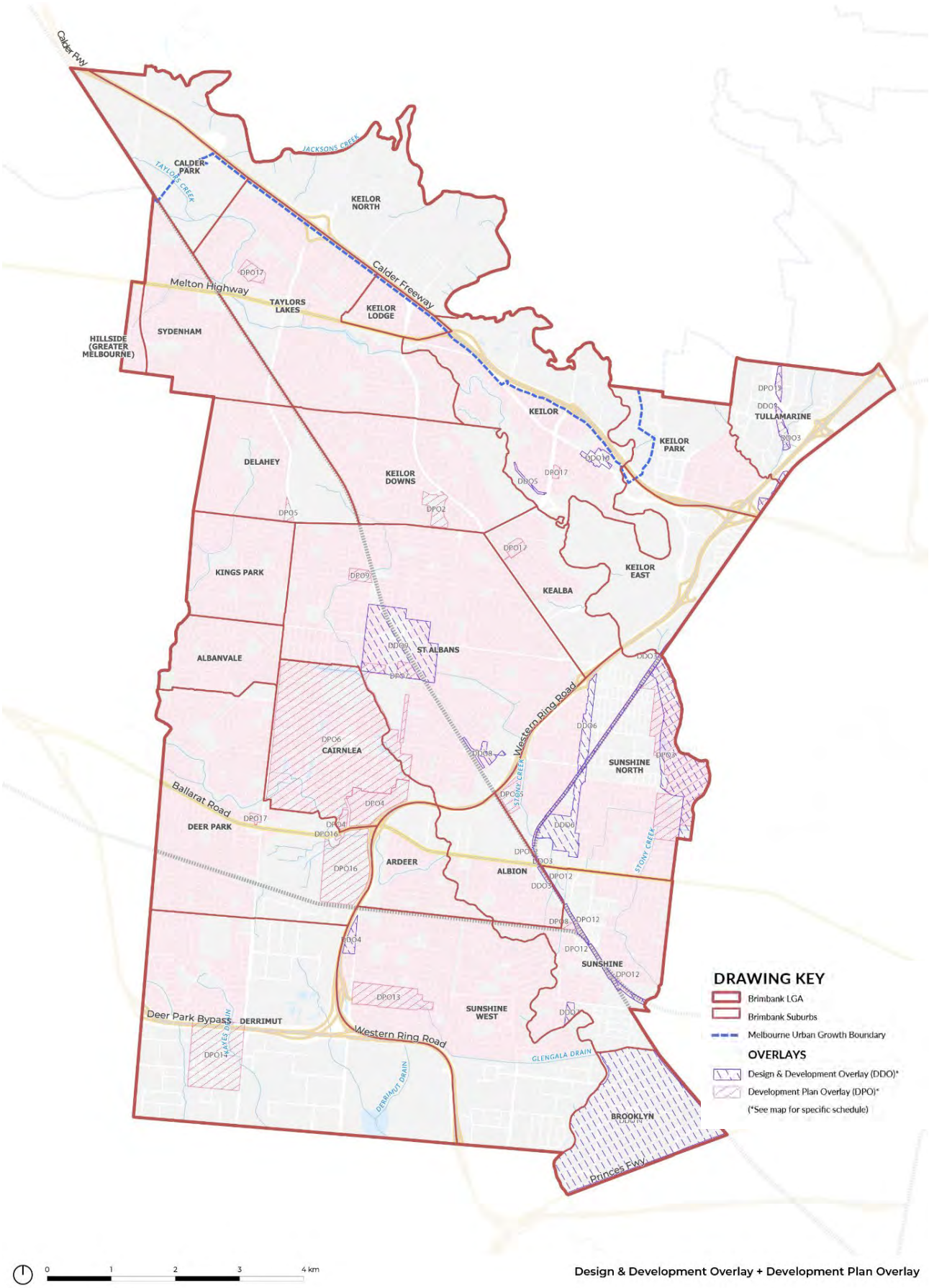
- Establishing an appropriate interface with adjoining natural environments and protecting skyline views (such as DDO1along the Maribyrnong River and DDO5 along Taylors Creek),
- Ensuring dwellings are built with appropriate noise mitigation (such as DDO4 along the Western Ring Road), and
- Encouraging high quality design responses in mixed use and redevelopment precinct and around activity centres (such as DDO6 in North Sunshine, DDO7 in Sunshine, DDO9 in St Albans Activity Centre, DDO10 in Keilor Village Activity Centre).

DDOs can give much stronger and more specific design guidance than zones alone. Examples of the outcomes achieved in DDO areas are shown in the Figure 37 and Figure 38.

Figure 37: Detached (left) and apartment (right) dwellings affected by DDO1 in Sunshine North

Figure 38: Dwellings affected by DDO7 in Sunshine

Figure 39: DDOs and DPOs



Heritage Overlays

HOs function to conserve and enhance places of natural or cultural significance. These places are identified through heritage studies and other strategic work.

Significant heritage features identified by HOs (shown in Figure 24) are often an important contributor to that neighbourhood's character.

Precinct HOs have a significant influence on neighbourhood character, these include:

- HO19, affects the Commonwealth Munitions Housing Estate in Sunshine. Dwellings are generally uniform in colour, style and siting, are of low scale and provide moderate front garden landscaping.
- HO21 affects the ICI Residential Heritage Area in Deer Park. Constructed for industrial workers of the former Nobel factory, these dwellings sit within close proximity to adjoining industrial areas. Dwelling styles reflect a sequence of development in their distinctive styles and forms reflecting Indian bungalow style, cottage style and brick Californian bungalow style. More recent contemporary dwellings are non-contributory to the precinct.
- HO23 and 24 recognises the McKay Housing Estate along the western boundary of Sunshine and eastern areas of Albion. Heritage dwellings sit amongst more contemporary dwelling styles and infill development.
- HO25, which affects the Railway Station Estate south of Sunshine Train Station. Dwellings are predominately weatherboard material with Dutch or gable roof styles. New development is limited and largely occurs in Morris Street.
- HO26 applies to the War Service Homes Heritage Area, north of the McKay Housing Estate in Albion. Dwellings in this area appear to be primarily the original housing stock, with limited infill, contemporary development.
- HO151 applies to the Grand Junction Estate and Matthews Hill Precinct. Dwellings in this area are predominately traditional housing stock, however contemporary housing forms are present. The overlay also applies controls to the Canary Island Palms that are features in Robinson Street reserves, and the street tree planting at the junction of Hill, Drayton and Matthews Streets.

Figure 40: Two examples of dwellings affected by HO23 in Sunshine

Figure 41: Two examples of dwellings affected by HO26 in Albion

Figure 42: Dwelling affected by HO21 in Deer Park

Albion Neighbourhood Plan (Brimbank City Council, 2013)

The Albion Neighbourhood Plan was prepared in response to community feedback regarding Regional Rail Link works. It sets out a vision for the preferred future for Albion over 20 years, to 2032. This includes actions related to the public realm, connectivity, traffic management, community infrastructure and built form. The plan seeks to strengthen Albion's existing character through protection of heritage and period building elements and to support diverse housing and affordable living.

The plan identified Albion as having a strong sense of identity, with residential areas, local shopping strips and open spaces all contributing to the overall character. It also introduced the possibility of applying an NCO to identify existing and preferred neighbourhood characteristics and to ensure future development would respect neighbourhood character, but the plan alone was not enough to justify an NCO. Strategic work was subsequently undertaken by consultants in preparation for an amendment that would apply this overlay. Ultimately, however, the consultants advised that an NCO would be difficult to justify due to the range of housing present within Albion as well as Albion's similarity to nearby areas.

Previous assessments completed by Hansen, and by Mesh for the 2019 Draft Neighbourhood Character Study, did not identify Albion as a special area. From site inspections undertaken for this Background Report, it has been observed that the character of Albion is somewhat unique and distinct from surrounding areas (refer to Suburb Profile). Some areas are protected by the HO. Outside the HO, many streets comprise the type of low-scale, detached dwellings seen in the HO, particularly in the streets west of Perth Avenue where low scale weatherboard and brick homes are particularly intact. However, between Adelaide and Perth Streets, and Selwyn Street

surrounding Selwyn Park, there are frequent contemporary developments of double storey townhouses and units that disrupt the consistency. This Project will provide strengthened guidance regarding neighbourhood character for Albion; however, whether Albion is sufficiently 'special' to warrant specific controls will be determined as part of the Neighbourhood Character Strategy.

VCAT Neighbourhood Character Planning Decisions

Appendix 7.12 contains a review of several VCAT decisions involving neighbourhood character in recent years (since *Home and Housed* was implemented). This review provides insight into how the current planning framework is being interpreted and common issues that have arisen. Key themes from that analysis, and the relevance to this Project, are summarised below.

Balancing change and character in the RGZ

VCAT opinions varied regarding how much weight a proposed development must give to the existing neighbourhood character context in the RGZ. Conflicts between policy relating to neighbourhood character and the purpose of the RGZ to accommodate substantial change were highlighted, as was the absence of policy direction regarding how character should be considered or balanced against change expectations. This conflict needs to be addressed through this Project, with specific design objectives articulated for RGZ areas.

Key quotes include:

"It is apparent that the Council's and respondents' concerns with this proposal relate to the scale of change that it will make to the area which is currently dominated by single-storey, detached houses. However, the 'scene has been set' by the zoning of the land as RGZ1, which applies to substantial change areas"[62]

"In the context of the RGZ1 where substantial change and more intensive development is supported and the purposes of the zone not seeking to protect or respect neighbourhood character, it is to be expected that the form and scale of buildings will be different from the low scale detached housing that currently dominates the character of this area. However, the relevant planning policies do seek a preferred character that consists of 'high quality design that responds to surrounding housing development' and seek 'to promote development that is well designed, innovative and responds to its location and context...These requirements are supported by planning policy in the same way as the encouragement for more intensive housing is supported. Consequently, they carry a similar weight and provide guidance on the future character of the area zoned Residential Growth. In this context, I find that the proposal does not strike an appropriate balance between the objectives for more intensive residential development and the relatively modest landscaping requirements for individual developments"[63]

...the zoning of the land does not negate the assessment of the development within its context. Contextual understanding of the place in which the site finds itself is important, both from a neighbourhood character and amenity perspective…Within this milieu of lack of incorporated guidelines, discretional policy directives, and specific zone schedule changes, the importance of a contextual response to the front setback is paramount."[64]

Transitioning development intensity in the RGZ

VCAT has set aside Council's position that intensity and scale of development should be graduated in the RGZ with distance from the activity centres. VCAT has noted that there is no policy support for this position, and that transitions referred to in the decision guidelines of the zone schedule relate to interfaces with different zones, not proximity to activity centres or adjoining lots. This finding would suggest that zone schedules will need to be more explicit about how expectations for development transitions are defined (either through multiple schedules or design objectives or decision guidelines).

Key quotes include:

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[62] I and F Investments Pty Ltd v Brimbank CC [2021] VCAT 603.
[63] Canterlever Construction Pty Ltd v Brimbank CC [2021] VCAT 19.
[64] CitiWest Constructions Pty Ltd v Brimbank CC [2021] VCAT 363.

"The Council's expectation of higher levels of change closer to activity centres is not clearly articulated in the planning statements at clauses 21.04 and 21.07…They do not articulate that the intensity of development expected in the RGZ1 is to be graduated relative to proximity to an activity centre." [65]

"…consideration of issues regarding built form, scale and height transition are focussed on developments that have an interface with land in a different zone, rather than the interfaces between individual lots in RGZ1." [66]

Absence of neighbourhood character guidance in the GRZ

Cases in GRZ areas that turn on whether the proposal responds to the neighbourhood character have noted the absence of policy guidance and/or the generic nature of policy guiding residential design. Issues relating to siting, setbacks, scale, and design details were determined on a case-by-case basis having regard to the surrounding context. This points to the need for this Project to define spatially specific character expectations for Brimbank's neighbourhoods.

Key quotes include:

"It was common ground that as there was no specific preferred neighbourhood character statement for this area an assessment of neighbourhood character needs to be based on the existing character of the area, in accordance with Clause 55.02-1 of the scheme." [67]

"…the siting, massing and appearance of the development should fit comfortably into the prevailing character of the area. There is also clear guidance as to the appearance, materials, front setbacks and location of garages within new developments. Landscaping is clearly encouraged." [68]

"My reading of the existing generic Clause 21.07-3 Residential Design of the Planning Scheme is that the key elements that contribute to the existing neighbourhood character are building setbacks, colours and finishes, design detail and the landscaped setting. This Clause relates to the entire municipality and is not specific to this local neighbourhood alone." [69]

[65] I and F Investments Pty Ltd v Brimbank CC [2021] VCAT 603.
[66] Ibid.
[67] Black T/Small Footprint Pty Ltd v Brimbank CC [2020] VCAT 1262.
[68] Tabone v Brimbank CC [2018] VCAT 100.
[69] Black T Small Footprint Pty Ltd v Brimbank CC [2019] VCAT 1621.

Adequacy of landscaping

VCAT decisions relating to adequacy of landscaping outcomes in multi-unit development proposals has been mixed. VCAT has supported Council's aspirational policies and ResCode variations that seek better landscaping outcomes than historically achieved in Brimbank. However, VCAT has also pushed back on requests for further landscaping in other instances on the basis of compliance with other open space standards. These mixed interpretations support a strengthened role for policy and design/neighbourhood character objectives relating to landscaping expectations. However, one VCAT member has noted an inherent conflict between increased densities and expectations for greater canopy tree coverage on private land. These findings suggest that policy direction may need to be more targeted to achieve improved landscape and canopy tree coverage in parallel with growth.

Key quotes include:

"…planning scheme policies, controls and provisions including the varied clause 55 standards and decision guidelines in Schedule 1 to the RGZ…collectively emphasise the importance of high quality urban design and buildings and ***better landscaping outcomes*** *than what has historically occurred in Brimbank."*[70]

*"I think that the compliance of the width of the SPOS areas with the schedule to the zone provides a basis to conclude that these areas can support vegetation that can contribute to landscaping objectives…In my view, (*Council*) cannot reasonably say that open space areas that comply with the scheme fail to provide an adequate landscaping area."*[71]

"In regard to a landscaped setting, as I have said already it is very much an aspirational aspect of Council's local planning policies. I think that the way in which the Council has approached this aspiration in this case is (with no offense meant to the Council) a little bit overcooked."[72]

"I think that an inevitable outcome of encouraging more dwellings within established neighbourhoods is less canopy vegetation within private properties…In areas where further development is encouraged by policy, landscaping has to be largely provided in public area such as streets, parks and shopping centres. It is a reasonable trade-off for the wider benefits of accommodating more people in the established suburbs."[73]

Specific housing outcomes, such as reverse living or double storey at the rear

VCAT has noted that reverse living as a design outcome can be problematic in certain locations, particularly where it results in poor internal amenity to avoid overlooking of neighbours.

Regarding two storey development at the rear of the lot, VCAT has noted a lack of policy guidance. In its absence, proposals have been assessed against Clause 55 requirements and the impact of the buildings' mass on neighbours.

These findings suggests that local policy in relation to reverse living formats and double storey at the rear could be strengthened to encourage appropriate siting and design responses.

Key quotes include:

"reverse living arrangements are most effective when they are designed to take advantage of views."[74]

*"There is no specific policy guidance that addresses or discourages such built form (*two storey at the rear of lot*). Two storey dwellings are contemplated in clause 55.04 through the standards and objectives relating to setbacks to boundaries and walls on boundaries, as well as amenity considerations such as overshadowing secluded private open space and daylight and solar access to habitable rooms."*[75]

[70] Canterlever Construction Pty Ltd v Brimbank CC [2021] VCAT 19.
[71] Tabone v Brimbank CC [2018] VCAT 100.
[72] Kropf v Brimbank CC [2020] VCAT 941.
[73] Tabone v Brimbank CC [2018] VCAT 100
[74] Bullion Constructions Pty Ltd v Brimbank CC [2017] VCAT 2097.
[75] Tabone v Brimbank CC [2018] VCAT 100.

Absence of direction regarding limited change expectations in NRZ

VCAT has highlighted the lack of guidance around expectations for character and change in the NRZ where limited change is specified but with no description of what this means. VCAT has also commented on the perhaps excessive use of the word 'protect' in reference to neighbourhood character, where other State provisions require 'respect'.

The expectations for change in the NRZ have changed as part of the zone reforms, and as such, this Project will need to define clearly what is meant by limited (now referred to as minimal) versus incremental change in the NRZ, and how neighbourhood character can be respected in different settings.

"In terms of policy, I do note that the local planning policies describe the location of this site and the neighbouring properties as being a limited change area, but there is actually no real description as to what that means. It is used in this planning scheme as a very generic term. It seems to me it is really going to depend on the design that is proposed for a particular site as to whether or not you can be satisfied that it is effectively an acceptably amount of limited change."[76]

"'Protection' is quite strong language in a planning scheme. Then the purpose of the zone says that new development should respect the neighbourhood character."[77]

5.3 General Influences on Character in Brimbank

Lot Size

The size and pattern of residential lots varies across Brimbank. Lot sizes and pattern variation result in differences to dwelling massing, setbacks and landscaping and have a direct influence on neighbourhood character.

Lot size variation also results in housing typology variation. Smaller lots typically indicate townhouse and unit typologies, whereas moderate to large lot sizes typically accommodate detached dwellings. Very large lots may indicate other uses (e.g., schools, childcare etc located in residential zones) or dwelling typologies (e.g., aged care). Table 10 outlines this Project's categorisation of lot sizes and their relevance in terms of planning permit triggers for single dwellings on lots. It is noted that all multi-unit developments require a planning permit.

[76] Kropf v Brimbank CC [2020] VCAT 941.
[77] Ibid.

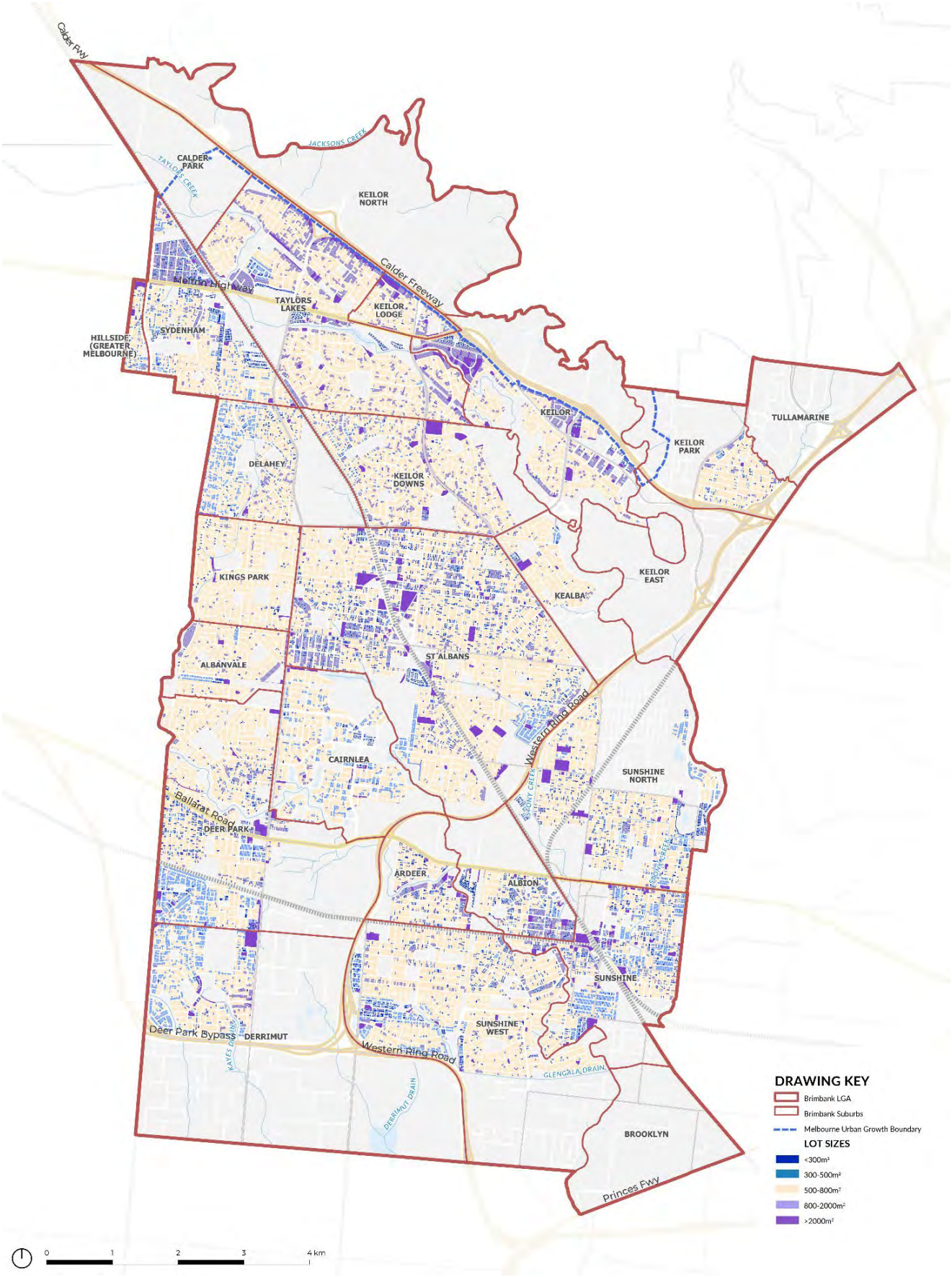
Table 10: Lot size definitions and planning permit relevance

Lot size	Definition	Planning/building approval requirements for single dwellings on lots
Very small	Less than 300m^2	Lot size of less than 300m^2 triggers a permit to construct or extend a single dwelling. Proposals are subject to Clause 54 and Clause 55 provisions, and any variations in the schedules to the zones. Building permit must be in accordance with the planning permit.
Small	300–500m^2	Prior to the Housing Statement introduced by the State Government in September 2023, lot sizes of 300–500m^2 could trigger a planning permit to construct or extend a single dwelling in the zone schedule (not currently used in Brimbank). Proposals triggering permits were subject to the same provisions as above. Since the Housing Statement, a planning permit is no longer required. Nonetheless, a building permit is required to be in accordance with the Building Regulations, and dwellings are subject to any ResCode variations specified in the residential zones.
Moderate	500–800m^2	A building permit is required to be in accordance with the Building Regulations, and subject to any ResCode variations specified in the residential zones. May attract multi-unit development.
Large	800–2000m^2	A building permit is required to be in accordance with the Building Regulations, and subject to any ResCode variations specified in the residential zones. However, these lots are more likely to be redeveloped for multi-unit developments.
Very large	2000m^2 or greater	Very large lots unlikely to be redeveloped for single dwellings.

Small lot sizes generally indicate a moderate level of site coverage with moderate scale private realm landscaping. Clusters of smaller lots within a street or infill development area often comprise greater expanses of impervious surfaces and have reduced landscaping, influencing the landscaping character of an area.

Larger lot sizes can present opportunity for new infill development or present further opportunity for large format residential and aged care outcomes. In areas surrounding university campuses, they also present an opportunity for multi storey student housing. While a positive development outcome from a housing diversity perspective, the potential impact of these uses on neighbourhood character will need to be considered in the context of Housing Strategy objectives to meet diverse housing needs.

Figure 43: Lot sizes



Eras of Development

Residential development in Brimbank spans several eras, from the 1900s to contemporary development and redevelopment. In the 2019 Draft Neighbourhood Character Study, era of development was a key category that defined Character Types.

1900s to 1950s housing

Housing characteristic of the 1900s–1950s is simple in design, reflecting the economic austerity of the time coupled with a desire to modernise.[78] In Brimbank, residential areas from this time are typically grid-based, with double-fronted detached dwellings of brick and weatherboard on small to moderate sized lots. Dwelling sizes typically allow for front and back yards with plenty of space for lawns and landscaping. Where redevelopment has occurred, it has often been in the form of medium density housing scattered throughout the original housing stock.

Figure 44: Two examples of 1900s to 1950s dwellings in Brimbank

1950s to 1960s (post-war)

Post-war housing was built during a time of prosperity. This is reflected in larger, detached houses designed for families.[79] As demand for housing was high at this time, dwellings from this period typically feature materials that were accessible and easy to install, such as mass-produced large square windows.[80] Areas that are characteristic of post-war development have moderate lot sizes and redevelopment has tended to be in the form of multi-unit developments.

[78] Heritage Council Victoria 2010, *What house is that?* 3rd edition, Heritage Council website, accessed 14 Feb 2023, https://heritagecouncil.vic.gov.au/your-home/what-house-is-that/.
[79] Ibid.
[80] Clements Clarke Architects 2022, *Design Spotlight: What is Post War Architecture?* Clements Clarke Architects website, accessed 14 February 2023, https://clementsclarke.com.au/what-is-post-war-architecture/#:~:text=In%20contrast%20to%20Modern%20design%E2%80%99s%20more%20contemporary%20alternatives%2C,windows%20that%20encouraged%20a%20greater%20use%20of%20glass.

Figure 45: Two examples of 1950s to 1960s post-war dwellings in Brimbank

1970s to 1980s housing

Housing from the 1970s and 1980s reflects an emergence of more modern development styles. Single dwellings tend to be larger than that of previous eras, taking up more space on the lot. This era saw a rise in the popularity of multi- level units and walk-up apartments as a more affordable option.[81] Visually, houses from the 1970s and 1980s are characterised by their use of red, browns and orange earthy tones, with brick as a common building material.[82,83] Street layouts from this time tend to exhibit more curves, with cul-de-sacs as a commonly observed element.

Figure 46: Apartment (left) and detached (right) examples of 1970s to 1980s housing in Brimbank

1990s to 2000s housing[84]

This era of housing reflects the desire of homeowners to express innovation and uniqueness through material selection and the structure.[85] Dwellings from the 1990s to 2000s typically feature large windows and little decoration of the façade.[86] In Brimbank, certain areas from this period exhibit variation; others display relative uniformity of design, with large houses on moderate lots. Street networks are curvilinear, with roundabouts and occasional cul-de-sacs. Lack of private open space on individual lots is often compensated for with public open space. Medium

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[81] Picket C n.d., *The 'six-pack': the past and present of walk-up flats,* accessed 15 February 2023, https://www.aicomos.com/wp-content/uploads/2009_UnlovedModern_Pickett_Charles_SixPack_Paper.pdf.
[82] Ibid.
[83] Design Build 2018, *The 1970's – A Significant Period for Residential Architecture,* Design Build website, accessed 15 February 2023, https://designbuildexpo.com.au/design-interiors/1970s-significant-period-residential-architecture/.
[84] Includes up to the present day.
[85] Domain 2015, 'Project homes and the Individual style of the 90s and 00s', Domain, accessed 14 February 2023, https://www.domain.com.au/advice/project-homes-and-the-individual-style-of-the-90s-and-00s/.
[86] Gross R 2015, *Roots of Style: How Did Your Australian Home Get Its Look,* Houzz website, accessed 15 February 2023, https://www.houzz.com.au/magazine/roots-of-style-how-did-your-australian-home-get-its-look-stsetivw-vs~26846438.

density development and infill development, when present, has commonly taken the form of townhouses, duplexes or multi-unit developments.

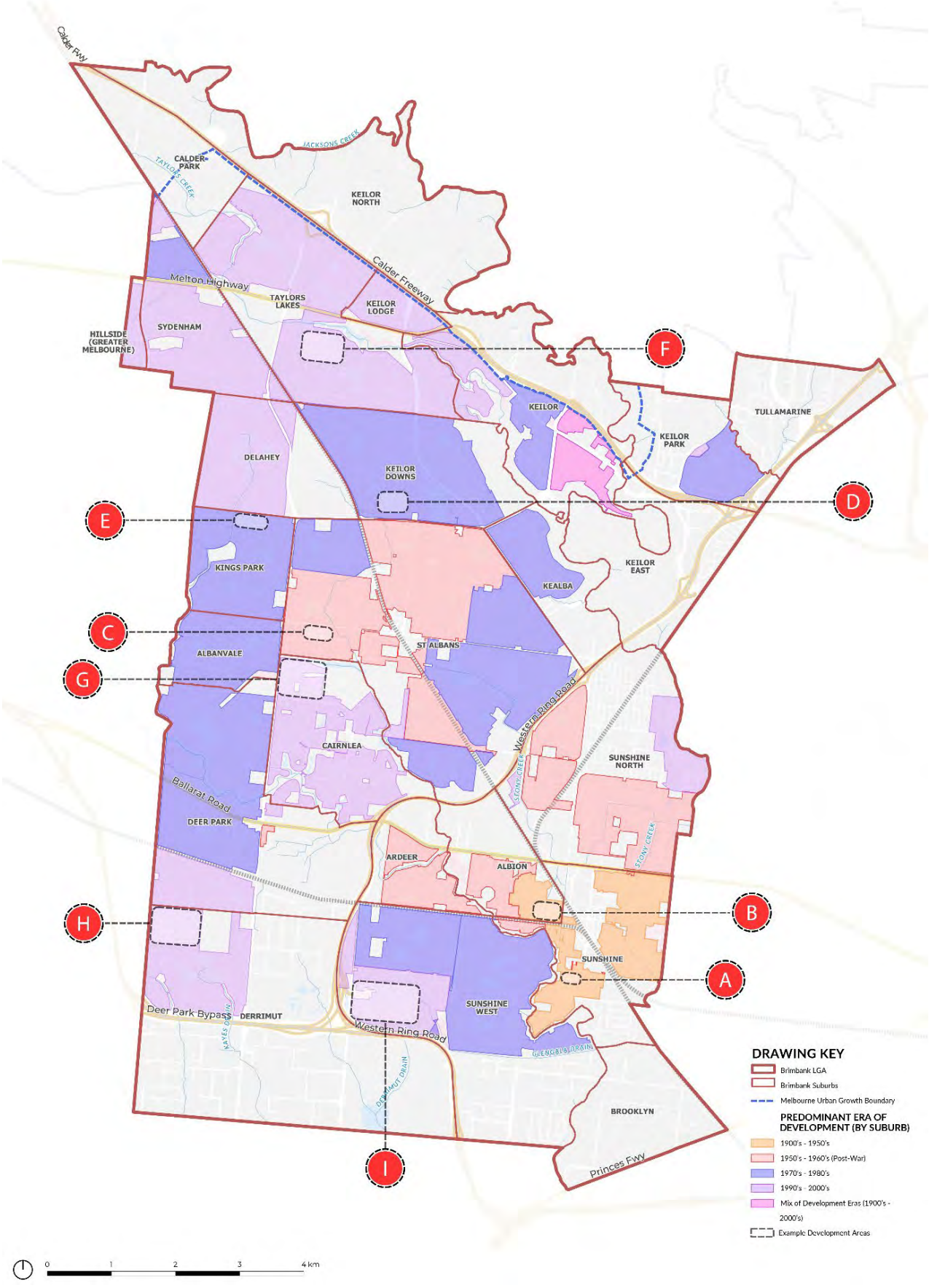
Figure 47: Examples of 1990s to 2000s housing in Brimbank

Patterns of redevelopment

In Brimbank, areas originally developed between the 1900s and 1960s have begun to experience redevelopment (i.e., new dwellings that replace older existing dwellings), generally in the form of multi-unit developments or low scale apartments. At the same time, areas of Brimbank more recently developed (1970s–2000s) are experiencing infill development (i.e., new dwellings built on vacant lots within mostly developed areas).

Figure 48 and its associated callouts show examples of patterns of development and redevelopment (where applicable) for each of the eras.

Figure 48: Examples from different eras of development



1900s to 1950s

Sunshine

- Grid street network
- Mostly small sized lots with small houses characteristic of original housing stock
- Moderate to generous setbacks – moderate to generous front and back yards
- Limited contemporary redevelopment

Albion

- Grid street network with wide streets
- Mix of moderate and large original lots with detached housing and small lots with contemporary multi-unit development

1950s to 1960s (Post-war)

St Albans

- Grid street network with wide streets
- Mix of moderate and large original lots with detached housing and small lots with contemporary multi-unit development

1970s to 1980s

Keilor Downs

- Curved street network with cul-de-sacs
- Moderate front setbacks
- Large houses on mostly moderate sized lots – greater site coverage than previous eras
- Limited medium density development

Kings Park

- Mix of grid and curved street networks with cul-de-sacs
- Large houses on mostly moderate sized lots – medium to high level of site coverage
- Limited medium density development

1990s to 2000s

Taylors Lakes

- Curvilinear street network
- Large houses on mostly moderate sized lots – high level of site coverage
- Backyard swimming pools are common
- Integrated network of public open space

Cairnlea

- Curvilinear street network
- Large houses on small to moderate lots – medium to high level of site coverage
- Scattered duplexes and multi-unit developments
- Integrated network of public open space
- Limited medium density infill development (some townhouses in the bottom lefthand corner)

Derrimut

- Curvilinear street network
- Large houses on small to moderate sized lots – high level of site coverage
- Integrated network of public open space

Sunshine West

- Curvilinear street network
- Minimal to moderate setbacks – high level of site coverage
- Sizeable areas of infill medium density development in the form of townhouses and low scale apartments
- Integrated network of public open space

Landscape Interfaces

Some of Brimbank's residential areas interface with creek lines, undulating topography and significant grasslands (which are often affected by ESOs or SLOs). In other areas, utility corridors such as powerline easements and drainage corridors interface with residential areas. These features shape residential subdivision patterns, connectivity to adjoining areas and have a broader influence on the character of an area.

Building forms and siting in the north and north-east within Keilor, and more recently Sunshine North, are influenced by undulating topography and adjoining creek lines. Clause 12.03-1L[87] (in the PPF) directs development in these areas to be set back along escarpments and ridgelines to accommodate landscaping that minimises the visual impact of development. Clause 12.03-1L also requires development design to respond to the natural topography of the land, minimising cut and fill and discouraging the construction of large extents of impervious areas.

Despite this, some developments in Keilor and Sunshine North utilise cut and fill, and design responses often appear to take advantage of view lines rather than being 'tucked' into the topography.

Some ESOs and SLOs along river and creek corridors incorporate built form objectives and guidelines seeking to protect views, avoid visually intrusive buildings and works, and achieve particular landscape outcomes. However, these overlays have limited scope to directly influence the development on adjoining residential areas as they apply only to the public land, not the residential land.

DDOs are the primary tool for guiding the built form, along these interfaces, however, the current DDOs comprise less detail and direction that the ESO/SLO.

This Project will need to consider whether there is a need for strengthened built form or landscape controls at the interfaces to these sensitive and significant corridors, and in particular, whether there is a need to review the DDOs.

Fifteen percent of Brimbank comprises local parks and reserves which provide greening amenity, access to open space for residents and influence neighbourhood character. In areas adjoining large open space and natural settings such as Keilor and Taylors Lakes, landscaping often connects across the private and public realm including onto the nature strip and contributes to the landscape setting.

Other residential areas which abut small scale open spaces and creek lines often use rear fences to separate residential areas from adjoining open space. Examples of this occur in Albanvale, Delahey, Kings Park and Deer Park.

Residential interfaces to utility corridors vary. In Hillside, drainage corridors provide opportunities for additional canopy coverage and informal pedestrian connections. In Taylors Lakes and Sunshine West, residential development often provides rear fence interfaces with powerline easements which limits connectivity.

[87] Clause 21.05 in the current old format LPPF.

Figure 49: Landscape setting in Keilor (left) and a rear fence interface to a park in Albanvale (right)

5.4 Contributors and Threats to Neighbourhood Character

A summary of site inspection observations is included in the Neighbourhood Character Suburb Profiles (the Suburb Profiles) in Appendix 7.13.

The following features have emerged as the dominant contributors or threats to neighbourhood character in Brimbank. Contributors and threats are used, along with the Suburb Profiles, to inform the emerging neighbourhood character precincts outlined in this Background Report and will be used to inform preferred character statements in draft Neighbourhood Character Strategy.

DEFINITIONS

Contributors: Features that comprise or add to neighbourhood character.

Threats: Features that have the potential to impact on or erode neighbourhood character.

Contributors

Vegetation and Landscaping

The cumulative effect of vegetation and landscaping contribute to neighbourhood character in Brimbank, specifically:

- Landscaping of the public realm including open space, pocket parks and linear reserves.
- Retention of remnant native vegetation in open grasslands and bush land reserves.
- Landscaping of individual private gardens.
- Establishment of street trees and canopy trees in both the public and private realm.

Public ream landscaping is a mixture of informally and formally planted native and non-native vegetation in open space reserves, nature strips, central medians and as part of streetscape improvement works. Where private realm landscaping contributes to character, it is predominately in the form of moderate scale, formal gardens. Species selection is varied, and often reflects the era of development or the preferences of individual landowners. Exotic Palms and Cyprus trees are a regular feature in private gardens. These are particularly evident in Keilor Downs, Hillside and Sydenham. In other areas a mixture of native species, fruit trees and olive trees line streets and contribute to overall canopy coverage and local character. Olive and fruit street trees are typical in Keilor Park and St Albans.

There is not one dominant landscape style across the municipality. Areas in the north, such as Keilor and Keilor Lodge, typically exhibit greater scale, volume and variation in species planting. Areas in the west, such as Delahey and Kings Park frequently exhibit lower-scale planting and greater expanses of lawn.

As noted in the Residential Zones assessment above, enhancement of landscaping on private lots, and particularly in the front setback, has been a key focus of the zones to date.

Suburbs where landscaping and vegetation typically contributes to neighbourhood character include Keilor, Keilor Lodge, Keilor Downs Taylors Lakes, Hillside and St Albans.

Figure 50: Landscape setting in Keilor Lodge (left) and exotic and Cyprus trees in Keilor Downs (right)

Consistency of Siting, Setbacks and Site Coverage

The scale and siting of dwellings influences the character of a streetscape. Consistency and uniformity are created by dwellings which conform to similar building envelopes and address to the street. New developments which respect the existing siting and setbacks of the street continue to contribute to the streetscape even when material selection or form differ.

The siting and setbacks of dwellings varies significantly throughout Brimbank.

Uniform siting and setbacks are a particular feature of 1970–1980's style development in Sunshine West, Keilor Downs, Keilor Park, Kealba, Kings Park, Albanvale and parts of Deer Park, St Albans and Keilor. These areas generally exhibit moderate front setbacks and vehicle parking within a side setback. The alternate side setback (on the other side of the house) in this instance is typically smaller, but still retains separation to the adjoining dwelling.

An increase in site coverage is typical of contemporary development in Keilor Lodge, Kealba, Keilor and Derrimut. Dwellings in the north typically have uniform, moderate front setbacks which provide opportunity for landscaping. Minimal to moderate front setbacks are more typical in the south where an increase in site coverage results in large areas of impermeable surfaces and reduces canopy coverage.

Figure 51: Moderate uniform front setbacks in Kings Park (left) and reduced front setbacks in Derrimut (right)

Consistency of Building Heights

Brimbank's traditional housing stock is predominantly single and double storey. The consistency of these heights can contribute to the character of an area. This is particularly evident in Ardeer, Albanvale, Kings Park, Deer Park and Delahey where consistent single storey building heights contribute to a low scale setting and creates sightlines to canopy trees.

In other areas infill development typically constitutes 2-3 storey building heights. The consistency of double or greater building heights in these locations contributes to the evolving character of an area. This is evident in St Albans, Sunshine and Sunshine North. This is also particularly evident in areas abutting activity centres in Cairnlea, St Albans and Sunshine where new development often achieves three storey or greater building heights.

Figure 52 Taller building heights in St Albans (left) and consistent single storey building heights in Delahey (right)

Consistent, Complementary Colours and Materials

Consistent colours and materials can contribute to the cohesiveness of an area.

Brick is a common material used throughout Brimbank. Colours are typically brown and/or orange tones. Brick materials typically require less upkeep than timber materials and contribute to the sense of a well-maintained streetscape or area. Dwellings adjoining waterways and ridgelines which feature muted tones and natural details visually integrate dwellings into the broader natural environment. This is evident in Keilor along Riverside Avenue as an example.

In other areas, contemporary development varies colour and material palettes from existing development, but respects other character features, and as a result, complements rather than conflicts with the streetscape. This is particularly evident in Cairnlea and Derrimut where colours and material diversity create visual interest and streetscape variation.

Suburbs where colours and materials contribute to character include Keilor, Hillside, Derrimut, Cairnlea, Albion, Ardeer, Sunshine and Sunshine West.

Figure 53: Consistency of brick colours in Ardeer (left) and diversity of colours and materials in Cairnlea (right)

Low to Moderate Height Front Fencing

Consistent low to moderate height front fencing contribute to the character and spaciousness of some streetscapes. Many residential areas within Brimbank have no front fences or low scale fences which allow views to and from the streetscape. These fencing styles create a sense of openness in the streetscape. In areas with no front fencing, vegetation is often used to delineate between the public and private realms. This is commonly seen in the northern suburbs.

Low front fences or planted vegetation border treatments contribute to an open frontage whilst maintaining a level of separation and definition between the public and private realm. Planted vegetation border treatments are typically observed in the north. Picket and pool style fencing treatments are more dominant in the south.

Low to moderate height permeable 'picket' fencing styles often features as part of heritage dwellings in Sunshine and Albion and contribute to the heritage character. 1970's–1980's development often incorporates low permeable brick fencing which matches the dwelling style.

Suburbs where low to moderate scale fencing and hedging contributes to character include Hillside, Keilor Lodge, Taylors Lakes, Sunshine, Cairnlea and Albion.

Figure 54: Low scale picket fencing in Sunshine (left) and hedging fencing treatment in Taylors Lakes (right)

Integrated Infill Development

Infill development and renewal of traditional housing stock plays a major part in the level of change occurring across Brimbank. Infill development typically occurs on vacant or underutilised sites. In Brimbank infill development is increasingly occurring to the rear of traditional housing stock, as part of dual occupancy development.

In some areas, infill development has had regard to or is integrated with the existing character features of a street or area. There are some infill developments that have sympathetic visual bulk, maintain the pattern of existing setbacks, and retain similar building styles, roof styles and material palettes to adjoining traditional housing character.

Examples of integrated infill development are located in Ardeer, Sunshine West, Keilor Park and Taylors Lakes.

Figure 55: Infill development that respects existing front setbacks in Ardeer (left) and Keilor Park (right)

Connections to Open Space

Ridgelines, creek lines, open space and areas of landscape value have a significant relationship with residential areas across Brimbank. These areas contribute to the overall look and feel of a neighbourhood, whilst also contributing to a unique sense of place.

Residential connections to adjacent open space and undulating topography allow for view lines and connections to native vegetation and landscape values. This often contributes to a sense of spaciousness and/or connection to the broader natural environment.

Examples of areas connected to open space and landscape values include Keilor, Kealba, Sunshine North, Cairnlea, Derrimut and Albion.

Figure 56: City views from Kealba (left) and residential frontage to open space in Cairnlea (right)

Street layout

Brimbank is characterised by a mixture of grid base and curvilinear street networks which vary from suburb to suburb. Street networks contribute to neighbourhoods in terms of legibility, connectivity and walkability.

Wide streets which are paired with moderate dwelling front setbacks and moderate scale landscaping contribute to a spacious street setting feel. In other cases, narrow streets which are paired with moderate front setbacks and off-street car parking contribute to a sense of enclosure. Cycle and pedestrian connections increase connectivity to key neighbourhood assets. Road paving such as red brick entry treatments contribute to identity and legibility.

Suburbs where street layout contributes to neighbourhood character include Hillside, Keilor, Keilor Lodge and Albion.

Figure 57: Red brick entry treatment in Keilor Lodge (left) and narrow roads with off-street car parking in Hillside (right)

Threats

Excessive bulk or height

The height and bulk of new development varies between and within neighbourhoods. At times, this height and bulk can conflict with existing character. Policy supporting housing growth in locations adjoining activity centres and public transport hubs has at times resulted built form bulk or height that is substantially greater than the existing housing stock. This is evident in St Albans and Sunshine, where change is expected, and as such the character of the area is expected to change over time.

In other locations where less substantial change is expected, infill and major development can be a threat to character. There are several infill developments that are visually bulky and incorporate reduced setbacks and greater site coverage than the buildings surrounding them. Examples include Talmage Street Albion, McCann Drive Albanvale and Old Calder Highway Keilor. These developments often do not provide canopy trees and limit the space for private gardens and deep soil planting.

Figure 58: Infill development in Sunshine West (left) and infill development in Keilor Park (right)

Inadequate landscaping

Inadequate landscaping of new development, or loss of existing vegetation in both private gardens and the public realm, is a threat to the established landscape character of many areas. Landscape character within Brimbank is created by a combination of street tree provision, established canopy coverage within lots and open space, and moderate private realm landscaping. New development can impact landscape character by providing inadequate space for landscaping and canopy trees. Increased site coverage reduces the opportunities for deep soil planting.

A loss of established vegetation and landscaping can also threaten the natural character and spacious green setting of a neighbourhood.[88] Removal of vegetation and landscaping in Keilor, Keilor Lodge and Taylors Lakes would threaten the natural landscape character of these areas. The development of contemporary townhouses and infill development in these areas often provides smaller garden areas and lower scale landscaping than what is typically achieved as part of nearby or adjoining traditional housing stock.

In some areas such as St Albans and Keilor Downs, fruit and olive trees are often used in front gardens and as street trees, which establishes a specific landscape character. The existing landscape character could be threatened by new development if the existing theme of planting is not considered or if street trees are removed for additional crossovers.

In other areas, new development often does not achieve the provision of a canopy tree even when space is provided (and often despite permit conditions requiring a tree). In these instances, lawn, gravel, artificial turf, or mulching is often provided in lieu of a canopy tree. This may be due to conflicts with underground services, or for a range of other reasons. Without the provision of a canopy tree as part of new development, the existing landscape character of the suburb could be further threatened.

Localities where vegetation removal or inadequate private realm landscaping could impact character include Keilor, Hillside, Keilor Lodge, Deer Park, Sunshine North, and St Albans.

Figure 59: New development in St Albans (left) and Keilor (right) with a reduced amount of landscaping compared to the landscape or garden setting of the suburb

Poorly Integrated Retirement Villages, Aged Care Facilities or Mixed Use Development

There is increasing pressure within and adjoining residential areas for mixed use development. The pressure is greatest in the northern suburbs and where vacant sites surround existing mixed use precincts. This type of mixed use development typically includes retirement villages, aged care facilities and child care centres. It also includes expanded shopping centres or employment land uses in key locations.

An increase in mixed use development within and adjoining residential areas can be a positive for the neighbourhood, but if poorly designed or integrated, may threaten the cohesiveness of existing neighbourhood character.

In some areas, mixed use development and larger scale infill development is already disrupting the existing streetscape and character of the area. In some areas mixed use and infill development introduces fencing and material variation to a streetscape. In other areas it removes existing vegetation and creates large expanses of car parking. Increases to the scale of building heights and massing adjoining employment and health land uses also impacts view lines, results in visual bulk or extends expanses of blank walls.

[88] While this often implies (and does encompass) trees, it is also noted that grassland is the natural state of the land in many areas of Brimbank.

Residential aged care facilities are common in the northern parts of Brimbank. They are typically gated and have higher, less permeable fencing than surrounding buildings. This also limits address to and passive surveillance of the street. If maximum allowable building heights under Clause 53.17 are reached the existing character of an area may then be impacted by aged care facilities that seek heights greater than those that exist or are permissible under the existing residential zone. Aged care facilities may further impact the rhythm of the street, view lines and the landscape quality of an area, threatening the existing character.

Localities where pressure for further mixed use development , retirement or aged care facilities are anticipated to impact character include Sunshine, Sunshine North, Albion, Taylors Lakes, Deer Park, Keilor Downs and St Albans.

Figure 60: Gated retirement village interface with the residential area in Ardeer

High Fencing

Typically, residential areas are characterised by no or low front fencing or the use of hedging as a boundary treatment. The introduction of more dominant fencing styles that disrupt views to front gardens and the street is a threat to existing character.

High front fences with reduced permeability are prevalent along major roads or high traffic areas or adjoining mixed use precincts. High fences appear to be employed as a method of noise reduction and/or privacy. These outcomes are often appropriate along key roads such as Old Calder Highway but threaten existing character when provided on more local road networks, including long runs of side fencing along local streets. These outcomes enclose the street and impact the relationship between the private and public realm.

High Colourbond fencing is frequently observed in replacement of low, more preamble fencing in St Albans. This threatens the predominate low to moderate scale permeable fencing character of the area and reduces sight lines to and from the public realm.

In many suburbs, such as Ardeer, Albion and Keilor Downs low to moderate fencing is a character feature. These fences are typically permeable, and the low scale allows for continued views to gardens and a connection between private and public realm. The introduction of high front fences would disrupt the rhythm of the street and dilute the existing fencing character of the area.

Suburbs where an increase in high scale fencing could impact character include Keilor Downs, Keilor, St Albans, Ardeer, Albion and Derrimut where low fencing predominates.

Figure 61: Dominant fencing in Taylors Lakes (left) and Keilor Park (right)

Dominant Vehicle Access and Parking

The siting and design of vehicle access and parking varies across Brimbank and impacts streetscape character and landscaping. The use of front setbacks and nature strips for additional vehicle parking is common. Gravel or other hard surfaces are used in addition to driveways, which results in a loss of landscaping.

Residential dwellings typically feature a carport and/or garage structure. Carports are typically located in line with the dwelling façade or located within the side setback. Carports tend to occupy the full width extent of the side setback. Garages are typically integrated as part of the dwelling or dwelling façade, are built to the boundary and often occupy a large portion of the dwelling frontage. Dominant double garages erode the streetscape character as they reduce opportunities for passive surveillance and increase expanses of blank single colours/materials.

These are typical in contemporary development within Cairnlea and Derrimut. In other locations such as Keilor Lodge, Taylors Lakes and Kealba, larger lot widths allow for double garages to be screened by landscaping or setback from the dwelling frontage. This reduces their dominant presence to the street and is lesser threat to character.

Suburbs where dominant vehicle access and parking influence character include St Albans, Albanvale, Albion, Ardeer, Sunshine, Sunshine West, Sunshine North, Keilor, Keilor Lodge, Taylors Lakes.

Figure 62: Dominant vehicle parking in Kings Park (left) and dominant double garages in Sunshine West (right)

Change in Materiality or Style

The consistency and uniformity of colours and materials influence neighbourhood character. Most of the older dwellings across Brimbank are constructed using brick materials in brown, orange and cream tones and weatherboard material in soft muted tones.

Contemporary development introduces new materials and colour palettes, some of which stand out from their surrounds. This includes the introduction of render, concrete, metal and other modern materials in white and grey tones. An example of this is contemporary development in Albanvale which introduces rendered concrete and metal materials. Contemporary development can also feature dominate colour schemes, contrasting with traditional housing stock and exaggerating its presence within the streetscape.

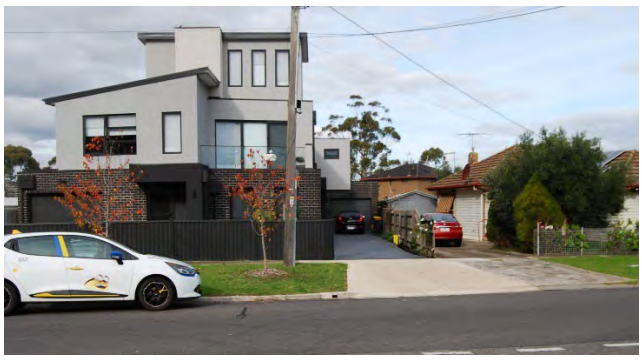
Dwellings in proximity to natural environments often feature muted tones with natural materials. This integrates the dwelling with the surrounding environment and contributes to a landscape setting. Contemporary development which introduces more dominant colours or reflective materials threaten the landscaping character of these areas.

Suburbs where changes in materiality or colours could impact character include Albion, Ardeer, St Albans, Sunshine North, Albanvale, Kings Park, Delahey.

There is a level of consistency in the provision of eaves as part of the building form across Brimbank. In most suburbs development typically consists of pitched roofs with eaves or other design details which protects the dwelling from sun and moisture and articulates the façade. While many contemporary architectural styles (such as flat roof designs) do not include eaves as part of their vernacular (Figure 63, left image), other styles incorporate minimal eaves (Figure 63, right image) that are of limited practical value (i.e., for shading) and clash with existing traditional architectural styles.

Suburbs where the reduction in eaves as part of the building design could impact character include Cairnlea, St Albans, Deer Park, Sunshine, Sunshine North and Sydenham.

Figure 63: Introduction of new materials and colours in Albion (left) and new contemporary development in St Albans with minimal eaves (right)



Limited Connectivity or Accessibility

In some areas of Brimbank there is limited pedestrian or vehicle connectivity or accessibility or visual connectivity between suburbs or key nodes because of high fences or noise barriers. Limited connectivity or accessibility is a notable feature of some suburbs which erodes the overall look and feel of a neighbourhood.

Rail noise barriers in Sunshine West, Ardeer and Albion are a dominant feature of the street. In some instances, rail barriers visually separate residential areas which have similar character features.

In other areas dead-end streets or busy roads limit access and connection through the suburb and to adjoining areas. Dead-end streets in Kings Park and Keilor Downs separates residential development from adjoining areas with similar character features. The Western Ring Road separate areas with similar character features in St Albans and Sunshine West.

Figure 64: Residential areas in Sunshine West with an interface to the rail noise barrier

5.5 Emerging Character Types and Precincts

Neighbourhood character precincts are areas of a similar character type—meaning, they have similar contributory features. Their role is to clearly identify what makes one area distinct from another. Identifying the comparative **differences** between areas determines the precinct boundaries. Once neighbourhood character precincts have been defined, they can be used to craft neighbourhood character statements in the Neighbourhood Character Strategy (see call out box).

Character precincts are used as the basis for drafting neighbourhood character policy and should align with areas identified for minimal, incremental or substantial housing change (to be defined by the Housing Strategy, with input from the Neighbourhood Character Strategy).

While most neighbourhoods exhibit diversity from street to street, and at times, house to house, broad character types can be defined. The methodology of the 2019 Draft Neighbourhood Character Study adopted an alternative approach to defining precincts than used in this Project (based smaller, discrete neighbourhood areas within the same zone). The peer review of the Draft Neighbourhood Character Study 2019 noted several of the 39 precincts defined at that time comprised similar attributes, presenting opportunities for consolidation of precincts and character types. As such, this Project took a different approach, using suburbs as the unit of analysis (which vary in scale and can comprise numerous neighbourhoods and multiple zone types), and then identified character types based on this analysis. This different methodology (which was supported by peer review), has resulted in slightly different findings between the 2019 and current analysis.

Other recently prepared Neighbourhood Character Strategies[89] tend to define six or seven different character types, with defining characteristics relating to landscape setting, housing forms, subdivision patterns and era of development.

To define character types in Brimbank, this Project has considered the findings in the Suburb Profiles to identify similarities, and importantly, comparative differences between areas. In many cases, era of development has been the most important factor – differences in era of development exerts a strong influence on the pattern of subdivision, the form of housing and how it is sited on the lot, and the landscaping context of the street and private areas.

DEFINITIONS

Neighbourhood character statements identify features that establish the existing character of an area and articulate preferred future character. They can be informed by several factors, including identified character features, special characteristics of an area and the views of the local community. Character statements can seek to shift areas toward a preferred character or design or protect areas where the preferred character already exists.

In describing the existing character, they strive to capture what most strongly contributes to an area's sense of place and differentiates it from other areas. In doing so, they enable comparisons to be made with immediate surroundings, other parts of the municipality and the wider region, as needed. In articulating preferred future character, they outline the vision for incremental or substantial change.

[89] Hobsons Bay Neighbourhood Character Study, 2019, Nillumbik Draft Neighbourhood Character Strategy, 2022, Glen Eira Neighbourhood Character Assessment and Future Character Framework, 2021

This Background Report has defined six broad emerging character types that will be used as draft inputs into the Neighbourhood Character Strategy. These character types do not seek to define change or development expectations yet (that will be undertaken as part of preparation of the RDF), but rather, reflect observations and analysis undertaken as part of this Project.

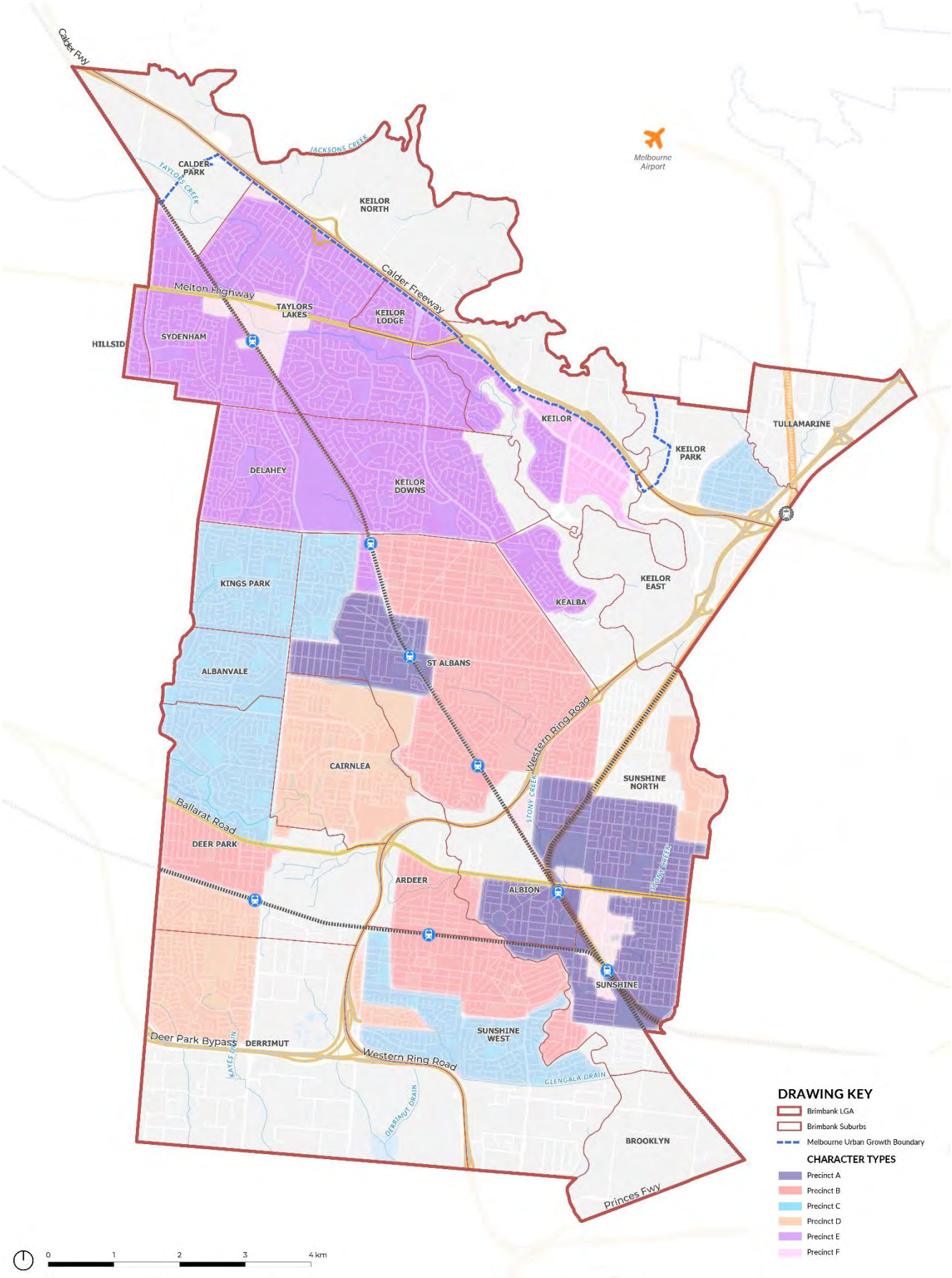
Applying the Character Types spatially to Brimbank's neighbourhoods has required judgments to be made about the comparative differences of certain areas. While suburbs were used as the initial 'unit' for assessment of character, they were not the primary factor used to define Character Precincts. For example, Precinct F includes entire, generally contiguous suburbs grouped together in a Character Precinct as these areas were relatively similar in their contributory features. Precinct A, by contrast, comprises only parts of suburbs (Sunshine and St Albans). While spatially unconnected, these areas, located around the train stations, exhibit a distinct subdivision pattern and housing style that is comparatively different from the surrounding areas, despite being within the same suburb.

It is expected that the emerging character types and precinct boundaries will evolve during preparation of the Neighbourhood Character Strategy and the RDF.

Table 11: Emerging Brimbank neighbourhood character types

Character Type	Suburbs	Contributory Features
Precinct A	Sunshine (part) Sunshine North (part) Albion St Albans (Surrounding town centre)	Characterised by varied traditional low-scale housing typologies in mixed brick and weatherboard materials that date back to the original industrial worker estates. Contemporary infill development generally double storey with some 2-3 storey developments emerging. Generally consistent moderate front setbacks provide space for moderate front garden landscaping and canopy trees within the private realm. Fencing is typically low to medium in height, permeable and in brick or timber material. The street network is wide, some tree lined, and in a non-conventional grid style. Heritage dwellings are common and infill development is occurring.
Precinct B	St Albans (east of train line) Deer Park (north of train line/south of Ballarat road) Ardeer Sunshine West (south of rail line) Sunshine North (north of Furlong Road)	Characterised by diverse building styles which are reflective of renovation or redevelopment of traditional housing stock. There is a mix of single and double storey building heights which are typically on moderate lots sizes. Moderate front setbacks provide space for moderate landscaping. Varied consistency in streetscape planting and landscaping, often comprising deciduous trees and olive trees. Fencing is typically low, in brick material. The street network is wide and grid-based providing pedestrian paths on both sides.
Precinct C	Keilor Park Kings Park Albanvale Deer Park (north of Ballarat road) St Albans (north of Main Road W and west of Jamieson Street) Sunshine West (west and southern areas)	Characterised by single storey, detached dwellings in brown, orange and cream brick. Front setbacks are moderate and contain moderate landscaping typically behind medium height permeable front fences. The street network is narrow and curvilinear with footpaths on both sides of the street, with varied streetscape planting - some well planted with established street trees, others with sparse planting, particularly where streetscapes fragmented by driveways. There are limited instances of infill development on local streets.
Precinct D	Sunshine West (western area) Derrimut Deer Park (south of train line) Cairnlea Sunshine North (River Valley Estate)	The contemporary master planned nature of development results in generous public realm landscaping and positive residential interfaces to open space. There is limited to no front fences and minimal front garden landscaping. Featuring detached dwellings with frequent pockets of townhouse and unit development. Building styles, colours and materials are varied and often include integrated garages and dominant driveways.
Precinct E	Taylors Lakes Sydenham Keilor Lodge Keilor Downs Kealba Hillside Delahey St Albans (north of Margrave street) Keilor (west of Green Gully Road)	Featuring brick dwellings in varied colours, with articulated front facades and large windows. Front landscaping is moderate-generous in scale and often contains mixed species planting and canopy trees. Front fencing is limited. There is a mix of single and double storey building heights. The street network is wide and curvilinear with dead-end streets, and established canopy tree planting of varied species in many streets. Contemporary townhouse development of 2-3 storey is emerging closer to activity centres.
Precinct F	Keilor (adjoining Old Calder Highway)	Defined by its green and spacious landscape setting. Dwellings are situated on larger lots with generous landscaping including expanses of lawn, mixed species selection and large canopy trees. Dwellings have articulated facades with large windows. Garages and driveways are dominant features of the front setback.

Figure 65: Emerging Brimbank neighbourhood character precincts



5.6 Areas of Significance

Areas that display a special or intact character that set them apart from other areas may be considered comparatively **significant**. These areas *may* be suitable as minimal change areas (depending on a range of other factors to be balanced in the RDF).

There are several small pockets or streets that display unique or special character features and may warrant additional planning protection. These areas have been identified as having one or more special neighbourhood, heritage, environmental or landscape character features. Any future Neighbourhood Character Strategy should consider whether there is merit to protect this character via additional planning controls such as the NCO.[90] These areas are outlined in the table below.

Table 12: Areas of significance

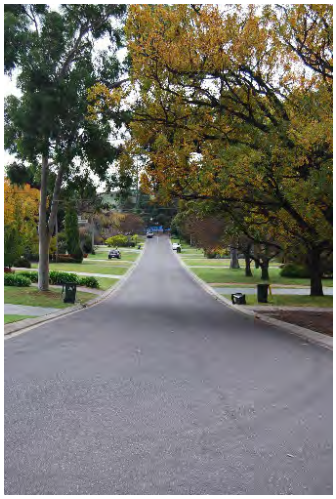
Area	Unique / Special Character Features	Description
Sunshine West Kosky Street, Killara Street and Glengala Road	**Neighbourhood Character Features** Dwelling setbacks, fencing styles and material palette. Predominantly single storey roof form.	Characterised by moderate front setbacks and moderate well maintained landscaping dwellings along Kosky Street, Killara Street and Glengala Road—depict an area of intact neighbourhood character. Dwellings are of similar 1980s era and style development consisting of orange and cream brick materials and hip style roofs in terracotta and brown tile. Fencing styles are low scale in orange brick materials. Dwellings are setback from the street in a uniform style. Carports are located along the side setback behind the dwelling façade. Street trees are generally uniform – olive tree species.

Representative Images

[90] Note the NCO cannot apply to areas subject to the HO (for example, heritage areas in Albion).

Area	Unique / Special Character Features	Description
Keilor Hislop Street and Eagling Street	**Landscape Character Features** Dwelling setbacks, front garden landscaping and canopy trees.	Characterised by generous front landscaping which expands to the street edge, established canopy trees and wide streets. Dwellings are low height, substantially set back from the street and screened via front garden landscaping. Gardens are well maintained and include a variety of established native and non-native species. The slope of the land tucks the streets under canopy coverage, screening views to adjoining houses on the hilltop.

Representative Images



Albion HO area	Neighbourhood Character Features and Heritage Character Features	Description
Predominately east of Adelaide Street and north of King Edward Avenue.	Characterised by a combination of heritage dwellings with moderate to generous setbacks from the street and dwellings that are not affected by the HO.	Dwellings are typically weatherboard with gable roof styles and chimneys on outside walls. Dwelling styles are diverse with large front windows and a variety of façade embellishments, including bay windows, shingles and wide eaves. Front fencing is typically timber picket or farmhouse wire styles which are moderate in height and permeable. Front landscaping is low–moderate but is not impacted by vehicle parking. Established trees in the private and public realm contribute to a garden setting. The subdivision pattern is unique and reflective of a specific era of urban planning.

Representative Images of HO area

Albion outside HO area	Neighbourhood Character Features	Description
Predominately west of Perth Avenue	Characterised by streets of uniquely intact brick or weatherboard homes	In some streets (such as Norwood Street), dwellings are typically weatherboard with hipped roofs and low timber or metal fencing. In other streets, such as Cullen and Gail Courts, dwellings are typically Modern-style orange brick homes (some with brown brick decorative features). Homes are often double or triple fronted, with low pitched hipped rooves. Front fencing is typically low brick fencing with metal detailing or absent entirely.

Representative Images Outside of HO Area[91]

Area	Unique / Special Character Features	Description
Keilor Petrik Drive	**Neighbourhood Character Features** Characterised by canopy trees within front and rear landscaping and established trees within some front gardens. The street is wide with footpaths on both sides.	The streetscape displays a consistency of spacing and siting of dwellings, and dwellings have well-maintained landscaping and front gardens, often with one or more established canopy trees. The majority of dwellings along the street have an absence of front fencing, contributing to an open setting. Original dwellings are of the 1990s−2000s development era and display similar architecture. While there is a greater degree of upgrades to existing housing stock (resulting in new housing of a similar look and size) than other areas of special character identified in this Report, Petrik Drive exhibits a degree of consistency that contributes to a distinct sense of place. This warrants further investigation through the Neighbourhood Character Strategy.

Representative Images

[91] Righthand image sourced from Google Maps, August 2019.

5.7 Summary of Findings

- **State policy direction:** State Policy and direction (Clause 15.01-5S and PPN90) require Council, through Neighbourhood Character and Housing Strategies, to provide clarity and certainty when balancing growth directions with preferred neighbourhood character objectives. At present, this certainty is lacking, as evidenced by the mixed VCAT decision making on this issue. Addressing this matter in a considered way is a key purpose of this Project.

- **Brimbank City Council's current approach to neighbourhood character:** While existing planning policy establishes an aspiration for high quality development that protects and/or respects neighbourhood character, there is limited guidance on what preferred neighbourhood character means, particularly where character is expected to change because of growth. This has resulted in:

    - Mixed messages regarding how substantial change and housing growth should be delivered in the RGZ, possibly undermining *Home and Housed* objectives which seek greater density and diversity of housing types in these areas.
    - Confusion on how incremental change can be achieved in a manner that respects neighbourhood character. As a result, relatively similar types of multi-unit development are occurring across the municipality, regardless of zone.

  This Project will enable Council to provide greater design guidance in the RGZ to support well-designed medium to high density development in preferred locations, and to establish neighbourhood character objectives to facilitate respectful infill development in the surrounding neighbourhoods.

- **Prevailing heights:** Single and double storey heights predominate across most of Brimbank's neighbourhoods, with three storey and above occurring only on occasion, and generally within or close to activity centres. The zone reforms, which place emphasis on heights and allow up to three storeys in the GRZ, does not appear to be threatening neighbourhood character yet. However, this Project will need to carefully consider the impact of the height provisions on character when defining the RDF.

- **Landscaping, good design and sustainability:** Quality landscaping, good design and measures (such as eaves) to improve sustainability make an important contribution to Brimbank's character as well as overall climate resilience objectives. However, current policy is achieving mixed results. Opportunities have been noted to the strengthen guidance regarding expectations in these areas as part of this Project. Facilitating enhanced landscaping in areas targeted for increased densities will be particularly challenging matter to balance in this Project.

- **Brimbank's character contributors:** Character across Brimbank varies, however, there are an identified set of features that are common to many areas. These include landscaping, siting and scale of buildings, materials, fencing, connectivity and street layout. Not all neighbourhoods exhibit these contributing features, but where they are present and/or where there are consistencies across areas, they contribute to formation of an emerging Character Type. This Character Type will be used to inform Neighbourhood Character or Design Objectives in future residential zone schedules.

- **Neighbourhood character threats:** Infill development of incompatible form and style (including heights, bulk, architectural style, materiality and fencing), inadequate landscaping, dominant vehicle access and parking, and poorly integrated mixed-use development, can at times threaten neighbourhood character. The extent to which any or all of these are a threat depends on the area, and in some instances, the extent of change expected in that area. As the Housing Strategy defines change expectations, this Project will then need to outline targeted policy to facilitate better design outcomes.

- **Areas of Significance:** There are areas in Sunshine West, Keilor and Albion that display a consistent neighbourhood character, or special/ unique characteristics that may warrant additional protection. This will be a key area of investigation for the Neighbourhood Character Strategy.

6. CONCLUSION, EMERGING THEMES AND NEXT STEPS

6.1 Housing

Needs, Opportunities and Constraints

Brimbank's population is growing, ageing, becoming more diverse, and is, increasingly, experiencing housing stress. While there is ample capacity within Brimbank's neighbourhoods to accommodate growth, the type of housing development that is occurring is not meeting the needs of Brimbank's diverse community.

Development in RGZ areas is not achieving the high quality and high-density development anticipated by the substantial change zone, and, despite relatively distinct variations to zones and schedules, most growth is occurring in the form of similar-style infill development in the GRZ and NRZ.

This Project has an opportunity to leverage extensive public sector investment and changes in State policy direction to reshape housing in Brimbank and to make it more accessible, affordable and sustainable.

Opportunities for housing growth are concentrated around activity centres, public transport, high quality open space and community facilities, and where existing neighbourhoods are walkable and have access to high quality cycling and pedestrian infrastructure.

Constraints on housing growth include industrial land, where care needs to be taken to minimise conflicts between incompatible land uses, areas affected by the MAEO and HO, and areas of 'special' neighbourhood character.

Sunshine/Albion, St Albans and, to a lesser extent, Sydenham (around Watergardens) are key opportunities for growth, however, the impact of various constraints will need to be carefully considered and balanced.

With this Project, Brimbank City Council aims to provide more clarity and certainty about its future growth and desired development outcomes.

Emerging themes

In this context, the following themes and Project aims are emerging:

- **Growth** - Providing the right amount of housing at the appropriate location, typology, and scale to enhance liveability and affordability within Brimbank.
- **Diversity** – Facilitating different forms of housing to meet the diverse and changing needs of the community, including housing that offers greater choice, equity, adaptability, and affordability.
- **Amenity** - Minimising land use conflict between existing non-residential uses and areas identified for housing growth.
- **Sustainability** - Ensuring housing is sustainably designed, is located to minimise car dependence, and contributes to the climate resilience of Brimbank's community.

6.2 Neighbourhood Character

Brimbank's neighbourhood character was traditionally shaped by the housing and subdivision styles typical of the era of development. As the municipality has grown and developed, planning policy (or its absence) has exerted an increasing influence over neighbourhood character.

At present, Brimbank's character is predominantly characterised by single to double storey detached or semi-detached homes, with higher development to three storeys generally only being achieved in the RGZ, despite the

permissible height provisions of the GRZ. Housing forms vary from small weatherboard cottages in the south, to larger homes, of varying materiality in the north.

This report has distilled analysis of individual suburbs into a list of contributors to neighbourhood character, which have then been used to define six emerging character types and precincts. Additionally, several areas of significance have been defined, comprising areas of heritage or uniquely intact character. These include areas around Albion, Sunshine West and Keilor. Threats to character across the character precincts vary but include inappropriate infill development (in terms of design and scale), inadequate landscaping and dominant carparking and access arrangements.

Brimbank's existing policies and zone schedules focus on landscape character and policy focuses on high-quality and innovative design. However, very limited direction is provided regarding character or design expectations across the different zones and how housing diversity can be facilitated, causing uncertainty for residents, the development industry and decision makers.

This Project will need define preferred neighbourhood character and design objectives for each of its character precincts and implement them through appropriate policy and schedule variations.

In doing so, this Project will also need to provide clarity and certainty on how Council intends to balance growth directions (form the Housing Strategy) with preferred neighbourhood character objectives. Addressing this matter in a considered way is a key purpose of this Project.

In this context, three themes and project aims are emerging in relation to neighbourhood character:

- **Design for density** – Creating denser, yet well designed and well landscaped neighbourhoods in substantial change locations
- **Respect neighbourhood character** – Supporting diverse, contemporary, and well-designed infill development in incremental change areas that respects neighbourhood character.
- **Celebrate history and character** – Ensuring well-designed new development carefully integrates with and respects the special places and history of Brimbank in minimal change areas.

6.3 Next Steps

The potential tools we have available to achieve these aims are set out below. It is noted that the use of these tools is contingent upon approval by Council and the decision of Council to request authorisation from the Minister for Planning to prepare a planning scheme amendment.

- **Growth** – The RDF will identify areas of substantial, incremental, and minimal change, and the appropriate residential zone will be used to implement growth directions.
- **Diversity** – The various zones will support diverse housing outcomes.
- **Amenity** – Zones will be used to direct growth away from amenity conflicts, supported by overlays that identify amenity constraints, and policies and actions that can mitigate amenity impacts.
- **Sustainability** – Zone schedule objectives, application requirements, and decision guidelines can be shaped to emphasise sustainability and support existing ESD policy.
- **Design for density** – RGZ schedule objectives and ResCode variations will set clear expectations for design outcomes.
- **Respect neighbourhood character** – GRZ and NRZ schedule neighbourhood character objectives and ResCode variations based on the relevant Character Type will be employed. These will articulate how new development can respect preferred neighbourhood character outcomes.
- **Celebrate history and character** – Specific NRZ schedules that define the qualities of the area will be used. Where the HO does not apply, and the NRZ schedule cannot sufficiently guide expected outcomes, use of the NCO will be considered.

Beyond the scope of this Project, but flowing onward from it, a combination of increased supply of housing in appropriate locations and policy can be used to guide preferred locations for social and affordable housing and policy and targeted strategies and actions can be used to facilitate genuine diversity and affordability.

The next stages of the project will need to focus on these key themes, and develop objectives, strategies and actions to target each in a manner that aligns with Brimbank City Council's broader strategic vision and responds to community aspirations.

Part 3 Appendices

7.1 Summary of Zones in Brimbank
7.2 Summary of Residential Zones Schedules
7.3 Analysis of Mixed Use Zone
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7.5 Strategic Redevelopment Sites (from Home and Housed)
7.6 Definitions of Neighbourhood Character Features in Brimbank
7.7 Analysis of DPOs
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Part 3: Appendices

7. APPENDICES

7.1 Summary of Zones in Brimbank

7.2 Summary of Residential Zones Schedules

7.3 Analysis of Mixed Use Zone

7.4 Summary of Overlays

7.5 Strategic Redevelopment Sites (from Home and Housed)

7.6 Definitions of Neighbourhood Character Features in Brimbank

7.7 Analysis of DPOs

7.8 Analysis of DDOs

7.9 Analysis of Residential Zone Schedules

7.10 Summary of Character Type Observations from the Draft Neighbourhood Character Study (2019)

7.11 Major Redevelopment Sites with Apartments

7.12 VCAT Analysis

7.13 Suburb Profiles

DRAFT Brimbank Housing & Neighbourhood Character Background Report Appendices

March 2024

mesh

Prepared by Mesh in collaboration with Brimbank City Council

7.1 Summary of Zones in Brimbank

Zones	Application	Housing/Character outcomes encouraged within the zone	Commentary on Zone use in Brimbank
Mixed Use Zone (MUZ)	Applied along small sections of Calder Freeway and Western Ring Road, at the site of St Lawrence Primary School in Derrimut, and within activity centres, including St Albans and Cairnlea.	Residential development at higher densities that complements the mixed use function of the area. Encourages development that responds to the existing or preferred neighbourhood character of the area. No controls stipulating maximum number of storeys or building height.	The MUZ was not used in *Home and Housed*. It is applied where there is an existing mixture of uses or to redevelopment sites (e.g., the Lumo development in Sunshine North). The schedule has not been used to specify objectives or ResCode variations, which is consistent with the varied nature of the zone's application.
Residential Growth Zone (RGZ) **Schedule 1 to Clause 32.07 Residential Growth Zone (RGZ1)**	Applied along the edges of the Sydenham Major Activity Centre and Sunshine MeAC and within a substantial portion of the Keilor Downs, Deer Park, and St Albans Activity Centres.	Substantial change to deliver housing growth in medium to high densities to activity and town centres rich in services and transport. Designated for residential development of up to four storeys. Building height should not exceed 13.5 metres. Schedule 1 varies the minimum street setback (A3 and B6) standard, site coverage (A5 and B8) standard, landscaping (B13) standard and private open space (A17 and B28) standard. A detailed summary of Schedule 1 is provided in Section 7.1 in the Appendices.	Some tensions are arising between RGZ's substantial change expectations, and neighbourhood character policy. Some areas of RGZ are affected by the HO (near the Sunshine and St Albans activity centres), which creates conflict between expectations for housing change, and protection of heritage values.
General Residential Zone (GRZ) **Schedule 1 to Clause 32.08 General**	Applied to the neighbourhoods with reasonable access to services, facilities, and public transport, including neighbourhoods surrounding the Sydenham, St Albans, Ardeer, Sunshine, and Deer Park Activity Centres.	Incremental change to deliver housing diversity, including medium density housing that respects neighbourhood character, to areas rich in services and transport. Designated for residential development of up to three storeys. Building height should not exceed 11 metres.	Guidance on preferred future character in the context of 'incremental change' is limited given the absence of neighbourhood character objectives. Schedule 1 primarily focuses on increasing landscaping and private open space.

Zones	Application	Housing/Character outcomes encouraged within the zone	Commentary on Zone use in Brimbank
Residential Zone (GRZ1) **Schedule 2 to Clause 32.08 General Residential Zone (GRZ2)**		Schedule 1 varies the landscaping (B13) and private open space (A17 and B28) standard. Schedule 2 does not include any variations. A detailed summary of Schedule 2 is provided in Section 7.1 in the Appendices.	The drafting of the varied B13 requirement for a landscaped vertical screen has been the subject of VCAT commentary, is no longer in accordance with PPN guidance and should be reviewed as part of this Project. GRZ2 is used for a site-specific development at Cairnlea. Development has not yet occurred. Further analysis of the schedule's influence on neighbourhood character is provided in Section 7.1 in the Appendices.
Neighbourhood Residential Zone (NRZ) **Schedule 1 to Clause 32.09 Neighbourhood Residential Zone (NRZ1)** **Schedule 2 to Clause 32.09 Neighbourhood Residential Zone (NRZ2)**	Broadly applied to residential areas between activity centres.	Limited change to deliver low density housing that protects neighbourhood character. Designated for residential development of no more than two storeys. Building height should not exceed 9 metres (or 12m in the NRZ2). Schedules 1 and 2 vary the site coverage (A5 and B8), the permeability (A6 and B9), the landscaping (B13) and the private open space (A17 and B28) standards. A detailed summary of Schedules 1 and 2 is provided in Section 7.1 in the Appendices.	The schedules collectively seek a greater level of spaciousness around dwellings (lower site coverage, enhanced open space and landscaping) than the GRZ. However, despite these variations, the development outcomes in the GRZ and NRZ are often quite similar. The NRZ2 applies only to a small development area in Sunshine North. This is a newly developing area that is also subject to Design Guidelines and a DDO and DPO. Further analysis of the schedule's influence on neighbourhood character is provided in Section 7.1 in the Appendices.
Commercial 1 Zone (CZ1)	Applied to local and neighbourhood activity centres, including Keilor Park, Keilor Downs, Cairnlea, and Derrimut, as well as the major activity centres of St Albans and Brimbank Central.	Residential development that complements the commercial use of the area (above ground floor).	This zone is appropriate for commercial areas but provides limited guidance regarding housing expectations without other policy or overlays (the schedule cannot be used for that purpose). Residential development is generally supported in C1Z in Brimbank by local policy (where it complements the centre). Apartment developments are noted in Sunshine North and St Albans C1Z.

Zones	Application	Housing/Character outcomes encouraged within the zone	Commentary on Zone use in Brimbank
			While housing in these areas will contribute to Brimbank's overall housing supply and diversity, the area is outside the scope of this project.
Activity Centre Zone (ACZ) **Schedule 1 to Clause 37.08 Activity Centre Zone (ACZ1)**	Applied to the Sunshine MeAC.	Residential development at high densities that responds to existing development in the activity centre. Preferred maximum height of 8-9 storeys in mixed use areas and 4-5 storeys in residential growth areas.	This zone is an appropriate zone for facilitating the development of complex activity centres, with multiple uses and design requirements. Apartment developments are occurring in the Sunshine ACZ and there remains substantial capacity for development. While housing in these areas will contribute to Brimbank's overall housing supply and diversity, the area is outside the scope of this project.
Comprehensive Development Zone (CDZ) **Schedule 1 to Clause 37.02 Comprehensive Development Zone (CDZ1)** **Schedule 1 to Clause 37.02 Comprehensive Development Zone (CDZ2)**	Applied to the Sydenham/Watergardens Activity Centre and surrounding key sites (including a retirement village).	Residential development at higher densities that complements the provision of shops and services. Height and setback requirements specified in precinct maps.	This special purpose zone gives specific plan-based direction for strategic development sites such as Watergardens and surrounds, including direction for housing. While housing in these areas will contribute to Brimbank's overall housing supply and diversity, the area is outside the scope of this project.

7.2 Summary of Residential Zones Schedules

Zone and Schedule	Objectives*	Clause 54 and 55 Requirements	Max. Building Height	Application Requirements	Decision Guidelines
32.04 **Mixed Use Zone (MUZ)** Brimbank Mixed Use Areas	None specified	None specified	None specified	None specified.	None specified.
32.07 **Residential Growth Zone (RGZ1)** Substantial Change Areas	None specified. *(Design Objectives)*	**A3 & B6:** Ground level and level 1 should be set back the average of the adjoining lots. **A5 & B8:** The site area covered by buildings should not exceed 70%. **B13:** A minimum of 1 medium sized tree of 6–12 m (at maturity) should be provided in the front setback. Planting to be provided along the length of any driveway. Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided. **A17 & B28:** An area of 15–40sqm at ground level with convenient access from a living room, or	None specified.	A neighbourhood and site description (NSD) plan which must show: – At least three sites or buildings on both sides of the proposed development, opposite and to the rear of the proposed development. – The built form, scale, and character of the area, including front fencing (i.e., height of buildings, front and side setbacks, location and width of vehicle and pedestrian crossovers, vegetation, land topography). – Architectural and roof styles. – A streetscape elevation showing the proposed development in the context of three adjoining dwellings or buildings on each side. A Design Response Plan which must demonstrate: – How the proposed development responds to the characteristics identified in the neighbourhood and site description plan and contributes to a preferred denser character. – Plans showing bin enclosures integrated into the design of the development. Demonstrate that on site water storage and detention has been considered in the design.	– Opportunities to maximise development through consolidation of lots. – Whether the development provides for an appropriate built form, scale and height transition to an adjoining Neighbourhood Residential Zone, General Residential Zone, or commercial zoning. – The extent to which landscaping softens the appearance of the proposed development and assists in the transition to existing development. – The layout and appearance of areas set aside for car parking, access and egress, loading and the location of any proposed off street car parking. – Whether garages and carports visually dominate the proposed development. – Whether a variation to the requirements of Clause 2.0 would result in a loss of on or off-site amenity. – The use of architectural features and building design, rather than screens, as a mechanism to protect privacy for adjoining residents. – The concealment of ancillary services from the front, side, and rear boundary views.

Zone and Schedule	Objectives*	Clause 54 and 55 Requirements	Max. Building Height	Application Requirements	Decision Guidelines
		A balcony of 8-12sqm with a minimum width of 2 m and convenient access from a living room.			
32.08 **General Residential Zone (GRZ1)** Incremental Change Areas	None specified.	**B13:** A minimum of 1 medium-sized tree of 6–12 m (at maturity) should be provided in the front setback. A minimum of 1 small to medium sized tree up to 6 m (at maturity) should be provided in private or secluded private open space greater than 25sqm in area. Planting to be provided along the length of any driveway. Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided. **A17 & B28:** An area of 40sqm, with one part of the private open space to consist of secluded private open space with a minimum area of 25sqm and a minimum dimension of 4m. Secluded private open space should not be in the front setback of a dwelling or residential building and	None specified.	The neighbourhood and site description plan (NSD) which must show: – At least three sites or buildings on both sides of the proposed development, opposite and to the rear of the proposed development. – The built form, scale, and character of the area, including front fencing (i.e., height of buildings, front and side setbacks, location and width of vehicle and pedestrian crossovers, vegetation, land topography). – Location of open space (i.e., degree of openness at the rear of lots). – Architectural and roof styles. – A streetscape elevation showing the proposed development in the context of three adjoining dwellings or buildings on each side. A Design Response plan which must demonstrate: – How the proposed development responds to the characteristics identified in the neighbourhood and site description plan and should include a written evaluation of how the features of the neighbourhood identified in the neighbourhood and site description plan influence the design. Demonstrate that on site water storage and detention has been considered in the design, where necessary.	Should consider appropriate transitions; extent to which it respects and enhances neighbourhood character, retains canopy trees, creates opportunities for landscaping and reflects prevailing side setbacks; and layout and appearance of parking areas.

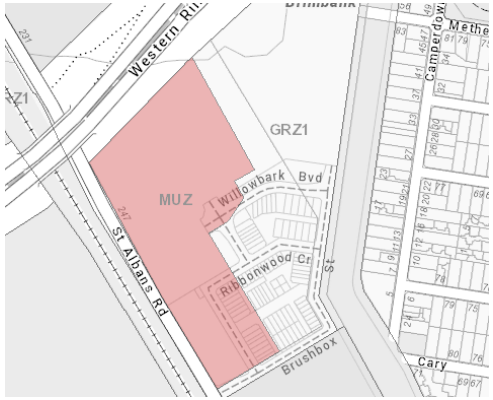
Zone and Schedule	Objectives*	Clause 54 and 55 Requirements	Max. Building Height	Application Requirements	Decision Guidelines
		should have convenient access from a living room.			
32.08 **General Residential Zone (GRZ2)** Cairnlea Mixed Use Precinct	None specified.	None specified.	13.5m and 4 storeys	None specified.	None specified.
32.09 **Neighbourhood Residential Zone (NRZ1)** Limited Change Aras (1)	None specified.	**A5 & B8:** The site area covered by buildings should not exceed 50%. **A6 & B9:** 30% (permeability) **B13:** A minimum of 2 medium sized trees of 6-12m (at maturity) should be provided in the front setback. A minimum of 1 small to medium sized tree up to 6m (at maturity) should be provided in private or secluded private open space. Planting to be provided along the length of any driveway. Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided. **A17 & B28:** An area of	None specified.	A neighbourhood and site description plan (NSD) which must show: – At least three sites or buildings on both sides of the proposed development, opposite and to the rear of the proposed development. – The built form, scale, and character of the area, including front fencing (i.e., height of buildings, front and side setbacks, location and width of vehicle and pedestrian crossovers, vegetation and land topography). – Location of open space (i.e., degree of openness at the rear of lots). – Architectural and roof styles. – A streetscape elevation showing the proposed development in the context of three adjoining dwellings or buildings. A Design Response plan which must demonstrate: – How the proposed development responds to the characteristics identified in the neighbourhood and site description (NSD) plan and should include a written evaluation of how the features of the	– The extent to which the proposed building or works respects and enhances the character of the area. – The extent to which the proposed buildings or works retain existing canopy trees and create opportunities for landscaping and adequate space for canopy tree planting. – The layout and appearance of areas set aside for car parking, access and egress and the location of any proposed off street car parking. – Whether garages and carports are located behind the façade of the proposed development. – The extent to which the proposed built form respects prevailing side setbacks, where applicable. – Whether a variation to the requirements of part 4.0 would result in a loss of on or off-site amenity. –

Zone and Schedule	Objectives*	Clause 54 and 55 Requirements	Max. Building Height	Application Requirements	Decision Guidelines
		60sqm, with one part of the private open space to consist of secluded private open space with a minimum area of 40sqm and a minimum dimension of 5m. Secluded private open space should not be located in the front setback of a dwelling or residential building and should have convenient access from a living room.		neighbourhood identified in the NSD influence the design. Demonstrate that on site water storage and detention has been considered in the design, where necessary.	
32.09 **Neighbourhood Residential Zone (NRZ2)** Limited Changes Areas (2)	None specified.	**A5 & B8:** The site area covered by buildings should not exceed 50%. **A6 & B9:** 30% (permeability) **B13:** A minimum of 2 medium sized trees of 6-12m (at maturity) should be provided in the front setback. A minimum of 1 small to medium sized tree up to 6m (at maturity) should be provided in private or secluded private open space. Planting to be provided along the length of any driveway.	12m	A neighbourhood and site description plan (NSD) which must show, as appropriate: – The built form, scale, and character of the area, including front fencing (i.e., height of buildings, front and side setbacks, location and width of vehicle and pedestrian crossovers, vegetation, land topography etc). – Location of open space (i.e., degree of openness at the rear of lots). – Architectural and roof styles. – At least three sites or buildings on both sides of the proposed development, opposite and to the rear of the proposed development. – A streetscape elevation showing the proposed development in the context of three adjoining dwellings or buildings on each side. A Design Response plan which must demonstrate, as appropriate: – How the proposed development responds to the characteristics identified in the	– The extent to which the proposed building or works respects and enhances the character of the area. – The extent to which the proposed buildings or works retain existing canopy trees and create new opportunities for landscaping and adequate space for canopy tree planting. – The layout and appearance of areas set aside for car parking, access, and egress, loading and the location of any proposed off street car parking. – Whether garages and carports are located behind the façade of the proposed development. – The extent to which the proposed built form respects prevailing side setbacks, where applicable. – Whether a variation to the requirements of part 4.0 would result in an unacceptable loss of on or off-site amenity. –

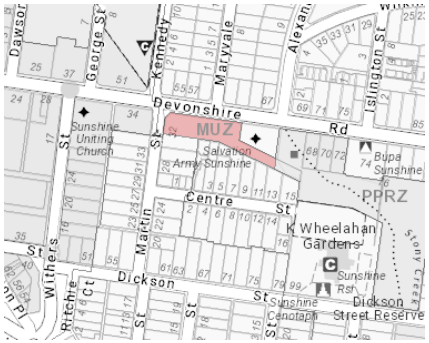
Zone and Schedule	Objectives*	Clause 54 and 55 Requirements	Max. Building Height	Application Requirements	Decision Guidelines
		Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided. **A17 & B28:** An area of 40sqm, with one part of the private open space to consist of secluded private open space with a minimum area of 25sqm and a minimum dimension of 4m. Secluded private open space should not be located in the front setback of a dwelling or residential building and should have convenient access from a living room.		neighbourhood and site description (NSD) plan and should include a written evaluation of how the features of the neighbourhood identified in the NSD influence the design. Demonstrate that on site water storage and detention has been considered in the design, where necessary.	

*Different zones allow for different types of objectives. MUZ schedules allow for ‘Objectives’, the RGZ allows for specification of ‘Design Objectives’, the GRZ and the NRZ allow for specification of ‘Neighbourhood Character Objectives’. For the purposes of this table, the term ‘Objectives’ is used to apply to all.

7.3 Analysis of Mixed Use Zone

Location	Observed uses	Indicative image
Victoria Cr, St Albans DDO9: Preference for 4 storey residential development; and 3 storey street wall height with 0m street setback.	Applies to a range of allied professional offices (e.g., pathology, optometrists) in former dwellings and similar buildings, generally with onsite carparking.	
St Albans Rd, Sunshine North 	Applies to a future residential townhouse development site. Expected include residential, commercial, and retail uses	

Location	Observed uses	Indicative image
Fitzgerald Rd, Sunshine West	Applies to a commercial shopping centre, occupied by a supermarket and other retail and hospitality services. Onsite carparking is provided.	
Palmer Pde, Derrimut	Applies to a dual subdivision. Existing use is a primary school fronting Capesthorne Dr, with the balance of the land unutilised. Onsite parking is provided.	Street view from undeveloped lot at Palmer Pde (above), and primary school at Capesthorne Dr (below).

Location	Observed uses	Indicative image
Furlong Rd, Cairnlea	High-density residential use with ground level retail and commercial. Carpark provision is internal.	
Martin St, Sunshine 	Applies to a carpark associated with the Salvation Army adjacent to the lot. A community garden is also present.	

Location	Observed uses	Indicative image
Albert Cr, St Albans DDO9: Preference for 4 storey residential development; and 3 storey street wall height with 0m street setback.	Applies to several residential uses characterised by detached and unit dwellings. Crossovers provide resident carparking whilst existing carparking space in Mitchell St abuts the MUZ.	
Collins St, St Albans 	Existing uses are low density residential characterised by detached dwellings, and a pre-school. MUZ lots are flanked by carparking (11 and 17 Collins St) associated with the adjacent commercial centre.	

Location	Observed uses	Indicative image
DDO9: Preference for 4 storey residential development; and 2 storey street wall height with variable street setback.		
Calder Fwy, Taylors Lakes Melbourne Airport Environs Overlay (Schedule 1): More than one dwelling per lot is prohibited. Permit required to construct a single dwelling regardless of lot size (i.e., above or below 300sqm).	Applies to 69,000sqm of undeveloped land with a 704m frontage to Calder Freeway. Adjacent to Taylors Lake Estate that is characterised by conventional density and residential land uses.	

7.4 Summary of Overlays

Overlay	Where applied in Brimbank	The overlay's influence on housing
Environmental Significance Overlay (ESO)	Applied significant grasslands (ESO1, ESO3, ESO6), areas of geomorphological significance (ESO2) and the Kororoit Creek Corridor (ESO4) and Maribyrnong River Valley (ESO5).	Used to identify areas where development may be affected by environmental constraints. Generally, grassland ESOs don't impact on housing as they don't apply to residential land. The Australian Broadcast Site (zoned SUZ2) however, may have residential potential. Flora and fauna impacts would need to be resolved for this site, as well as impacts on the volcanic eruption points (ESO2).

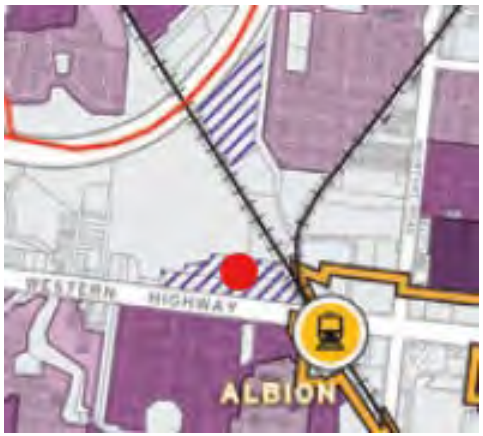
Overlay	Where applied in Brimbank	The overlay's influence on housing
		ESO5 and ESO4 affect or abut some residential land. Objectives and guidelines are included to ensure development is not visually prominent or intrusive when viewed from the creek/river corridor. It is noted however, that the ESO is technically only applicable where it affects residential land (a very small area), not abutting land. However, the significance of these features should be considered by the development of adjoining land.
Significant Landscape Overlay (SLO)	Applied to the mature canopy trees along Old Calder Highway between Green Gully Road and the Maribyrnong River (SLO1), to the Sunshine Municipal Office Garden area at Wilkinson Street and Alexandra Avenue (SLO2) and to the Maribyrnong River (SLO3).	Used to identify and conserve and enhance the character of significant landscapes. Generally, the SLOs do not apply to residential land. The significance of the abutting landscapes, however, should be considered by the development on adjoining land.
Heritage Overlay (HO)	Applied to several sites throughout the municipality, including residential areas.	Used to conserve and enhance heritage places, and those elements which contribute to the significance of heritage places. The Overlay triggers permits for demolition and alterations (especially external) of housing. Further details are provided in the Neighbourhood Character Influences chapter.
Design and Development Overlay (DDO)	Applied to activity centres and precincts, including St Albans Activity Centre (DDO9), Keilor Village Activity Centre (DDO10), Sunshine Hospital Medical Services Precinct (DDO8), Brooklyn Industrial and Commercial Precinct (DD11), and an area in Sunshine (DDO7). Also applied to various areas impacted by the Western Ring Road (DDO4, DDO6) and areas to be protected from visual intrusion, including along the Maribyrnong River (DDO1) and Taylors Creek (DDO5).	Used to identify area that are affected by specific requirements relating to the design and built form of new developments. Development should respond to the stated objectives in the relevant DDO, and any other requirements specified. The DDOs apply to a mix of land uses, including some residential land, and can have a strong influence on the character of new development. Further details of each DDO are provided in the Neighbourhood Character Influences chapter.

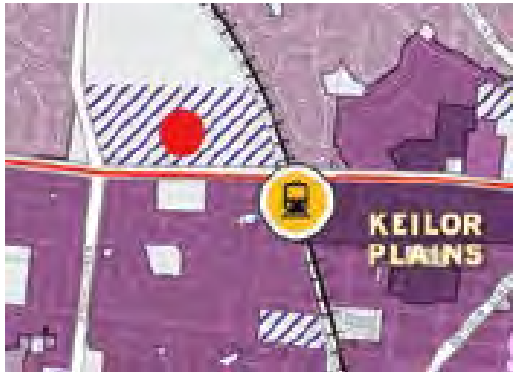
Overlay	Where applied in Brimbank	The overlay's influence on housing
Development Plan Overlay (DPO)	Applied to large and small redevelopment sites throughout the municipality (including residential and non-residential zoned sites), and notably the Plenty Valley Estate (DPO3), the Cairnlea Estate (DPO6), Cairnlea Mixed Use Precinct (DPO4) and Orica Deer Park (DPO16). A full list of DPOs is provided in the Neighbourhood Character Influences section.	Used to identify areas where the form and conditions of future use and development is to be shown on a development plan. Requirement for plans incorporating residential development vary depending on the site, context, and development expectations. Further details are provided in the Neighbourhood Character Influences chapter.
Land Subject to Inundation Overlay (LSIO)	Applied to areas bordering the Maribyrnong River, Taylors Creek, Kororoit Creek and other small scale waterways, with residential zoned land abutting the waterways affected.	Used to identify flood prone land affected by the 1 in 100 year flood, and to ensure that development maintains or improves the waterway protection and floodplain health. In Brimbank, the schedule has not been used to specify any additional objectives or requirements. Where the overlay affects residentially zoned land, a permit is required for many types of buildings and works, to enable an assessment of the potential impacts of flooding, measures required to floodproof development, to mitigate risk and to protect the waterway.
Special Building Overlay (SBO)	Applied to residential areas at risk of flooding from urban drainage in Sydenham, Taylors Lakes, Keilor, St Albans, Deer Park, Sunshine, and Sunshine West.	Used to identify land liable to inundation by overland flows from the urban drainage system, and to ensure free passage of flood waters and protection of waterways. In Brimbank, the schedule has not been used to specify any additional objectives or requirements. The overlay triggers a permit for many types of buildings and works to enable an assessment of the susceptibility of the development to flooding and the effect of development on floodwaters, stormwater, and drainage water.
Public Acquisition Overlay (PAO)	Applied to land along major transport corridors, including Calder Freeway and Calder Park Drive, Airport Drive, Western Ring Road, and scattered parcels in activity centres.	Used to identify land which is proposed to be acquired for a public purpose. The development potential of this land is limited, pending acquisition.

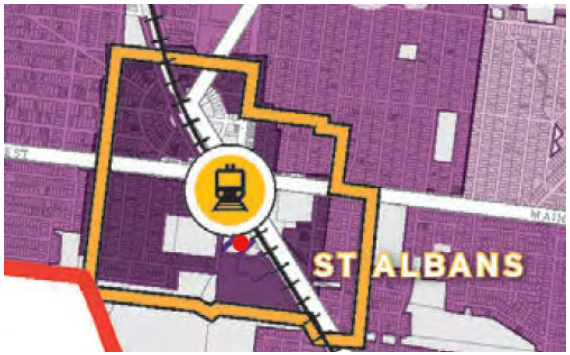
Overlay	Where applied in Brimbank	The overlay's influence on housing
Development Contributions Plan Overlay (DPCO)	DCPO1 applied to most of the Sunshine MeAC. DCPO2 applied to the remainder of the municipality.	Used to identify areas where a contribution will be levied for the provisions of works, services, and facilities. DCPO2 applies to all new development in Brimbank (outside the Sunshine Mae which is subject to its own DCP) to fund community facilities, path, and roads. The levy payable varies by charge area (suburb).
Melbourne Airport Environs Overlay (MAEO)	Applied to a portion of Sydenham Park south of the border with Hume and a significant portion of Keilor Downs to Sunshine North. MAEO1 is applied to the area closer to Melbourne Airport and MAEO2 affects an area that extends further south.	Used to identify land that may be impacted by aircraft noise associated with the Melbourne Airport, and to ensure land use and development is compatible with the operation of the airport and that dwellings incorporate appropriate noise attenuation measures. MAEO1 limits the number of dwellings on a lot to 1 and restricts subdivision that would increase the number of dwellings. MAEO2 restricts dwellings to a maximum of one per 300 square meters.
Neighbourhood Character Overlay (NCO)	*Not currently used in Brimbank but relevant to consider*	*Applicable to specific areas where variations to Clause 54 and 55 standards fail to meet the specific objectives for neighbourhood character, and as such, locally tailored controls are required.*

7.5 Strategic Redevelopment Sites (from *Home and Housed*) (images sourced from Near Map).

Site (identified using the ret dot)	Zoning and Overlays	Development Status
Robertsons Road, Taylors Lakes	Zones: GRZ1 Overlays: DCPO2, DPO17	As of July 2022: Partially developed.

Site (identified using the ret dot)	Zoning and Overlays	Development Status
St Albans Road, Sunshine North 	*Zones:* GRZ1 and MUZ (dual subdivision) *Overlays:* DCPO2, DPO15, EAO, HO149 *Other:* Aboriginal Cultural Heritage Note the site is located within the Albion Quarter Precinct that is to be prepared in the coming years	 As of September 2022: Display home has been delivered for the purpose of advertising the future residential estate. Does not appear to have commenced. e.
Ballarat Road/Western Highway, Albion 	*Zones:* IN1Z *Overlays:* DCPO2, EAO *Other:* Aboriginal Cultural Heritage Note the site is located within the Albion Quarter PSP that is to be	 As of September 2022: No signs of redevelopment occurring. The site is industrial with an associated carpark. It is noted extent of existing industrial use extends beyond lot cadastre and designated strategic development site boundary.

Site (identified using the ret dot)	Zoning and Overlays	Development Status
	prepared in the coming years.	
Taylors Road, Delahey 	*Zones:* SUZ1 and TRZ2 *Overlays:* DCPO2, EAO, ESO1, ESO2	 As of September 2022: Development has not occurred.
Margrave Street, St Albans 	*Zones:* GRZ1, UFZ *Overlays:* DCPO2, DPO9, EAO, SBO	 As of September 2022: Construction has not commenced. However, a disused building has been demolished and removed from the site. The carpark associated with the now-demolished building has also been removed. An internal road link connecting from Margrave St to the south of the site has been removed whilst the extension of Regan St into the site from the north remains.

Site (identified using the ret dot)	Zoning and Overlays	Development Status
Copernicus Way/Fisken Way, Keilor Downs 	*Zones:* C1Z *Overlays:* DCPO2, DPO2, SBO	 As of September 2022: Dwellings at the north-western portion of the site. . No signs of development occurring elsewhere. Balance of the land is yet to be developed and is used as public open space with a slight grade/incline and is accessible from residential streets and the adjacent commercial centre.
St Albans Road, St Albans 	*Zones:* IN3Z *Overlays:* DCPO2, DDO9	 As of September 2022: No signs of redevelopment occurring. Site continues to be used for the purpose of a hospitality venue (St Albans Hotel) and associated car park; recreational venue (St Albans Bingo Centre); and a commercial site (Global Nail Beauty Supplies) and associated carpark. It is noted that internal road upgrades were delivered to St Albans Hotel's carpark in late-2018 which may suggest interest in continuing the existing land use.

7.6 Definitions of Neighbourhood Character Features in Brimbank

Front setbacks

A front setback is the distance between the front property boundary and the front wall of a building. For this Project, front setbacks have been categorised as minimal, moderate, or generous.

Minimal setback *– Dwelling is set back approximately 0m–4m from the front property line. Setback distance limits space for landscaping.*

Figure 1: Minimal front setback examples

Moderate setback *– Dwelling is set back approximately 4m–8m from the front property line. Setback distance allows some space for landscaping.*

Figure 2: Moderate front setback examples

Generous setback *– Dwelling is set back approximately 8m or greater from the front property line. Setback distance allows ample space for landscaping.*

Figure 3: Generous front setback examples

Side setbacks

A side setback is the distance between the side property boundary and the righthand or lefthand edge of a dwelling or building. Side setbacks have been categorised as 'no side setback' (absent), minimal, moderate, or generous.

No side setback *– Dwelling is constructed to the side boundary.*

Figure 4: No side setback examples

Minimal side setback *– Dwelling is set back approximately 0m–2m from the side boundary. Setback distance limits space for landscaping to narrow strips and provides limited space for utilities. There is insufficient space for vehicles to park at the side of the dwelling.*

Figure 5: Minimal side setback examples

Moderate side setback *– Dwelling is set back approximately 2m–5m from the side boundary. Setback distance allows some space for landscaping and utilities.*

Figure 6: Moderate side setback examples

Generous side setback *– Dwelling is setback approximately 5m or greater from the side boundary. Setback distance allows ample space for landscaping, utilities, carports and/or vehicle parking.*

Figure 7: Generous side setback examples

Fencing

Low fencing creates a sense of openness and provides opportunities for passive surveillance. High fencing gives residents a greater degree of privacy, but it can make a neighbourhood feel uninviting and closed in. This Project categorises fencing in Brimbank as low, medium, or high.

Low fencing *– Below knee level (less than 1m in height).*

Figure 8: Low fencing examples

Medium fencing *– Hip to below eye level (approximately 1m–1.7m in height).*

Figure 9: Medium fencing examples

High fencing *– Above eye level/head height (approximately 1.7m or greater in height).*

Figure 10: High fencing examples

Fencing Permeability

Fencing permeability is the degree to which a person can see through fencing to the other side. This Project describes fencing permeability as being of low permeability, moderate permeability or permeable.

Low permeability *– Substantial obstruction of view lines to the property from the street. Fencing typically does not include gaps between fence materials.*

Figure 11: Low permeability examples

Moderate permeability *– Some obstruction of view lines to the property from the street. Fencing typically includes continuous vertical or horizontal gaps between fence materials.*

Figure 12: Moderate permeability examples

Permeable *– Large gaps in fencing material results in no obstruction to view lines to the property from the street.*

Figure 13: Permeable examples

Landscaping

Landscaping includes trees, shrubs/bushes, flowing plants, grass or lawn and other plantings within the private ream and public realm. Front, side, and rear landscaping is described as:

Minimal landscaping *– Low level plantings, limited species variation and/or no canopy tree.*

Figure 14: Minimal landscaping examples

Moderate landscaping *– Varied amounts and volume of plantings, some species variation with lawn and often a canopy tree.*

Figure 15: Moderate landscaping examples

Generous landscaping *– High amounts and volume of plantings, species variation possibly with lawn or alternative treatment, and two or more canopy trees.*

Figure 16: Generous landscaping examples

Housing Age

Housing age refers to whether the housing is reflective of the original housing of the suburb's era of development, or whether it is newer development. Housing age is categorised as traditional, contemporary, or contemporary infill development.

Traditional *– Original housing stock of the suburb or locality.*
Note: Heritage dwellings are acknowledged as traditional housing.

Figure 17: Traditional housing stock examples in (left to right) Sunshine, Sunshine West, and Kings Park

Contemporary *– New housing development that has replaced traditional housing stock in older suburbs, or has been recently developed in newer suburbs (e.g., Cairnlea, Taylors Lakes, and Derrimut).*

Figure 18: Contemporary housing stock examples in (left to right) Keilor Park, St Albans, and Sunshine

Figure 19: Contemporary housing stock examples (left to right) Cairnlea, Taylors Lakes, and Derrimut

Contemporary Infill Development *– New housing that is developed on vacant land or has replaced other housing or development. Infill development typically involves an increase in residential density or intensification.*

Figure 20: Infill development examples in (left to right) Sydenham, Sunshine, St Albans

Material Quality

Material quality *refers to the level of integrity and longevity of building materials used in dwelling construction. Material quality considers the susceptibility of the material/construction to defects such as water damage and sun damage.*

Figure 21: Example of poor-quality, water damaged material (left) and higher quality material (right)

Lot sizes

Lot size impacts the possible scale and form of development and determines the garden area requirement in the NRZ and GRZ. . In this Project, lot sizes are categorised as:

Very small lot size *– Lots less than 300sqm.*
Small lot size *– Lots 300–500sqm.*
Moderate lot size *– Lots 500–800sqm.*
Large lot size *– Lots 800–2000sqm or greater.*
Very large lot size *– Lots greater than 2000sqm.*

7.7 Analysis of DPOS

DPO	Name of area	Zones within the DPO	Status
DPO2	Keilor Downs Plaza Shopping Centre	C1Z	Partially developed. A development plan has been approved, to support a mixed-use development including a sizeable residential component.
DPO3	River Valley Estate	Primarily GRZ1, with some C1Z, NRZ2 and PPRZ	Being developed in stages, in accordance with the approved 2002 Development Plan. Comprises a mixture of single dwellings and townhouses, with permits issued for apartment style development. Dwellings in the estate tend to have a higher site coverage than the dwellings in the neighbouring Sunshine North.
DPO4	26S Glenbrook Avenue and 147A Cairnlea Drive, Cairnlea	Primarily GRZ2, with portions of C2Z, PUZ7 and PPRZ	Applies to the final stage of the Cairnlea development. It is subject to a Planning Scheme Amendment request, which seeks to remove the DPO4 and apply the Comprehensive Development Zone – Schedule 3 (CDZ3). The Government Land Standing Advisory Committee ran a 12-day Public Hearing in June 2022 to consider the Amendment and will prepare a report for the Minister for Planning to consider.
DDPO5	Land at the north west corner of Kings Road and Taylors Road, Delahey	C1Z	Delahey Village Neighbourhood Activity Centre. No residential component in the approved Development Plan.
DPO6	Cairnlea Estate – Former Albion Explosives Factory Site	Primarily NRZ1, with some RGZ1, GRZ1, MUZ, C1Z, PUZ2, PPRZ and PCRZ	Guided the development of Cairnlea Estate, a large, primarily residential development on the site of the former Albion Explosives Factory. Its features include: a variety of housing typologies (including apartments, townhouses, and detached dwellings), a landscape response that incorporates natural features of the subdivision layout, and consistent front setbacks.

DPO	Name of area	Zones within the DPO	Status
DPO7	10 McKechnie Street, St Albans	RGZ1	Guided the development of the new St. A estate. St. A is a 6.5 hectare masterplanned estate that consists of 254 townhouses of various types. Contained within the site is 3,200m^2 of central public open space and a series of pocket parks.
DPO8	110V and 112-116 Anderson Road, Sunshine	Primarily GRZ1 with some MUZ	Permit issued, but development not commenced. The Development Plan approved provides for 30 dwellings with a mix of 2, 3 and 4 bedrooms and adheres to requirements relating to building height, setbacks, landscaping and pedestrian access to H.V. McKay Memorial Gardens and the nearby heritage footbridge.
DPO9	51 & 63A Regan Street, St Albans	GRZ1 and UFZ	Development Plan has not been prepared. The DPO requires a range of lot sizes, densities, and typologies to achieve at least 200 dwellings on the site; public open space; and ESD initiatives.
DPO13	Sunshine Golf Course (130 Fitzgerald Street) and the Masonic Centre (1A Ralph Street), Sunshine West	GRZ1 and NRZ1	Influenced various neighbourhood character features, particularly building heights and setbacks. Specific setback distances required by DPO13 successfully integrate newer development with traditional housing stock in surrounding areas by reducing visual bulk and providing separation between dwellings.
DPO14	South West Industrial Park	IN1Z and PUZ1	Not residential.
DPO15	Former City West Water Site (247-251 St Albans Road, Sunshine North)	GRZ1 and MUZ	Development plan approved and permit issued for development.
DPO16	Orica Deer Park Development Plan	C2Z	Not residential. No approved development plans.
DPO17	95 Station Road and 814 Ballarat Road, Deer Park; 27 Driscolls Road, Kealba; 32A Green Gully Road, Keilor; 18-24 Robertsons Road and 16-28 McCubbin Drive, Taylor Lakes	RGZ1 and PUZ2; GRZ1; NRZ1; GRZ1	Development plan approved and permits issued. Discussed below.

7.8 Analysis of DDOs

DDO	Name of area	Zones within the DDO	Status
DDO1	Skyline areas	GRZ1, NRZ2, PPRZ	Covers skyline areas along the Maribyrnong River in Sunshine North. Seeks to protect areas along the river frontage from visual intrusion by residential development. Despite this, development associated with the River Valley Estate (refer DDO3 discussion) is visually prominent.
DDO4	Lots 6 & 7, Fitzgerald Road, Sunshine West, adjacent to the Western Ring Road	NRZ1	Applies to land in Sunshine West adjacent to the Western Ring Road. Seeks to ensure that development incorporates noise attenuation measures to minimise traffic noise impacts. The area has been developed with detached dwellings, although a few lots remain vacant. Contains Sirius College – Sunshine, Ibrahim Dellal Campus). Proposed parcel at the northern end.
DDO5	Land located between Taylors Creek and properties fronting Patterson Avenue & Campaspe Crescent	NRZ1	Developed with detached housing. Applies to approximately 30 lots adjoining Taylors Creek in Keilor. Seeks to limit visual intrusion caused by inappropriate development. Design objectives encourage single storey development with pitched roofs, to protect the skyline when viewed from Taylors Creek.
DDO6	Land adjoining McIntyre Road between Western Highway and the Western Ring Road, North Sunshine	GRZ1, IN1Z, C1Z	Applies to commercial, residential, and industrial areas adjoining McIntyre Road between the Western Highway and the Western Ring Road in Sunshine North. Seeks to provide for high quality, contemporary design and minimise traffic conflicts between local residential traffic and through traffic.
DDO7	Land located at 79 Wright Street Sunshine	Primarily NRZ1, with some PPRZ	Applies to 79 Wright Street, Sunshine, adjoining Kororoit Creek. Supports a site responsive design that enhances neighbourhood character and the environmental values of Kororoit Creek. Design objectives have been generally implemented. Dwellings are separated from traditional dwelling stock along the western boundary and set back from Kororoit Creek.
DDO8	Sunshine Hospital Medical Services Precinct	RGZ1, GRZ1, SUZ1	Applies to the Sunshine Hospital Medical Services Precinct. Establishes a preferred character of 3 storeys for Furlong Road and Majorca Street and 1 to 2 stores along St Albans Road/St Albans South. Existing residential character is single storey detached housing.

DDO	Name of area	Zones within the DDO	Status
DDO9	St Albans Activity Centre	Mostly RGZ1, with some GRZ1, C1Z, MUZ, IN3Z, PPRZ, PUZ2 and PUZ6	Applies to the St Albans Major Activity Centre, which is currently developed with residential and commercial areas, of mostly 1 to 2 storeys. Seeks to ensure that residential development minimises its impact on existing dwellings, does not cause undue overshadowing and that associated fencing does not dominate the street and restrict passive surveillance. More specific objectives for each precinct establish preferred setbacks and pedestrian connections. DDO9 also contains a map specifying preferring maximum heights for each part of the activity centre and nearby residential precincts.
DDO10	Keilor Village Activity Centre	C1Z, GRZ1	Applies to the Keilor Village Activity Centre, which is currently developed with 1–2 storey residential and commercial. Seeks to facilitate high quality development that is respectful of the area's character and history and that enhances the appearance and connectivity of the village. Specifies that residential development on upper levels of retail development should integrate with the street and that commercial development should respect the scale and privacy of neighbouring residential areas. There is a preferred maximum building height of 2 storeys for the commercial strip.
DDO11	Brooklyn Industrial and Commercial Precinct	Primarily IN1Z with some C2Z and PUZ1	Not residential.

7.9 Analysis of Residential Zone Schedules

Clause 54/55 Requirement	Schedule variation	Commentary
Minimum Street Setback (A3 and B6)	Ground level and level 1 should be set back the average of the adjoining lots	This variation does not differ greatly from the base standards set out in ResCode. By using the average of existing setbacks, the variation is unlikely to support substantial change, as intended by the zone, and instead will reinforce existing patterns of development.
Site coverage (A5 and B8)	The site area covered by buildings should not exceed 70%	This variation allows for higher site coverage than the base Standard (60%), which is consistent with the expectation for more intensive development.
Permeability (A6 and B9)	None specified	The base standard of 20% applies. This may be difficult to achieve in the context of the elevated 70% site coverage.
Landscaping (B13)	A minimum of 1 medium sized tree of 6-12 m (at maturity) should be provided in the front setback. Planting to be provided along the length of any driveway. Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided.	This variation increases tree planting and landscaping requirements. It aligns with the street setback objectives but can be a limitation on increased density. VCAT has recognised the tension between aspirations for increased canopy coverage, and increased density. Council planners report that the requirement for vertical screens is not achieving desired outcomes and planting often struggles to survive in the limited space available.
Side and rear setbacks (A10 and B17)	None specified	This standard can limit the height and intensity of development on small to average sized lots because upper floors are often unable to achieve the required setbacks and have sufficient usable floor space. Consolidation of lots is generally required to achieve heights above 2–3 storeys and comply with B17. While lot consolidation is encouraged by the RGZ1 is often difficult to achieve in practice.
Walls on boundaries (A11 and B18)	None specified	Deferring to a standard that relies on reference to existing built form (especially where that existing built form comprises single storey dwellings) is unlikely to support substantial change in a meaningful way.
Private open space (A17 and B28)	An area of 15-40sqm at ground level with convenient access from a living room, or A balcony	This variation reduces the requirement for ground floor open space while increasing the requirement for balconies. The reduced ground floor POS requirement supports more intensive development, while the varied balcony requirement seeks to improve amenity for residents in

Clause 54/55 Requirement	Schedule variation	Commentary
	of 8-12sqm with a minimum width of 2 m and convenient access from a living room.	higher density development. It is understood that, in general, new development achieves the lower end of the specified range for ground floor POS.
Front fence height (A20 and B32)	None specified	A20 and B32 establish a maximum front fence height of 2m for streets in a Transport Zone 2 and 1.5m for all other streets.

Table 1: GRZ1 ResCode variations analysis

Clause 54/55 Requirement	Schedule variation	Commentary
Minimum Street Setback (A3 and B6)	None specified	VCAT has allowed reductions to the street setback requirement where it reflects the pattern of surrounding setbacks.
Site coverage (A5 and B8)	None specified	
Permeability (A6 and B9)	None specified	The 20% requirement can be difficult to achieve where extensive areas of the site are being used for vehicle access (a common feature of t multi-unit developments in the GRZ1.
Landscaping (B13)	A minimum of 1 medium-sized tree of 6-12 m (at maturity) should be provided in the front setback. A minimum of 1 small to medium sized tree up to 6 m (at maturity) should be provided in private or secluded private open space greater than 25sqm in area. Planting to be provided along the length of any driveway. Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided.	
Side and rear setbacks (A10 and B17)	None specified	This standard could be a limitation on development to 3 storeys (as permitted by the zone) on narrow lots, where upper floors are unable to achieve the required setbacks and have sufficient usable space. There is limited direction on Council's expectations for setbacks of dwellings at the rear of lots.
Walls on boundaries (A11 and B18)	None specified	
Private open space (A17 and B28)	An area of 40sqm, with one part of the private open space to consist of secluded private open space with a minimum area of 25sqm and a minimum dimension of 4m. Secluded private open space should not be in the front setback of a dwelling or residential building and should have convenient access from a living room.	VCAT has allowed SPOS in the front setback when deemed appropriate in the context of the specific site characteristics.
Front fence height (A20 and B32)	None specified	

Table 2: NRZ1 ResCode variations analysis

Clause 54/55 Requirement	Schedule variation	Commentary
Minimum Street Setback (A3 and B6)	None specified	The base variation applies, which would generally maintain the existing pattern of setbacks. Front setbacks, or marginal reductions to front setbacks have generally been observed on infill development.
Site coverage (A5 and B8)	The site area covered by buildings should not exceed 50%.	This variation from the base standard of 60% should result in greater spaciousness around new development, and enhanced space for landscaping. A review of sample developments indicates that 50% is achievable, however most of the balance of the site is generally used for driveway access, not landscaping.
Permeability (A6 and B9)	30%	This variation from the base standard of 20% is consistent with the desire to increase spaciousness and landscaping. However, based on a review of sample developments, it does not appear that this higher standard is being achieved. This is largely due to the predominant pattern of multi-unit development, where a long impermeable driveway along the boundary is used to access units, leaving limited space for landscaping. In addition, a review of aerial photography indicates that private open spaces are often paved or covered (this may occur sometime after the initial development), further reducing permeability.
Landscaping (B13)	A minimum of 2 medium sized trees of 6–12m (at maturity) should be provided in the front setback. A minimum of 1 small to medium sized tree up to 6m (at maturity) should be provided in private or secluded private open space. Planting to be provided along the length of any driveway. Where new building bulk visually impacts on adjoining dwellings, a landscaped vertical screen should be provided.	This variation only applies to more than one dwelling on a lot and provides greater specification for tree planting and landscaping than the base standard, and the GRZ and RGZ areas. It appears form a review of samples, that space is being provided (mainly due to front setback and open space requirements), but that the canopy trees at the scale required are not always present. This is particularly the case for trees in private open space, where subsequent homeowners may have paved or covered their courtyards.
Side and rear setbacks (A10 and B17)	None specified	The base standard applies, which requires a tiered setback depending on height of the proposed building. The absence of a variation also provides no direction on Council's expectations for setbacks (and as a result, heights) of dwellings at the rear of lots.
Walls on boundaries (A11 and B18)	None specified	The base standard applies, which limits boundary walls based on the length of lot. This is consistent with a desire to maintain a similar pattern of development.
Private open space (A17 and B28)	An area of 60sqm, with one part of the private open space to consist of secluded private open space with a minimum area of 40sqm and a minimum dimension of 5m. Secluded private open space should not be in the front	Elevated expectations for open space are generally resulting in more spaciousness around units, as compared to unit developments in the RGZ or GRZ, as indicated by a review of the sample developments.

Clause 54/55 Requirement	Schedule variation	Commentary
	setback of a dwelling or residential building and should have convenient access from a living room.	
Front fence height (A20 and B32)	None specified	The base standard applies (2m for streets in a Transport Zone 2 and 1.5m for all other streets). Where low or no fencing is a contributing feature of neighbourhood character, a variation may be suitable.

7.10 Summary of Character Type Observations from the Draft Neighbourhood Character Study (2019)

Character Type and Zone	Description
Character Type 1 identified areas in the RGZ, in and around key activity centres and transport nodes. These areas are nominated as appropriate for accommodating change, particularly in the form of higher density housing.	In the southern and central parts of the municipality, the areas are characterised by predominantly single to double storey detached dwellings from the 1950s-1970s, interspersed with more recent redevelopments of multi-storey and multi-dwelling developments. Block sizes within this Character Type are generally the most varied, demonstrating a history of subdivision and redevelopment over time. The original large backyards of many homes (a result of relatively deep blocks of 70m or so) have been subdivided and developed for a second or third dwelling on the lot, accessed via a side driveway. Streetscapes are varied in quality, with a mixture of landscaping treatments comprising grassed nature strips, and diverse street tree species. Key streetscape detail is found within the distinctive street patterns (comprising combination of linear and radial streetscapes around a central open space feature, such as Albert Crescent in St Albans). In the northern parts of the municipality, including around Watergardens, the predominant housing forms are more recent, streetscape patterns are less linear, streetscapes offer more enhanced landscaping, and housing forms include both detached housing and concentrated areas of attached units/townhouses. Fencing treatments are generally low or visually permeable, but are highly diverse, with little consistency. Street setbacks are generally consistent within back streets at approximately 5-7m, however are much more varied on main streets (where residential housing forms are more diverse, and where they mix with more commercial land uses).
Character Type 2 identified areas of **GRZ** where the character is consistent but is undergoing a transition consistent with an 'incremental change' zone.	This Character Type exhibits street patterns that are generally gridded. Lots from the original subdivision pattern are generous, ranging from 500m^2 to 650m^2, with some larger lots up to 1,000m^2. Lots are generally deeper than conventional lots in other parts of the municipality (for example, in the northern Character Types), Side setbacks are generous on one side, to provide for vehicle access to garages/carports located to the rear. Houses generally do not take up the full area of a lot, and rear gardens are generous, often comprising outbuildings. Built form generally dates from the 1950s to 1990s and comprises single or double storey detached housing of weatherboard, brick or rendered brick. Streets comprise standard grassed nature strips with low scale street tree planting (i.e., small-medium sized trees) of varying species. Front setbacks are generally consistent in each street, from 5-7m, with low scale front gardens (i.e., small-medium bushes and trees). Areas in the southern part of the municipality that are undergoing transition tend to include units and townhouses that make use of the generously proportioned lots, with access to units via a driveway down one side of the lot (or centrally located on larger developed lots). Redevelopment in the northern parts of the Character Type is limited, likely because the housing stock is relatively new.
Character Type 3 identified **GRZ** areas that comprise relatively recent development (post 2000s).	In Character Type 3, lot sizes and street patterns vary depending on the estate. In Sydenham, streets are gridded, and lots range from 400-600m^2. Around Watergardens, in Keilor Plains and Taylors Lakes, street patterns are curvilinear and lot sizes are larger, generally 650-800m^2. Housing forms comprise single and double storey detached housing of more contemporary designs. Front setbacks are generally consistent (4-5m), and side setbacks are minimal; the area is characterised by large houses that are built almost across the entire width of the lot. Front yards are well landscaped, and front fencing is generally absent. Garages tend to be a dominant feature of the front building façade. Redevelopment in this Character Type is limited, likely because the housing stock is relatively new. Street trees tend to be of more substantial scale in this Character Type than in the southern parts of the municipality, but of varied species.
Character Type 4 applies to Keilor Village, which is zoned	The area is bounded by the Calder Freeway has influenced the character of the area – the freeway alignment has created several irregular shaped lots with housing backing on to the freeway. The precinct wraps around the Joe Brown Recreation Reserve, with a combination of housing fronting onto and backing onto the reserve.

Character Type and Zone	Description
GRZ and exhibits unique characteristics.	The area can be described as landscape dominated as it comprises wide streetscapes, with broad lawn nature strips and large canopy trees. Dwellings are large, of 1–2 storeys, detached and located on large lots of 500 to 1000m2. Houses (and associated backyard treatments, such as swimming pools), occupy much of the block, and houses are generally built across the full width of the block, with small side setbacks. As such, high site coverage is considered a consistent character element, and there is limited opportunity for infill development in the form of additional dwellings to the rear of existing dwellings. Redevelopment in the area has taken the form of townhouse style development on larger lots and corner lots and redevelopment in the form of one for one replacement. Architectural styles range from 1970s brick veneer to contemporary brick dwellings, with some demonstrating historical architectural allusions. Dwellings are generally highly articulated with large windows to capture views and a mix of grand building forms and styles. Front and side fencing vary, with no fencing in areas, and some high (approximately 1.5-1.8m), fencing in other areas. The combination of wide landscaped streetscapes, large front setbacks (8-10m) and little to no fencing creates a sense of openness. The topography of the area is undulating, and as such, housing on the low side of streets is often set below street level, while housing on the high side is elevated with visible retaining walls and steep driveways. Front yards tend to be highly landscaped, with formal gardens and large trees and shrubs.
Character Type 5 applies to the River Valley Estate in Sunshine North, which is zoned **GRZ** and exhibits unique characteristics.	The River Valley estate land zoned GRZ undergoing development and therefore the character of the area is still emerging. The future character of the River Valley Estate is guided by the River Valley Estate Development Plan 2002 (approved by Council) which establishes a proposed subdivision layout that provides development outlook to the Maribyrnong River and various open space areas. The land is undulating, with steep inclines in places. The River Valley Estate Development Plan provides a design response at a subdivision level to address slope (i.e., alignment of roads, minimum lot sizes etc). Housing forms must be in accordance with the River Valley design guidelines that are listed on the title of each lot. The design guidelines seek to ensure that built form responds to the topography of the land and for low, permeable front fencing. Given the topography, benching of lots and use of retaining walls will be a defining characteristic of the area.
Character Type 6 applies to **NRZ** land in older parts of Brimbank, where change is limited to due to heritage constraints.	These precincts are generally grouped together given they are a similar era of development; 1900s to the 1970s. Dwellings predominantly consist of single storey detached brick, rendered concrete or weatherboard dwellings on 500-800m2 lots, with some 1000m2 lots. Dwellings are mostly constructed of light finishes and display various housing styles such as Edwardian, Federation and California Bungalow. Along Glengala Road there are areas of consistent red brick single detached dwellings, which contributes to a unique built form and sense of intact architectural character. Specific precincts consist of HOs that seek to protect heritage elements, which contribute to the overall neighbourhood character of the area. These precincts consist of several very noticeable new infill developments. New infill developments include townhouses and units, some of which present as single detached dwellings from the street, while others present as attached double storey townhouses. Front setbacks are generally consistent (approximately 5 to 10m). Some dwellings have less than 5m setbacks, which disrupt the streetscape rhythm. Front garden treatments and streetscape quality vary from low scale plantings (i.e., bushes and shrubs) to canopy trees. Areas consist of permeable front fences of various heights and are of brick, wood, or a metal finish. Garages and carports are generally set back from the dwelling façade and do not dominate the streetscape.
Character Type 7 identified broad areas of **NRZ**, where limited change is proposed due to the remoteness of the area from transport and services.	This Character Type grouped together precincts of similar era of development (generally from the 1970s to 2000s). Existing housing types vary, with 1–2 storey attached and detached dwellings the predominant type, but with small-lot housing in the form of townhouses emerging in places. As such, lot sizes range from less than 300m2 to 1700m2. Higher site coverage and narrow side setbacks contribute to a built form dominated character. Dwellings generally have a higher site coverage compared to Character Types representing older eras of development and consist of narrow side setbacks with some walls on boundaries. Front setbacks of developments built in the 1970s to 1990s conform to approximately 5-7m, while those built in the 2000s have shorter setbacks of approximately 3-4m.

Character Type and Zone	Description
	Single or double attached garages, which are in line with or forward of the dwelling façade are common. Precincts vary in front fence treatments. Developments within the 1990s to 2000s generally lack front fences, which assists in softening the built form dominated character. Where front fences are constructed, (predominantly within areas built in the 1980s), these are generally low and/or permeable. Some higher front fences are evident in some areas, which disrupt the streetscape rhythm. 2000s era developments front public open spaces and include balconies providing active interfaces.
Character Type 8 applies to a discrete area in Keilor, which is zoned **NRZ** and exhibits unique characteristics.	A small Character Type comprising dwellings along Petrik Drive, displaying a landscape dominated character and distinct subdivision pattern of large lots ranging from 1400 to 2700m2. The area is characterised by slope responsive built form and highly vegetated streetscapes consisting of canopy trees and well-maintained and manicured front gardens with mature vegetation. The area has varied architectural styles and roofs, with some dwellings displaying historical allusions (e.g., Queen Anne) or contemporary dwellings with flat roofs and neutral finishes (i.e., greys and whites). Dwellings are generally highly articulated with large windows. Garages tend to be discretely located behind the front façade of the dwelling. The absence of fencing contributes to the spacious open setting and landscape dominated character. Where fencing exists, it tends to disrupt the streetscape rhythm.
Character Type 9 applies to a discrete area in Keilor, which is zoned **NRZ** and exhibits unique characteristics.	This Character Type is landscape dominated as reflected in the slope responsive built form and highly vegetated streetscapes consisting of canopy trees and well-maintained manicured front gardens. The area is characterised by 1–2 storey detached dwellings on a range of lots from 300 to 3900m2. However, most lots are 500 to 650m2. Architectural styles range from 1970s brick veneer to contemporary brick dwellings, with some demonstrating historical architectural allusions (e.g., incorporating Queen Anne features into the facade). Dwellings are generally highly articulated with large windows and a mix of grand building forms and styles. Front fences are generally constructed of various types and materials. Dwellings often lack front fences, which contributes to a sense of spaciousness. Where front fences exist, these are generally low and/or permeable, which contribute to the spacious garden setting. Garage and carport treatments vary but generally do not dominate the streetscape. Front setbacks vary between 5-10m. There are a limited number of dwellings with walls on boundaries along garage walls, which disrupt the streetscape and built form rhythm.
Character Type 10 applies to the River Valley Estate in Sunshine North, which is zoned **NRZ** and exhibits unique characteristics.	Contemporary development on sloping lots that are predominantly 400 to 650m2 in size. Landscape features such as the Maribyrnong River, the Quarry Lake and indigenous canopy trees contribute to the landscape character of the precinct. Steps and retaining walls are key features of the River Valley Estate given the topography. The area is generally built form dominated with narrow side and front setbacks, which contribute to the lack of front gardens and vegetation within private lots. Dwellings are generally between 1-3 storey single detached dwellings with varying roof styles consisting of tiled hipped and flat roofs. Dwellings are generally highly articulated with large windows. Balconies and neutral to dark tones such as white, grey, and black are common. Generally, there is no front fencing. Where front fences exist, these vary in height from low to high and are constructed of rendered concrete or metal. The area comprises consistent street tree plantings.
Character Type 11 applies to an area in northern Brimbank, which is zoned **NRZ** and identified for limited change.	This Character Type is characterised by large scale single to double storey dwellings on large lots predominantly ranging from 500 to 2600m2, which contribute to its built form dominated character. Narrow side setbacks of approximately 2m or less and walls on boundaries are common. Driveways and single to double attached garages, which are in line with or forward of the dwelling façade are common. The large scale built form is softened by well-maintained and highly vegetated front gardens consisting of low scale plantings. Vegetated front gardens, consistent street tree plantings and the absence of front fencing assist in softening the built form character and contributes to a spacious garden setting. Shorter streets such as courts generally lack footpaths and are narrower in width. Dwellings display various roof styles such as tiled hip, gable, flat and shed roofs. Architectural styles and materials typically consist of red brick or rendered concrete with light finishes such as cream or white. Some dwellings demonstrate historical architectural allusions (e.g., incorporating Queen Anne features into the facade).

7.11 Major Redevelopment Sites with Apartments

Address	Suburb	Apts	Street type	Zone	Overlay(s)	Nearby attractions (walking distance)
21A Foundry Rd	Sunshine	229	Inner activity centre connector road (through large parking lots)	ACZ1	EAO, DCPO1	Albion Station (11 min); Sunshine Station (14 min); Sunshine Marketplace (1 min); Sunshine Plaza Shopping Centre (7 min); local cafes and restaurants (5 min); Victoria University: Sunshine Campus (6 min)
265 Duke St	Sunshine North	176	Connector road through an undeveloped area	C1Z	DPO3, DCPO2	Duke Street Reserve (8 min); Maribyrnong River (11 min); local shops, services and restaurants (7–10 minutes)
15-19 Service St	Sunshine	120	Local road (branching off a high street)	ACZ1	EAO, SBO, DCPO1	Sunshine Station (10 min); Bus routes (216, 220, 400, 408, 420, 422, 426, 427, 428, 429, 456, 471, 903, 941, 942) (6 min); Sunshine Plaza Shopping Centre (3 min); Sunshine Marketplace (5 min); local shops, services and restaurants (3-5 min); Sunshine Leisure Centre (3 min); Sunvale Community Park (3 min); childcare centre (5 min)
439-443 Ballarat Rd	Sunshine	75	Arterial road	ACZ1	EAO, DCPO1	Albion Station (17 min); Bus routes (215, 220, 941, 942) (7 min); Dempster Park (7 min); Victoria University: Sunshine Campus (2 min); childcare centres (3–10 min); aged care facility (11 min); Sunshine Marketplace (15 min); Sunshine Plaza (15 min)
342 Sydenham Rd	Sydenham	74	Connector road	RGZ1	DCPO2	Watergardens Station (7 min); Bus routes (419, 420, 421, 425, 476) (7 min); Watergardens Shopping Centre (20 min); Rose Hedge Reserve and playground (9 min); Profita Avenue Reserve (12 min); childcare centre (2 min); aged care facility (2 min)
13 West Esplanade	St Albans	55	Local road	RGZ1	DDO9, DCPO2	St Albans Station (5 min); Bus routes (408, 418, 419, 421, 423, 424, 425) (5 min); West Esplanade Reserve and Playground (1 min); McKechnie Reserve (7 min); shops, services and restaurants (5–10 min); St Albans Primary School (5 min)
19 Albert Crescent	St Albans	53	Local road	RGZ1	DDO9, DCPO2	St Albans Station (8–10 min); Bus routes (408, 418, 419, 421, 423, 424, 425) (8-10 min); West Esplanade Reserve and Playground (3 min); McKechnie Reserve (10 min); shops, services and restaurants (8–12 min); St Albans Primary School (4 min)
22-24 Talmage St	Albion	46	Local road	GRZ1	HO77, DCPO2	Albion Station (7 min); Bus routes (426, 456) (4 min); Sunshine Marketplace (10–15 min); Barclay Reserve (3 min); childcare centre (6 min)

Address	Suburb	Apts	Street type	Zone	Overlay(s)	Nearby attractions (walking distance)
32-36 Sun Crescent	Sunshine	44	Connector road	ACZ1	EAO, DCPO1	Sunshine Station (5 min); Bus routes (216, 220, 400, 408, 420, 422, 426, 427, 428, 429, 456, 471, 903, 941, 942) (10 min); shops, services and cafes (5–15 min); Sunshine Marketplace (10 min); Chaplin Reserve (5 min); Kororoit Creek Trail (5 min); RT Pollard Gardens (6 min); Sunshine Primary School (10 min); Sunshine Secondary College (7 minutes)
13 Marsden Crescent	St Albans	43	Local road	RGZ1	DDO9, DCPO2	St Albans Station (5 min); Bus routes (408, 418, 419, 421, 423, 424, 425) (5 min); shops, services and cafes (5–10 minutes); McKechnie Reserve (4 min); Errington Reserve (7 min); Rita Street Reserve (14 min)
541-547 Melton Hwy	Sydenham	36	Connector road	GRZ1	DCPO2	Watergardens Station (18 min); Bus routes (425, 460, 462, 463, 943) (4 min); Watergardens Shopping Centre (18 min); local shops, services and restaurants (4 min); aged care facility (8 min); childcare centre (10 min); Sydenham Hillside Primary School (14 min)
40-42 Glendenning St	St Albans	33	Local road	RGZ1	DDO9, DCPO2	St Albans Station (6 min); local restaurants, stores and services (2 min); McKechnie Reserve (6 min); Rita Street Reserve (8 min); Protected Native Grassland Reserve (8 min); Victoria University: St Albans Campus (17 min); St Albans Primary School (9 min)
64-66 Station Pl	Sunshine	29	Connector road (in activity centre)	ACZ1	DCPO1	Sunshine Station (2 min); Bus routes (216, 220, 400, 408, 420, 422, 426, 427, 428, 429, 456, 471, 903, 941, 942) (1 min); shops, cafes and restaurants (1 min); Sunshine Shopping Plaza (10 min); Chaplin Reserve (12 min); K Wheelahan Gardens (9 min); Sunshine Primary School (7 min)
23 Victoria Crescent	St Albans	27	Local road	C1Z	DDO9, DCPO2	St Albans Station (6 min); Bus routes (418, 421) (3 min); shops, services and restaurants (3–5 min); St Albans Primary School (6 min); St Albans Secondary College (14 min); Huart Reserve (3 min); Errington Reserve (10 min); McKechnie Reserve (10 min)
36 East Esplanade	St Albans	25	Connector road	C1Z	DDO9, DCPO2	St Albans Station (6 min); Bus routes (418, 421) (5 min); shops, services and restaurants (3–5 min); St Albans Primary School (5 min); St Albans Secondary College (14 min); Huart Reserve (1 min); Errington Reserve (10 min); McKechnie Reserve (9 min)
87-91 Main Rd W	St Albans	10	Connector road	C1Z	DDO9, DCPO2	St Albans Station (4 min); Bus routes (424, 425) (3 min); shops, services and restaurants (1–5 min); St Albans Primary School (9 min); St Albans Secondary College (12 min); Victoria University: St Albans Campus (17 min); McKechnie Reserve (6 min); Errington Reserve (8 min); Protected Native Grassland Reserve (10 min)

Address	Suburb	Apts	Street type	Zone	Overlay(s)	Nearby attractions (walking distance)
21 Albert Crescent	St Albans	19	Local road	RGZ1	DDO9, DCPO2	St Albans Station (8 min); Bus routes (408, 418, 419, 421, 423, 424, 425) (8 min); West Esplanade Reserve and Playground (3 min); McKechnie Reserve (10 min); shops, services and restaurants (8–12 min); St Albans Primary School (3 min)
115 Main Rd W	St Albans	16	Connector road	RGZ1	DDO9, DCPO2	St Albans Station (5 min); Bus routes (424, 425) (1 min); shops, services and restaurants (1–5 min); St Albans Primary School (9 min); St Albans Secondary College (14 min); Victoria University: St Albans Campus (19 min); McKechnie Reserve (7 min); Errington Reserve (10 min); Protected Native Grassland Reserve (9 min)
507 Ballarat Rd	Albion	15	Arterial road	ACZ1	DCPO1	Albion Station (2 min); Bus routes (426, 456) (1 min); Sunshine Marketplace (11 min); Albion Primary School (4 min); Barclay Reserve (9 min); Victoria University: Sunshine Campus (13 min); childcare centre (12 min)
21 Station Pl	Sunshine	14	Local road	GRZ1	DCPO2	Sunshine Station (3 min); Bus routes (216, 220, 400, 408, 420, 422, 426, 427, 428, 429, 456, 471, 903, 941, 942) (4 min); Sunshine Plaza Shopping Centre (13 min); Sunshine Marketplace (11 min); local shops, services and restaurants (8–10 min); Dickson Street Reserve (8 min); K Wheelahan Gardens (9 min); Sunshine Leisure Centre (8 min); Sunshine Primary School (10 min); childcare centre (12 min); aged care (6 min)
12-14 George St	Sunshine	12	Local road	ACZ1	DCPO1	Sunshine Station (10 min); Bus routes (216, 220, 400, 408, 420, 422, 426, 427, 428, 429, 456, 471, 903, 941, 942) (7 min); Sunshine Plaza Shopping Centre (4 min); Sunshine Marketplace (5 min); local shops, services and restaurants (4–5 min); Sunvale Community Park (3 min); Sunshine Leisure Centre (3 min); childcare centre (5 min); aged care centre (5 min)
9 Pecks Rd	Sydenham	11	Local road	RGZ1	DCPO1	Watergardens Station (8 min); Bus routes (421, 425, 460, 461, 476, 943) (9 min); Watergardens Shopping Centre (13 min); aged care facility (5 min); childcare centre (1 min); Sydenham Hillside Primary School (15 min); Stagecoach Reserve (9 min)
104-106 Phoenix St	Sunshine North	10	Local road	RGZ1	SBO, DCPO2	Albion Station (12 min); Bus route (215, 903, 941) (4–5 min); big box stores (1 min); local shops and services (10 min); Victoria University: Sunshine Campus (1 min); Sunshine North Primary School (10 min); Phoenix Street Reserve (1 min); Dempster Park (6 min); childcare centre (1 min)
67-69 Cornwall Rd	Sunshine	10	Connector road	GRZ1	DCPO2	Sunshine Station (12 min); Bus routes (216, 220, 400, 408, 420, 422, 426, 427, 428, 429, 456, 471, 903, 941, 942) (11 min); Sunshine Plaza Shopping Centre (14 min); local shops, services and restaurants (11–15 min); K Wheelahan Gardens (5 min); Dickson Street

Address	Suburb	Apts	Street type	Zone	Overlay(s)	Nearby attractions (walking distance)
						Reserve (3 min); East Sunshine Kindergarten (6 min); Sunshine Primary School (17 min); childcare (8 min); aged care (11 min)

7.12 VCAT Analysis

	84 Power Street, ST ALBANS
Date	14 Dec 2017
VCAT Citation	Bullion Constructions Pty Ltd v Brimbank CC [2017] VCAT 2097
Description of Proposal	Construction of five double storey dwellings in 'reverse living' format
Outcome	Decision of the Responsible Authority is affirmed. No permit is granted.
Applicable Zones/Overlays	RGZ1
Key Points	Council refused the application on the basis that "*the development will result in significant social effects in the area due to a loss of community cohesion, breakdown of social interaction and community resilience, and negative impacts on the physical health and mental wellbeing of existing long-term residents".* Council notes that *"the long term residents in the area have a right to stay and the transition between their homes and any new development should be gradual, not extreme. Longer term members of the community should not be detrimentally affected by new development."*
VCAT Findings	VCAT did not give weight to Council's ground of refusal but refused the permit on range of factors relating to landscaping, visual bulk to adjoining properties and internal amenity. VCAT finds that: that the proposal fails to provide an acceptable landscaping, visual bulk to adjoining properties, and internal amenity response. an appropriate balance must be struck between the competing policies of the Planning Scheme. the 'reverse living' format results in poor internal amenity, excessive screening and overlooking concerns. the proposal provides an inadequate response to the design guidelines of Clause 55.04-6 - *overlooking*. The limited landscaping does not achieve the RGZ1 landscaping requirements along the length of the driveway the built form near the eastern boundary visually impacts on the adjoining property and that the proposed landscaping is not in accordance with the RGZ1.

	7 Brisbane Street, ALBION
Date	24 Jan 2018
VCAT Citation	Tabone v Brimbank CC [2018] VCAT 100
Description of Proposal	Construction of three two storey dwellings.
Outcome	Decision of the Responsible Authority is affirmed. No permit is granted.
Applicable Zones/Overlays	GRZ1
Key Points	Council considered the proposal inconsistent with Clause 21.07 as it does not respect the existing or preferred neighbourhood character. Particularly siting, setbacks, design detail, open character/single storey scale and rear backyards landscape character. Council was concerned that the second storey at the rear was unacceptable, and that insufficient space was provided for landscaping and canopy trees in secluded private open space. Council expresses that whilst the development complies with Standard B17 it still presents an unacceptable visual bulk to its neighbours (VCAT accepted this position).
VCAT Findings	> VCAT notes that there is no direction regarding whether two storey dwellings at the rear of properties are encouraged or acceptable. But agreed that the massing to the rear was excessive on neighbourhood character grounds. VCAT raises issues with matters of visual bulk and neighbourhood character. > VCAT did not support Council's concern about lack of landscaping. VCAT noted Council cannot reasonably say that open space areas that comply with the scheme fail to provide an adequate landscaping area. > VCAT also acknowledged the inevitable outcome of encouraging more dwellings within established neighbourhoods would be less canopy vegetation within private properties. Canopy landscaping in and around multiple dwelling developments is usually provided in the front setback, along the driveways and towards the rear of developments. It is less often provided within small areas of private open space.

	63 Derrimut Street ALBION
Date	27 May 2019
VCAT Citation	Black T Small Footprint 21 Pty Ltd v Brimbank CC [2019] VCAT 881
Description of Proposal	Construction of five 2-storey dwellings
Outcome	Decision of the Responsible Authority is affirmed. No permit is granted
Applicable Zones/Overlays	GRZ1
Key Points	Council identified that the character of the neighbourhood is changing from older traditional single storey detached dwellings to modern contemporary townhouse styles, resulting in a mix in neighbourhood character. Council submission noted that in the absence of a neighbourhood character strategy/study that a decision must look at the existing neighbourhood context.
VCAT Findings	> VCAT decision relates primarily to whether or not the design has acceptable regard to neighbourhood character and notes that there is nothing specific in the planning scheme in respect to neighbourhood character in Albion. > VCAT notes that it is more than just a built form response when you are constructing dwellings with two frontages. > Visitor car parking is to be considered in respect to the ultimate usage, equitable usage and the affect any additional car parking will have on the neighbourhood character of an area. > VCAT addresses that whilst technical compliance with variation to standard B29 might not be met, there is still a need to consider the usability of the space that has been created. > VCAT considers that there needs to be further thought given to side fencing, private open space, and landscaping.

	47 Derrimut Street, ALBION
Date	18 October 2019
VCAT Citation	Black T Small Footprint Pty Ltd v Brimbank CC [2019] VCAT 1621
Description of Proposal	Construction of five two storey dwellings
Outcome	Decision of the Responsible Authority is set aside. A permit is granted.
Applicable Zones/Overlays	GRZ1
Key Points	Council considers that the proposal is out of character with the area with regard to scale, built form, bulk, density, materials, finishes, number of crossovers, amount of hard surface across the frontages of the site, and lack of trees. Council finds that the development is not respectful of the Garden City suburb established by HV McKay which has a detrimental impact on the streetscape. Council notes that the proposal does not satisfy the objectives, strategies and policies of Clause 21.07-3 as it does not integrate with the surrounding environment and detracts from the streetscape in terms of building design, height and massing. Council considers that the proposal does not meet the objectives and standards of Clause 55, specifically standard B1 – Neighbourhood character, standard B6 – Street setback, standard B29 – Solar access to open space and standard B32 – Design detail and is an overdevelopment of the land. The Albion and Ardeer Community Club Inc. support Council's decision and note that the development is not suitably sensitive to the special characteristics of the area.
VCAT Findings	> VCAT notes that the Brimbank Planning Scheme contains no specific local neighbourhood character policies that would assist in considering how development should respond to its context, both physical and policy. > VCAT references that Clause 21.07-3 outlines the key elements that contribute to the existing neighbourhood character being building setbacks, colours and finishes, design detail and the landscaped setting. > VCAT notes that " The proposal will no doubt look different to what currently exists in this part of Albion. However, looking different does not make it unreasonable" > VCAT considers that the Planning Scheme provides little guidance to assist developers and residents on what respectful redevelopment would look like.

	19 Burrowye Crescent TAYLORS LAKES
Date	22 July 2020
VCAT Citation	Kropf v Brimbank CC [2020] VCAT 941
Description of Proposal	Construction of five double storey dwellings.
Outcome	Decision of Council affirmed; no permit granted.
Applicable Zones/Overlays	NRZ1, SBO
Key Points	Council took issue with the lack of side setbacks proposed accessibility of the car spaces and aspects of internal amenity.
VCAT Findings	> VCAT affirmed the refusal, taking issue with the siting of some of the dwellings, the lack of landscaping and several habitable rooms reliant on skylights. VCAT did not agree with Council's focus on the issue of setbacks. > Notes that there is no policy guidance of what is meant by limited change in the NRZ1, and notes that the neighbourhood character of the areas is mixed. > VCAT noted that Council policy requiring 'protection' of neighbourhood character is quite strong, and references other parts of the Planning Scheme that requires 'respect' for neighbourhood character (the purpose of the zone and Clause 55).

	63 Derrimut Street ALBION
Date	11 November 2020
VCAT Citation	Black T/Small Footprint Pty Ltd v Brimbank CC [2020] VCAT 1262
Description of Proposal	Construction of five double storey dwellings.
Outcome	Decision of Council affirmed; no permit granted.
Applicable Zones/Overlays	GRZ1
Key Points	Council refused on the grounds of failure to respond to the neighbourhood character of the area, unacceptable proposed car parking arrangements, and impacts on the amenity of the adjoining properties. Specifically, Council is critical of the extent of the dwelling form and length, use of parapet walls and flat roofs and articulation and massing of built form to the street. Council notes that the proposal fails to address Standard B29 in respect to solar access.
VCAT Findings	> Drawing on Clause 15.01-5S, the purposes of GRZ1 (which varies Clause 55) and Clause 21.07-3, VCAT found that while the construction of more than one dwelling on the site was supported by planning policy, the proposal failed to respect the neighbourhood character of the area. > VCAT were critical of the proposal to create indented parking bays within the road reserve, the useability of private open space and a lack of detail with respect to shadow diagrams.

	1 Wood Street, DEER PARK
Date	11 January 2021
VCAT Citation	Canterlever Construction Pty Ltd v Brimbank CC [2021] VCAT 19
Description of Proposal	Construction of seven two and three bedroom dwellings sited one behind the other. Reverse living arrangement (except Unit 7).
Outcome	Decision of Council affirmed; no permit granted.
Applicable Zones/Overlays	RGZ1
Key Points	Council refused due to limited landscaping opportunities that fail to compensate for increased density and reduced amenity for residents in area due to increased traffic, built form and lack of landscaping. Including greater site coverage, building surface area and demand for energy consumption.
VCAT Findings	> VCAT found proposal had not struck an acceptable balance between objectives for increased housing intensification and policies that ask for development that respond to an area's context and character, and which also achieve high quality, innovative, and site responsive design outcomes. VCAT notes issues with lack of landscaping, reliance on windows and screens to prevent overlooking, and visual bulk. > VCAT notes that in reading the planning scheme policies, controls and provisions including the varied Clause 55 standards and decision guidelines in RGZ1, that these collectively emphasise the importance of high quality urban design, buildings, and better landscaping outcomes. > VCAT notes that standard B13 in the RGZ1 is not achieved and would not mitigate the effect of building bulk.

	1 Neimur Avenue, DEER PARK
Date	10 June 2021
VCAT Citation	I and F Investments Pty Ltd v Brimbank CC [2021] VCAT 603
Description of Proposal	Construction of 6 double storey dwellings.
Outcome	Decision of Council set aside; permit granted.
Applicable Zones/Overlays	RGZ1
Key Points	Council refused on matters of neighbourhood character – scale, setbacks, and insufficient room for canopy tree. Council refused on grounds that front setback did not comply with Standard B6 of Clause 55. Applicant claimed Council refused due to pressure from residents who are not happy with Council's strategic decision to place this land in the Residential Growth Zone. Council notes that not all RGZ1 areas are equal, with RGZ1 in or abutting activity centres able to achieve a greater level of change, and a lesser level of change closer to the 'residential hinterland'.
VCAT Findings	> VCAT disagreed that the location is not appropriate for the scale of development proposed. VCAT noted Council's expectation of graduated change within the RGZ is not clearly articulated in Clauses 21.04 and 21.07. However, VCAT did consider aspects of character in assessing the application due to the presence of a preferred character statement for the RGZ in at Clause 21.07-3.

	29 Poole Street, DEER PARK
Date	29 Nov 2021
VCAT Citation	Pisano v Brimbank CC [2021] VCAT 1412
Description of Proposal	Construction of five three-storey dwellings in a 'reverse living' format.
Outcome	Decision of Council set aside; permit granted subject to conditions
Applicable Zones/Overlays	RGZ1
Key Points	Council refused the application on ResCode grounds, particularly solar access, setbacks, scale, and visual impact on street. Council submits that the proposal will have an overbearing and visually intrusive form to the street.
VCAT Findings	> VCAT found that the scale was acceptable, noting the RGZ anticipates change to the character of the area. VCAT noted that scale transitions are relevant only at the interface of different zones, not adjoining properties (as per RGZ1 decision guidelines). > Minor variations to Clause 55 setback standards were considered acceptable in the context of the design. > VCAT dismissed concerns about lack of housing diversity and the inability of reverse living to accommodate people of varied abilities on the basis that the dwelling diversity clause of ResCode does not apply to development of fewer than 10 dwellings.

Other VCAT cases reviewed but not cited in this Background Report:

Case	Neighbourhood Character Issues Considered
Gorgievski v Brimbank CC [2018] VCAT 635	Landscape character, building bulk and scale.
Gulabovski v Brimbank CC [2019] VCAT 454	Built form character, streetscape character and rhythm.
RSMG Investments Pty Ltd v Brimbank CC [2019] VCAT 756	Setbacks, landscaping.
Nguyen v Brimbank CC [2019] VCAT 935	Setbacks, scale, form and building bulk.
PBG Real Estate Holdings Pty Ltd v Brimbank CC [2019] VCAT 1303	Building bulk, side setbacks, landscaping, streetscape character, articulation, design details (roofing).
Panorama Investment (Albanvale) Pty Ltd v Brimbank CC [2020] VCAT 859	Design details, setbacks, building articulation.
Riva Ridge Pty Ltd v Brimbank CC [2020] VCAT 1342	Form and building bulk, design details (walls and roofing), streetscape character and building articulation.
CitiWest Constructions Pty Ltd v Brimbank CC [2021] VCAT 363	Siting, setbacks, design detail, landscaping.
P & H Group Enterprises Pty Ltd v Brimbank CC [2021] VCAT 400	Building scale, massing and articulation; setback; streetscape character and rhythm.
35 West Esplanade Pty Ltd v Brimbank CC [2021] VCAT 433	Building scale and bulk, landscaping, front setback, driveway siting and scale (limits landscaping).
Lieu v Brimbank CC [2021] VCAT 611	Built form, massing and scale; setbacks; streetscape character.
Pegan v Brimbank CC [2021] VCAT 687	Siting, scale, vehicle access, streetscape character and rhythm.
Minalex Enterprises Pty Ltd v Brimbank CC [2021] VCAT 924	Building scale, setbacks, landscaping, streetscape character and rhythm.
Sunshine Vale Pty Ltd v Brimbank CC [2021] VCAT 1058	Landscaping, maintenance.
JBHcom Pty Ltd v Brimbank CC [2022] VCAT 270	Building form and bulk, setbacks, design details, landscaping.
Planning and Design v Brimbank CC [2022] VCAT 256	Visual bulk and massing, setbacks, materials and finishes.
Wilkin v Brimbank CC [2022] VCAT 791	Landscape character, front setbacks, building bulk and scale.
Nguyen v Brimbank CC [2022] VCAT 831	Setbacks, design details.

7.13 Suburb Profiles

The following contains site observations across all 19 residential suburbs.

Calder Park, Brooklyn, Keilor East and Tullamarine are employment-based suburbs and were not observed for neighbourhood character. Keilor North falls outside of the Urban Growth Boundary and was not observed for neighbourhood character either.

Albanvale

Zones and Overlay Plans

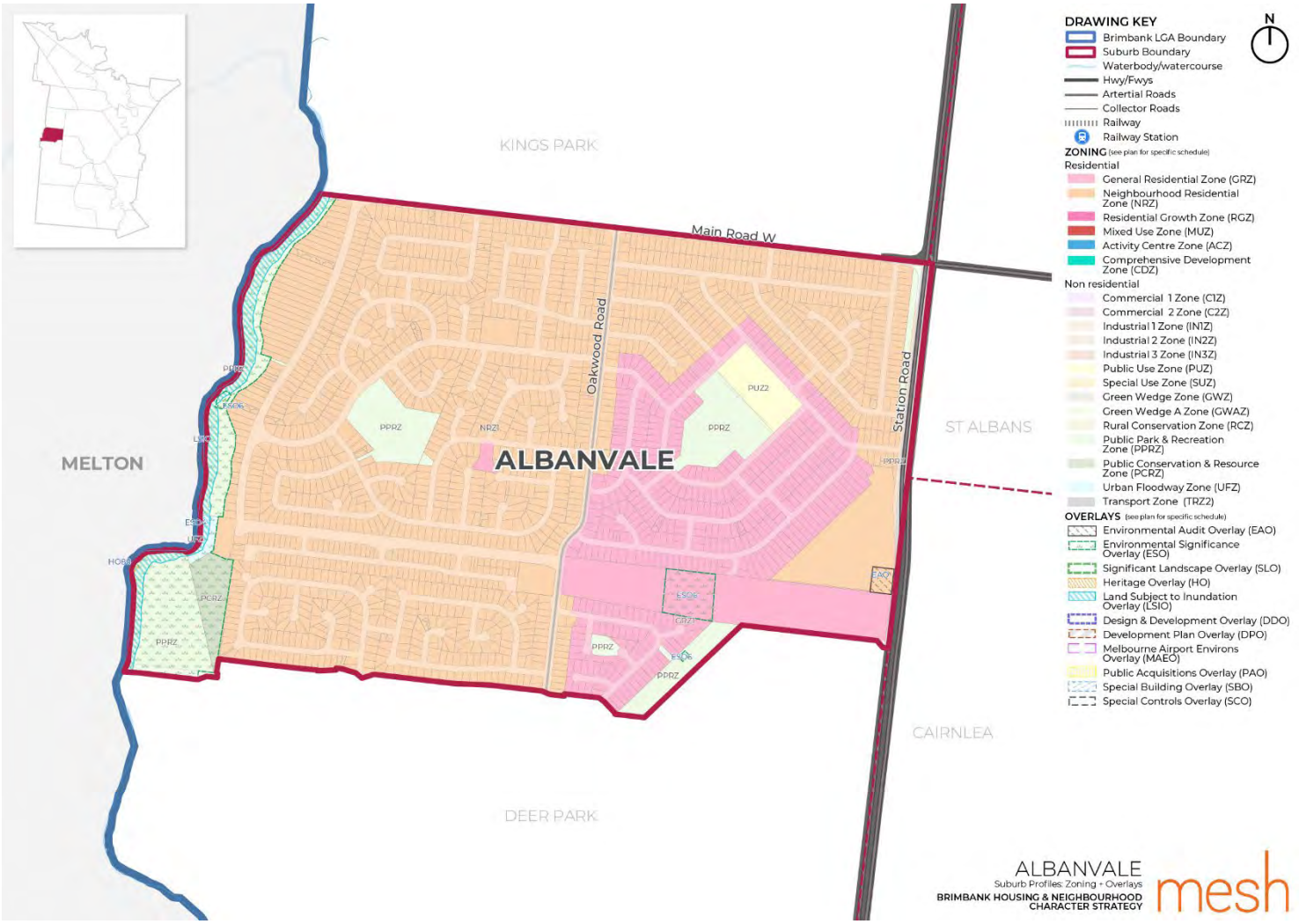


Figure 22: Albanvale - (Left) Dwellings along Opie Road. (Centre) Contemporary development adjoining McCann Drive. (Right) A typical dwelling in Albanvale.

Existing Suburb Character Description

Predominately single storey detached dwellings. Traditional dwelling stock has similar architectural styles, roofing and colour selection. Dwellings feature large open windows, often with roller shutters. The material of dwellings is primarily brick, in brown, orange and cream colours.

Moderate front setbacks are consistent and allow for a mix of landscaping and vehicle access and/or parking

Front gardens are typically informally landscaped with low scale planting and expanses of lawn.

The street network is varied, and often includes court bowls. Streetscapes have footpaths on both sides of the road. New street tree plantings are evident throughout and will increase canopy coverage in the future, contributing to greening the suburb. Medium height and permeable front fences typically line the street, separating the private and public realm.

Large scale contemporary infill development exists along Albanvale Drive in the south, but there is otherwise limited infill development on local streets. There are few vacant sites within the local street network and a very large vacant site in the south that adjoins Brimbank Shopping Centre. Brimbank Shopping Centre straddles the southern boundary with limited pedestrian connectivity to residential areas to the north and west.

Suburb Contributors and Threats

Contributors

- **Consistency of siting, setbacks and site coverage:** Moderate front setbacks throughout.
- **Consistent, complementary colours and materials:** Predominately brick in orange, brown and cream.
- **Vegetation and landscaping:** New street tree planting.

Threats

- **Excessive bulk or height:** Visual bulk of contemporary development in the south.
- **Dominant vehicle access and parking:** Car access and parking within front setbacks.
- **Inadequate landscaping:** Impacted front garden landscaping as a result of car access and parking.
- **Change in materiality or style:** Dominant use of roller shutters throughout.

Neighbourhood Character Features

Table 3: Albanvale Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Active residential interface to Main Road West and Kings Park in the north. • Vegetated landscape strip screens back of fence interface to Station Road. • Kororoit Creek extends along the full western boundary.
	Private & public realm landscaping	• Limited established street trees; new street tree planting evident throughout. • Minimal front garden planting; typically only lawn with some low-rise plantings. • Landscaping is impacted by driveways and vehicle parking. • Some canopy coverage in front and rear gardens.
	Street alignment, type & proportions	• Curvilinear street network. • Court bowls are prominent in the west. • Wide streets throughout allow on-street parking, on both sides of the road. • Indented parking bays along McCann Drive, Isabella Court and Albanvale Drive.

Features for Assessment		Neighbourhood Feature Observations
Built Form Scale and Character	**Setbacks & site coverage**	• Predominately moderate front and side setbacks. • Generous setbacks are typical for dwellings at the end of a court. • Larger site coverage and built form bulk on the lot typically results in minimal side setbacks. • Minimal setbacks are typical as part of large scale contemporary infill development in the south.
	Building types & height	• Low rise, predominately single storey detached dwellings. • Double storey detached dwellings and attached townhouses as part of southern large scale infill development. • 2000s era townhouse and unit development along Opie Road.
	Lot size	• Predominately 500–650sqm. • 1000sqm adjoining Kororoit Creek.
	Fencing height, materiality, finish & transparency	• Front fencing is common throughout. • Predominately low to medium height and permeable. • Typically metal ‘pool style’ or brick materials in various colours. • Contemporary infill dwellings typically have no front fences.
	Garages, carports, crossovers, access & car parking	• A mixture of carports and integrated garages. • Side setbacks provide vehicle parking and access for most dwellings. • A mixture of double and single crossovers. Contemporary infill development in the south has double crossovers. • Rear access to dwellings as part of large scale contemporary infill development in the south.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1980s era. • Contemporary infill development adjoining McCann Drive. • Limited amount of contemporary infill development within broader suburb. *Example: Evergreen Avenue and Guest Avenue.*
	Building materiality & quality	• Predominately brick dwellings of orange, brown and cream colours. • Carports typically of Colorbond steel that matches the dwelling colour palette. • High levels of dwelling quality. • Some instances of reduced maintenance to dwellings. • Dominant use of roller shutters throughout.
	Roof styles, materials & colours	• Predominately hip style roofs. • Some instances of gable style roofs. • Garages and carports typically feature flat roofs. • Mixture of roof colours. Predominately tile materials. • Eaves are common single storey dwellings. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Pedestrian paths on both sides of the street. • Pedestrian paths on a single side of the street as part of large scale infill development in the south. • Pedestrian paths connect to open spaces via laneway access. • Shared user path along Kororoit Creek along the rear of dwellings.

Albion

Zones and Overlay Plan

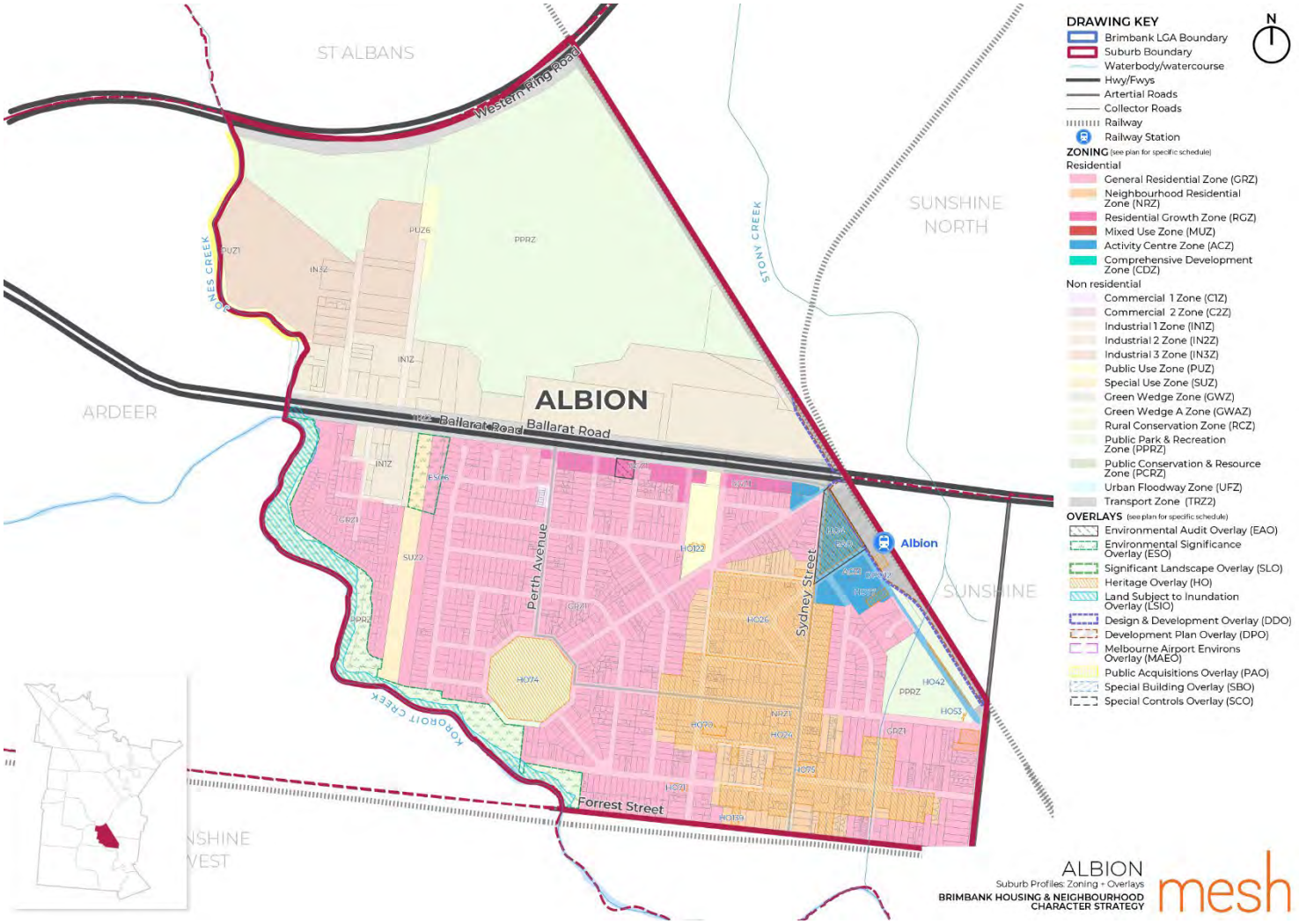


Figure 23: Albion - (Left) Heritage dwellings along Coolamon Street. (Centre) Contemporary development along Talmage Street. (Right) Streetscape improvement works along Burnewang Street.

Existing Suburb Character Description

Predominately residential with a mixture of housing styles and eras that generally have similar building materials, finishes and roof styles. Various heritage overlays protect both dwellings and the broader subdivision pattern, including the War Services Home Estate (HO26) and McKay Housing Estates (HO24). Heritage dwellings are typically constructed of weatherboard, in muted tones.

Dwellings not protected by heritage overlays often employ heritage design features, creating a sense of cohesion between new and older developments.

Flat topography and an unconventional grid street network allow for sight lines and strong pedestrian connectivity to open space and Kororoit Creek.

Contemporary infill development is occurring in close proximity to Albion Station. The Sunshine National Employment and Innovation Cluster identifies the Albion Station Precinct as an area for intensification and highlights several sites for major redevelopment and denser housing forms.

Albion includes two education facilities and various active recreation opportunities including baseball, tennis, cricket and lawn bowls. An employment area in the north is separated from residential areas by Ballarat Road. Forrest Street and the rail line noise barrier visually and physically separates Albion from Sunshine West.

A residential aged care facility at 639 Ballarat Road in the west isolates a pocket of residential development. The facility increases fencing heights with no permeability to the residential area and abutting streets, this creates a poor character outcome in the west of Albion.

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Established palm trees and canopy tree coverage contribute to a garden setting.
- **Connections to open space:** Key roads lead to open space in the southwest, contributing to a sense of place and connection to green space.
- **Consistency of siting, setbacks and site coverage:** Moderate front setbacks and low rise dwellings.
- **Vegetation and landscaping:** Front garden landscaping and canopy trees within the private realm contribute to a garden setting.
- **Consistent, complementary colours and materials:** Mixed brick and weatherboard materials.
- **Consistent, complementary colours and materials:** Uniform roof styles.
- **Street layout:** Streetscapes promote walking via raised crossings, central medians and connected pathways.

Threats

- **Excessive bulk or height:** Visual bulk of multi-unit development and contemporary infill development particularly in proximity to Albion Station.
- **Excessive bulk or height:** Contemporary infill development not in keeping with the low rise scale of traditional housing stock.
- **Limited connectivity or accessibility:** Rail line noise barrier in the south limits connection and visibility through to Sunshine West.
- **Inadequate landscaping:** Minimal front garden landscaping and minimal front setbacks as a result of contemporary development increasing built bulk to the street.

Neighbourhood Character Features

Table 4: Albion Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Varied residential frontage to bounding roads, Kororoit Creek and the rail line. • Inconsistent residential address and frontage to Ballarat Road. • Perth Avenue undergoing an increased level of residential change than in other parts of the suburb. • Rail line noise barriers limit connectivity and visibility through to Sunshine West.
	Private & public realm landscaping	• Varied frequencies of street tree planting. Often varied in scale and species. • Moderate levels of established street trees particularly in comparison to Sunshine West and Sunshine. • Minimal to moderate front garden landscaping with low-rise planting and/or lawn. • Established palm trees within the private and public realm. • Key roads lead to open space in the southwest. Dwellings front onto open space and creates passive surveillance opportunities. • Backyards often viewed from the street due to building sighting and permeable side fencing.
	Street alignment, type & proportions	• Non-conventional grid street layout that reflects HV McKay's 'garden-city' plans. • Dead-end style roads adjoin open space assets. • Streetscape improvement works throughout. • Tree lined streets provide visual links and connectivity to adjoining open spaces and natural assets.
Built Form Scale and Character	**Setbacks & site coverage**	• Consistent moderate front and side setbacks provide sufficient space for landscaping. This is particularly evident with traditional and heritage-protected housing stock. • Minimal front and side setbacks associated with contemporary infill development and post-war multi-level units. *Example: Ridley Street and Forest Street*. • Side setbacks allow for vehicle parking and access to carports and rear sheds. • Multi-unit developments in the southeast achieve uniform setbacks. *Example: Ridley Street and King Edward Avenue.* • Contemporary infill and multi-level unit developments display increased site coverage.
	Building types & height	• Low rise, predominately single storey brick or weatherboard dwellings. • Contemporary infill townhouse typologies scattered throughout suburb, typically double storey. • Multi-level flats no greater than three storeys in the southeast and adjoining the Albion Station. • Higher buildings could obscure view lines to the silos in the northeast. • Contemporary infill and multi-level unit developments display more intensive built forms.
	Lot size	• Varied lot sizes, with lot sizes increasing towards the southeast. • Large lots are associated with multi-level low scale apartments. • Residential density increases in the south, particularly along Forrest Street. • Contemporary infill development increases density adjoining Albion Station.
	Fencing height, materiality, finish & transparency	• Low to moderate height, permeable front fences are common, typically of brick, wood or a metal material. • High fencing more common adjoining Ballarat Road, typically brick with wrought iron details. • Timber style fencing styles in the south and southeast, often as part of early 1900s era housing. *Example: King Edward Avenue.*

Features for Assessment		Neighbourhood Feature Observations
		• Contemporary infill development often includes moderate height front fencing that mimics early 1900s styles of timber or timber-look material. • Metal 'pool style' fencing is common. • Moderate scale, permeable front fencing is a prominent feature on most dwellings along Adelaide Street.
	Garages, carports, crossovers, access & car parking	• Garages and carports are generally set back from the front façade and do not dominate the streetscape. • Side setbacks generally provide vehicle parking for detached, multi-unit and contemporary infill development. • Infill development typically achieve garages integrated with the built form. • Heritage dwellings typically do not have garages and carports and often achieve vehicle access from the rear of the property. • Predominately single crossovers. • Ample opportunity for on-street car parking.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1900 to 1940s era. • Some 1950s to 1970s eras. • Recent contemporary infill development in the north, along Perth Street and adjoining Selwyn Park. • Various vacant sites throughout. • Vacant/single dwelling lots often redeveloped into contemporary multi-unit developments in the south.
	Building materiality & quality	• Various housing styles—Edwardian, Federation and California Bungalow — typically of light colours. • Contemporary infill development and multi-level units in varied building materials and colour selection. *Example: Forrest Street.* • Some contemporary infill developments include weatherboard and mock heritage details. • Traditional brick dwellings typically orange and cream brick. • Weatherboard dwellings typically of varied colour and condition. • Heritage protected dwellings typically of weatherboard material. • Consistent use of mixed brick and weatherboard materials along Adelaide Street. • Dwellings on Adelaide Street are often less maintained than other areas. • Varied building quality and level of maintenance to multi-level units and dwellings off Wasley Street. Visible signs of sun damage and building cracking. • Varied levels of maintenance to heritage protected dwellings.
	Roof styles, materials & colours	• Predominately tiled, hip styles and some gable styles. • Heritage protected dwellings typically feature Colorbond steel or corrugated iron dutch and gable roof styles. • Terracotta tile colours are common as part of brick dwellings. • Eaves and verandas are common as part of traditional housing stock. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Pedestrian crossings, central medians and vehicle slowing devices. • Dedicated on street bicycle lanes along key streets. • Consistent streetscapes that promote walking via raised crossings, central medians and connected pathways. • Water sensitive urban design (WSUD) treatments along Ridley Street.

Ardeer

Zones and Overlay Plan

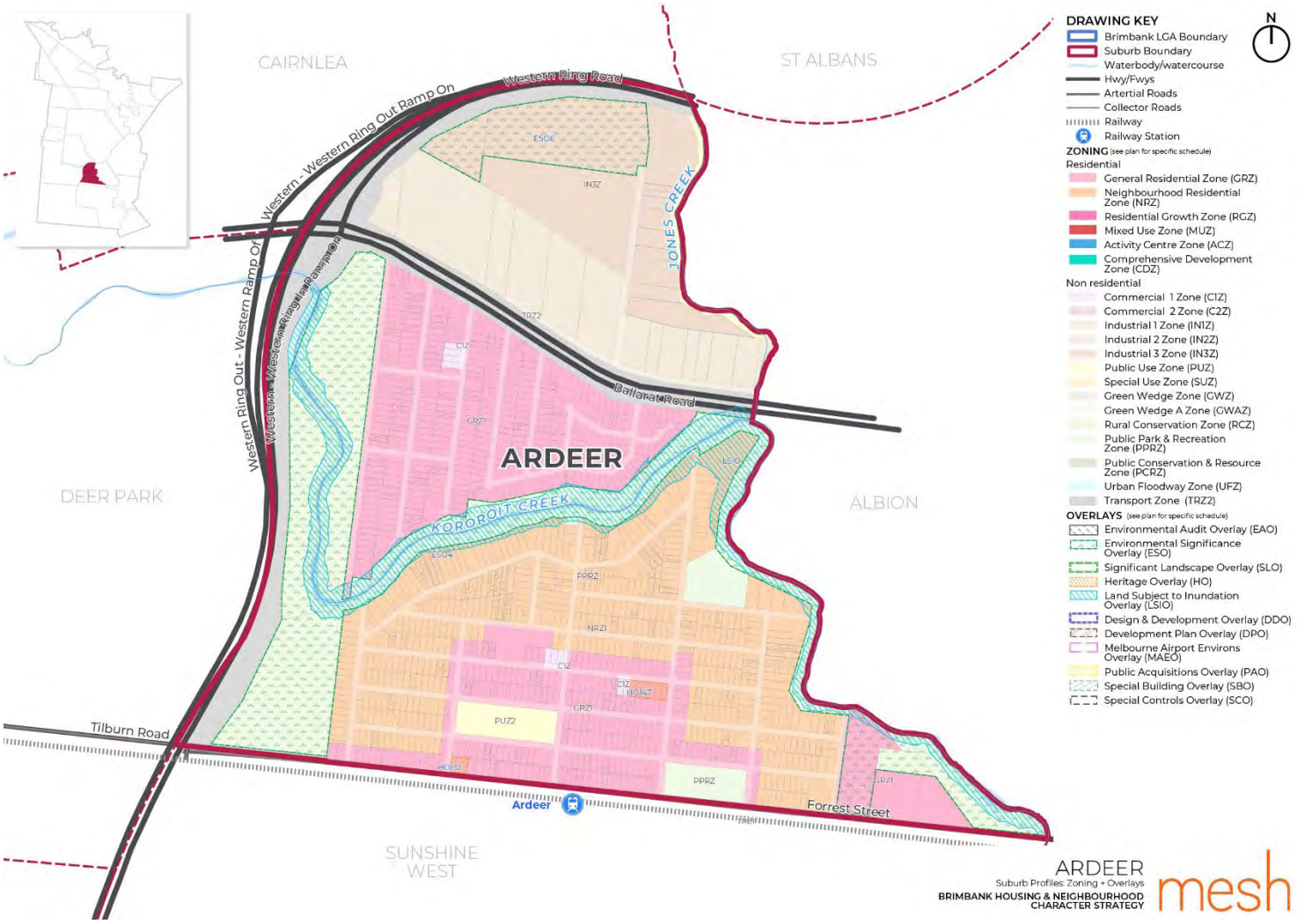


Figure 24: Ardeer - (Left) Typical dwelling in Ardeer. (Centre) Dwellings along Holt Street. (Right) dwellings along Rockbank Road.

Existing Suburb Character Description

Single storey detached dwellings with some double storey infill is the predominate housing typology. Contemporary medium density townhouse and unit developments are scattered throughout and at greater concentrations south of Kororoit Creek.

Building styles are diverse and reflective of reoccurring renovation and redevelopment of traditional housing stock.

The diverse mix of building styles includes brick veneer, rendered brick and weatherboard façade treatments. Detached dwellings are typically situated on moderate lots. Moderate landscaping in front gardens, with varied heights of planting and mixed species selection. Front landscaping is minimal as part of contemporary infill development. Topography variation in the north results in retaining walls and side and back fences to the street and Kororoit Creek.

Kororoit Creek physically separates the north and south of the suburb and creates a natural separation between residential zones. Bridged pedestrian connections provide limited north-south accessibility. Ballarat Road also provides a physical separation between residential development and mixed use/industrial development in the north. The Metropolitan Ring Road, Kororoit Creek and the Rail Corridor further limit connection to adjoining suburbs. Together this contributes to a sense of containment and enclosure of Ardeer's residential areas.

Dwellings are serviced by local convenience, education and recreation facilities. Heritage Overlay (Schedule 147) affects a row of dwellings in the south.

Suburb Contributors and Threats

Contributors

- **Connections to open space:** Strong connection to natural features of Kororoit Creek.
- **Street layout:** Wide streets with pedestrian paths on both sides.
- **Vegetation and landscaping:** Established trees contribute to streetscape character.
- **Consistency of siting, setbacks and site coverage:** Moderate front setbacks
- **Vegetation and landscaping:** canopy trees within the private and public realm contribute to a spacious street setting.

Threats

- **Limited connectivity or accessibility:** Rail line sound wall limits visual and physical connection to Sunshine West and is a dominant feature of the street.
- **Excessive bulk or height:** Scale and siting of contemporary infill development is inconsistent with traditional housing stock.

Neighbourhood Character Features

Table 5: Ardeer Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Limited visual and physical connection to the rail corridor and Sunshine West to the south. • Slip lane access is provided to residential properties with frontage to Ballarat Road. • Back of fence interface with Kororoit Creek provides a separation between Ardeer and Albion in the east.
	Private & public realm landscaping	• Moderate to generous landscaping within front gardens. • Established fruit trees throughout as part of nature strip and front garden landscaping. • Generous backyard landscaping which can often be viewed from the street. • Consistent street tree planting along McLaughlin Street and Holt Street observed as part of 2019 Neighbourhood Character Study is affirmed.

Features for Assessment		Neighbourhood Feature Observations
	Street alignment, type & proportions	• Grid based road network. • No vehicle access across Kororoit Creek. • Wide streetscapes.
Built Form Scale and Character	**Setbacks & site coverage**	• Moderate front setbacks associated with both traditional housing stock and contemporary detached dwellings. • Some instances of contemporary unit and townhouse infill developments respecting existing setbacks. • Other instances of minimal front, side and rear setbacks or no setback to side boundary as part of contemporary development. • Detached dwellings have generous single-side setbacks often achieving space for car parking or access to a shed at rear of property.
	Building types & height	• Predominantly single storey detached dwellings. • Contemporary multi-dwelling unit developments along Kororoit Creek • Recent developments are often double storey in height. • Dual-occupancy outcomes throughout, often with a second dwelling to the rear of an existing dwelling.
	Lot size	• Predominately 500–650sqm lots. • 650–800sqm lots in the northwest with very limited occurrence in the south. • Larger lots over 1000sqm adjoining the southern edge of Kororoit Creek.
	Fencing height, materiality, finish & transparency	• Low and permeable front fencing common. • Contemporary developments often have no front fencing. • Brick, metal ‘pool style’ and permeable timber fencing materials are common. • Traditional timber side and rear fencing is common.
	Garages, carports, crossovers, access & car parking	• Carports and garages generally in line with, or set back from, the dwelling façade as part of traditional housing stock. • Contemporary development typically includes garages in line with the front façade. • Predominantly single crossovers. • Contemporary unit and townhouse developments achieve access via shared driveways/common property.
Architectural Styles and Roof Styles	**Era of development**	• Mixture of post-war and 2000s development. • Post-war development is most prominent.
	Building materiality & quality	• Brick dwellings and weatherboard material are most common. • Weatherboard is often associated with post-war development, in varied colours. • Varying levels of building maintenance which impacts the condition of the dwelling façade. • Contemporary developments generally consist of a mix of brick and rendered concrete neutral finishes (i.e., whites and greys). • Large presence of roller shutters in the northern areas.
	Roof styles, materials & colours	• Roofs are generally tiled (terracotta and black in colour) in hipped or gable style. • Flat roofs more common as part of contemporary development. • Weatherboard dwellings frequently have Dutch and gable style roofs in Colorbond or corrugated iron material. • Eaves are common on both single and double storey dwellings. • Some instances of solar panels on roofs.

Features for Assessment		Neighbourhood Feature Observations
Notable Features	Details of the footpath & street	• Varied streetscape quality and inconsistent street tree plantings. • More established street trees adjoining Kororoit Creek. • Pedestrian paths on both sides of the street, connecting to open space and the street network.

Cairnlea

Zones and Overlay Plan

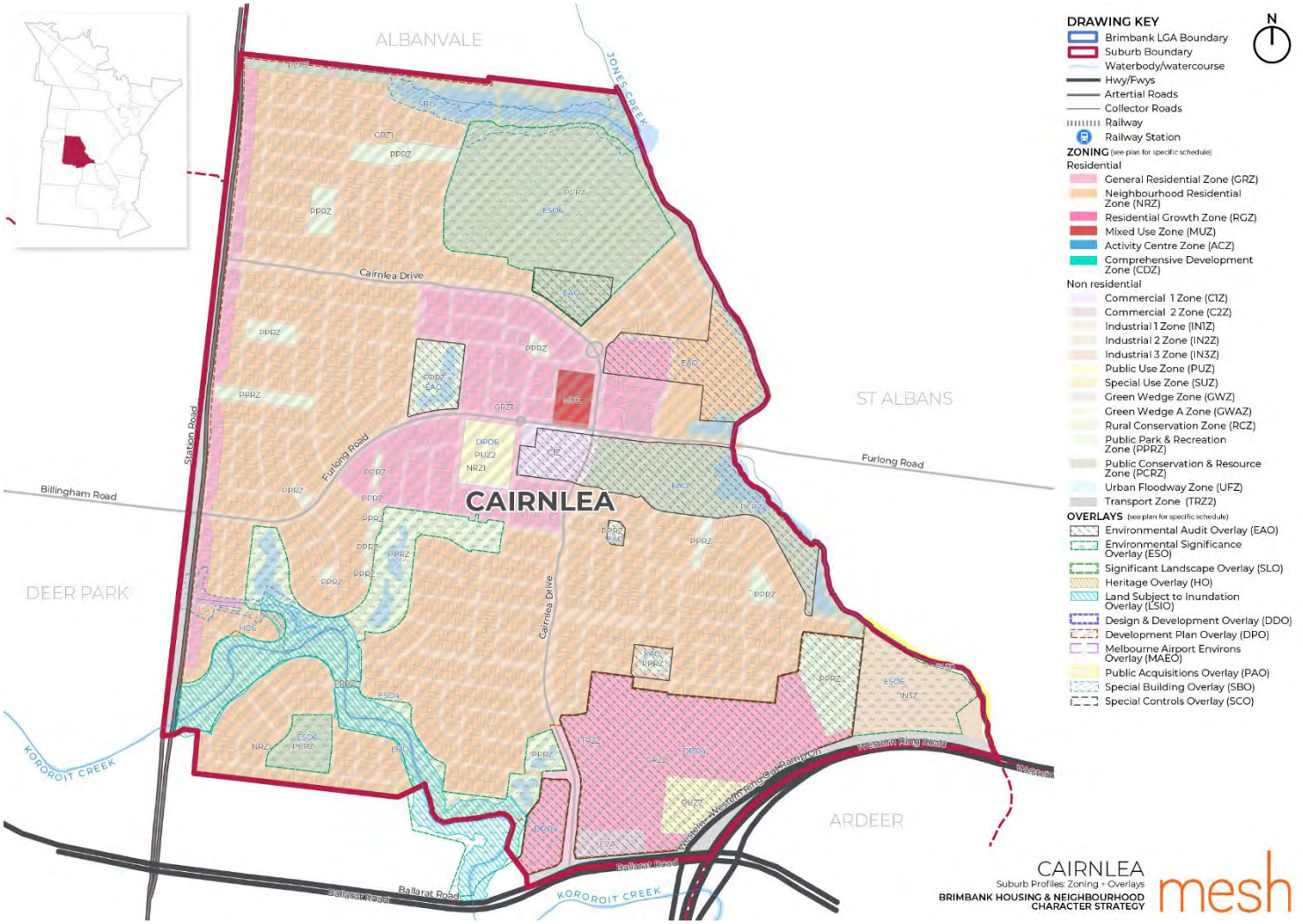


Figure 25: Cairnlea - (Left) Dwellings along Delma Avenue. (Centre) Dwelling built to side property boundaries. (Right) Apartment typology adjoining the Town Centre.

Existing Suburb Character Description

Single and double storey dwellings feature a mixture of building materials and colours, creating diversity and visual separation of dwellings along the street. Predominately detached dwellings with frequent pockets of townhouse and unit developments. A recent apartment development in the Cairnlea Town Centre, contributes to a diversity of housing typologies within the suburb.

Private realm landscaping is minimal as a result of minimal front and side setbacks and intensive built forms. Public realm landscaping is often generous and integrated into the overall subdivision layout. This provides physical access and visual connection to open space and the natural environment and contributes to a sense of greening and increased amenity for residents.

The road network is curved with some instances of court bowl/dead-end style road design, often as a result of intersecting open space or conservation reserves. The streets create an open, spacious and uniform network that allows for pedestrian and cyclist connectivity and amenity.

Cairnlea is located on the site of the former Albion Explosives Factory and is a master planned community still under a level of construction. Further development is expected along Cairnlea Drive and Ballarat Road. The Cairnlea Retail Centre Urban Design Guidelines (2002) have made a strong contribution to the overall siting and design of dwellings, resulting in visual interest and material variation, and creating uniform setbacks and building siting.

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Established street tree planting and generous public realm landscaping contributes to a landscape setting.
- **Street Layout:** Wide roads, cycle and pedestrian connections and planted central medians creates a strong streetscape character.
- **Consistent, complementary colours and materials:** Well-maintained and complementary building styles and finishes create diversity along the street.
- **Low to moderate height front fencing:** Little to no front fencing contributes to a spacious street setting.

Threats

- **Dominant vehicle access and parking:** Dominant double garages and prominent driveways
- **Inadequate landscaping:** reduce front garden landscaping.
- **Excessive bulk or height:** Larger, dominant built form reduce opportunities for additional canopy tree planting.

Neighbourhood Character Features

Table 6: Cairnlea Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Transmission line easement and wetlands in the north and Jones Creek in the east, provide a natural separation between St Albans and Cairnlea. • The only western vehicle connection is via Furlong Road. • Residential density increases closer to Cairnlea Town Centre. *Example: Nobel Banks Drive.* • Areas in the south and centre may undergo development in the near future. • Dwellings front Station Road with access via service roads.
	Private & public realm landscaping	• Established street tree planting on most streets. • Minimal to moderate landscaping in front gardens with low to medium planting or lawns. • Some front gardens achieve an established canopy tree. • Gravel and/or rocks used in replacement of plants and lawn. • Public realm includes generous landscaping and play, picnic or seating infrastructure.

Features for Assessment		Neighbourhood Feature Observations
	Street alignment, type & proportions	• Unconventional grid street network with limited dead-end roads. • Streets are wide and provide opportunities for parking on both sides. • Some formalised street parking bays around education and recreation precincts.
Built Form Scale and Character	**Setbacks & site coverage**	• Minimal to moderate front setbacks that are consistent across the street. • Minimal side setbacks with some instances of no side setbacks. • Garages are predominately built to side boundary. • High site coverage due to intensive built form.
	Building types & height	• Low rise, a mixture of single and double storey heights. • Multi-unit and townhouse typologies are typically double storey. • Six storey apartment building adjoining the town centre.
	Lot size	• Predominately 300–500sqm and 500–650sqm lots. • Very small and small lot sizes in proximity to town centre and along key local streets.
	Fencing height, materiality, finish & transparency	• Typically no front fencing. • Limited instances of medium height fencing typically in metal ‘pool style’. These are found more frequently adjoining key local roads and Station Road.
	Garages, carports, crossovers, access & car parking	• Varied side setbacks throughout. • Some moderate side setbacks providing additional landscaping and/or private open space. • Predominately single crossovers. • Multi-unit developments and townhouses typologies achieve access via shared driveways/common property. • Large driveways give access to dual garages and increase impervious areas.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1990s to 2000s builds.
	Building materiality & quality	• Predominately brick dwellings in red, orange and cream colours • Rendered dwellings are common, typically in cream and dark grey colours. • Limited instances of other material types and colours. • Dwellings are well-maintained. • Reduced build quality more typical in townhouse and unit typologies. Viable sun and water damage of rendered and metal materials.
	Roof styles, materials & colours	• Predominately hip roof styles in terracotta and grey tile. • Some instances of Dutch and gable roof styles. • Limited instances of eaves. • Some instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Pedestrian paths on both sides of residential streets. • Pedestrian paths link into shared paths within natural assets and open space. • On-road cycling lanes on Furlong Road and Cairnlea Boulevard.

Deer Park

Zones and Overlay Plan

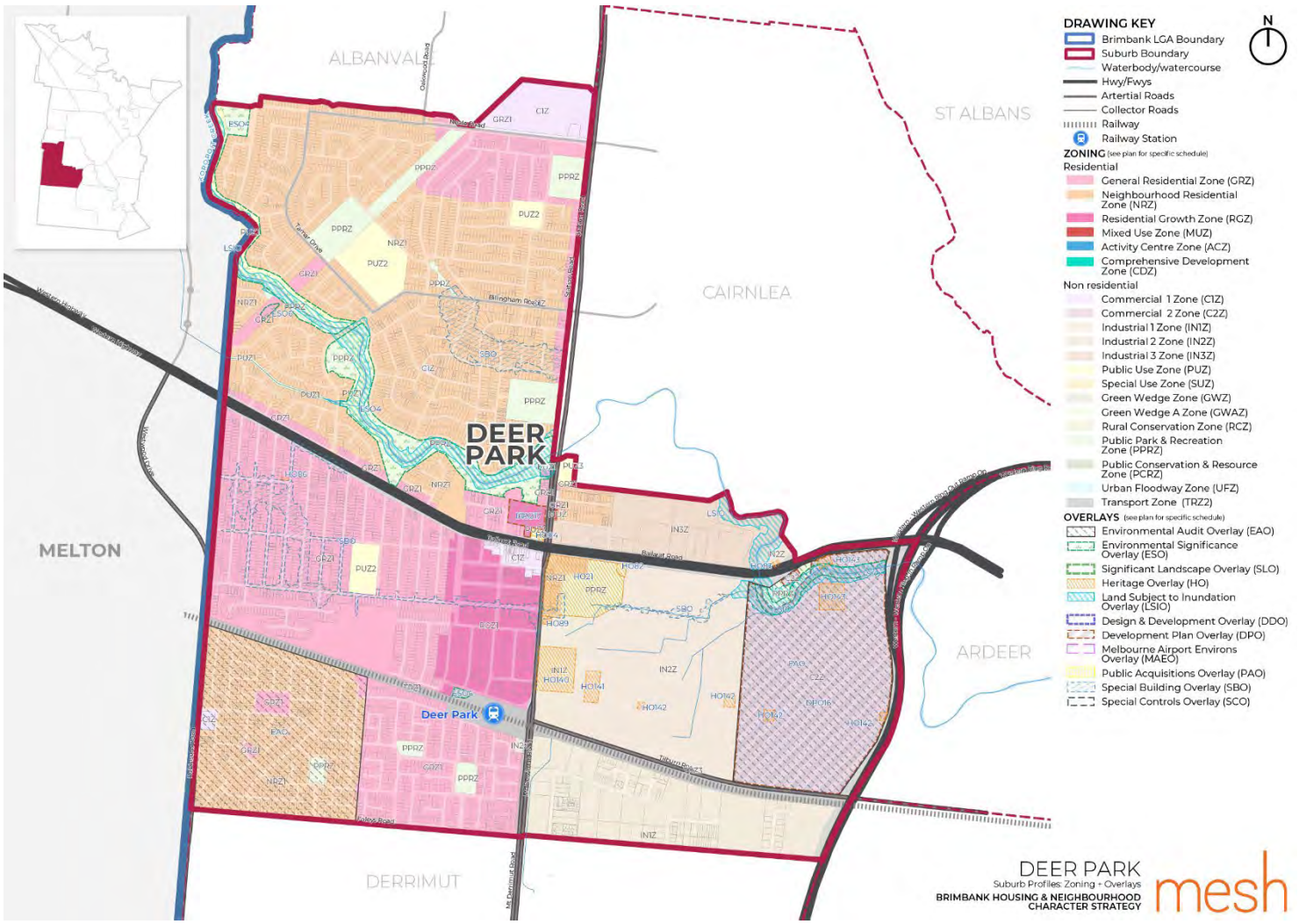


Figure 26: Deer Park - (Left) Typical dwelling north of Ballarat Road. (Centre) Dwelling facade diversity south of Ballarat Road. (Right) A heritage dwelling on Station Road.

Existing Suburb Character Description

A mixture of traditional housing stock and more contemporary development. Townhouse and unit developments are scattered throughout and at greater concentrations in proximity to Deer Park Train Station and Ballarat Road. Various small scale and larger vacant sites exist throughout the suburb.

Architectural styles are diverse and reflective of the contemporary redevelopment of traditional housing stock and contemporary infill development.

Traditional housing stock is typically situated on small sized lots with minimal front garden landscaping. Species selection is typically mixed and of lower scale. Moderate landscaping within lots north of Kororoit Creek, expands canopy tree coverage from the creek line into the private realm and adjoining streets. Contemporary development typically results in increased site coverage, building bulk and development to the property line. This reduces opportunities for landscaping within the private realm.

The creek line, rail line and Ballarat Road run east-west across the suburb. This creates pockets of residential areas with similar characteristics or features. High levels of canopy coverage, moderate front setbacks and homogenous building styles are typical in areas north of Kororoit Creek and immediately to the south of the creek line.

Contemporary development is a dominant feature of the area between Ballarat Road and the rail line. Traditional housing stock is typically retained and an additional dwelling is constructed on the lot creating a dual occupancy dwelling. In other examples the traditional house is demolished for the construction of two or three townhouse or unit typologies. New development south of the rail line have minimal setbacks or landscaping and building styles are similar to those to the south, in Derrimut. Industrial development flanks residential areas in both the southeast and southwest.

Observations from the 2019 Neighbourhood Character Study are affirmed in respect to the limited provision of contemporary townhouse and unit development in proximity to the activity centre.

Educational facilities, local and large scale convenience stores, open space and areas for active recreation provide a range of services, amenity and infrastructure for residents.

A Special Building Overlay affects properties southwest of Ballarat Road and south of Billingham Road. The Development Plan Overlay Schedule 17 affects vacant land adjoining the corner of Station Road and Ballarat Road. Various Heritage Overlays protect dwellings. Heritage buildings are particularly concentrated in areas adjoining Ballarat Road in the centre of the suburb.

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Deciduous trees and olive trees planted along streets and within the private realm contribute to a sense of place.
- **Vegetation and landscaping:** Greater canopy coverage and street tree provision in the north
- **Street layout:** Maintained and wide streetscapes create a spacious setting.
- **Consistency of siting, setbacks and site coverage:** Contemporary development typically respects existing front setbacks.
- **Consistent, complementary colours and materials:** Muted and complementary dwelling façade colour selection.

Threats

- **Inadequate landscaping:** Reduced landscaping as a result of contemporary development.
- **Dominant vehicle access and parking:** Dominance of car access and parking within side and front setbacks.
- **Excessive bulk or height:** Increased site coverage and impervious surfaces as a result of contemporary development.
- **Excessive bulk or height:** Reduced side setbacks and boundary to boundary development.

Neighbourhood Character Features

Table 7: Deer Park Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Dwellings typically front key bounding roads and are accessed directly or via service lanes. • Varied residential interfaces with industrial land uses in the east. • Residential areas in the south (i.e., south of the train line) provide back of fence treatments to Mount Derrimut Road and Robinsons Road. • Direct residential interface to industrial development and industrial zoned land in the northeast. • Back of fence treatments to Kororoit Creek in the south and frontage to Kororoit Creek in the north along Milbank Drive.
	Private & public realm landscaping	• Varied street tree provision. • Increased frequencies of street trees in the south. • Very limited street trees between Ballarat Road and the rail line. • Species often include deciduous trees and olive trees. • Established trees more common adjoining Kororoit Creek in the north. • Varied front garden landscaping, typically minimal scale with lawn and low rise planting. • Private landscaping particularly impacted by vehicle parking in the south. • Increased open space provision in the south.
	Street alignment, type & proportions	• A mixture of grid and curvilinear street networks. • Limited instances of dead-end styles and court bowls. • Extended nature strip along Hamilton Street. • Street network varies between different residential zones. • Wide streets particularly in the north and north of the rail line.
Built Form Scale and Character	**Setbacks & site coverage**	• Traditional housing stock typically includes moderate to generous front setbacks. • Contemporary development typically includes minimal to moderate front setbacks. • Varied side setbacks. Side setbacks are minimal as part of increased site coverage and building scale. • Contemporary development includes minimal side setbacks. • Development south of rail line typically built to the property line on both sides. • Traditional housing stock utilises a side setback to achieve access to an additional dwelling at the rear (dual occupancy dwelling). • Varied levels of site coverage that increase in the south and as a result of contemporary and dual occupancy development. • Setbacks are typically uniform along the streets. Contemporary development typically respects existing front setback alignment.
	Building types & height	• Low rise, predominately single storey detached dwellings. • Contemporary development in the south with predominately single storey detached dwellings. Several townhouse and unit typologies. • Emerging double storey townhouse typologies. • Townhouse, unit, and dual occupancy typologies increasing throughout. • Subdivision of larger lots for contemporary development in the north. • Dual occupancy and 2–3 units on a lot are common in particular north of the rail line and east of Station Road. *Example: Doherty Street and Glencairn Avenue.*
	Lot size	• Varied lot sizes. • Predominantly 500–650 sqm. • Some instances of 650–800 sqm. • Development densities increase in the south.

Features for Assessment		Neighbourhood Feature Observations
	Fencing height, materiality, finish & transparency	• Front fencing is common. Typically low to medium in height and permeable. • Fences are often 'pool style' or brick with/without ornate metal. • Brick dwellings typically feature brick fencing in the same colour. • Medium to high front fences with moderate permeability are common along key streets in central areas. • Variety of fencing materials and colours in central areas and higher instances of timber picket fences. • Predominately no front fences south of the rail line.
	Garages, carports, crossovers, access & car parking	• Predominately single vehicle crossovers. • Mix of carports and garages. • Garages are typically built to the side property boundary in the south. • Garages are typically integrated with the built form in line with, or set back from, the dwelling façade. • Front setbacks are typically used for additional vehicle parking which impacts on landscaping. • Traditional housing stock to the north typically features driveways along the full side setback.
Architectural Styles and Roof Styles	**Era of development**	• Late 1950s – 1980s development around Hogan Street • 1980s era north of the rail line. • Predominately 1990s to 2000s era south of the rail line. • Contemporary development scattered throughout northern areas.
	Building materiality & quality	• Varied architectural styles. • Typically brick materials in brown and cream brick. • Emerging rendered finishes and varied coloured brick, typically as part of contemporary development or renovation of the traditional dwelling. • Weatherboard materials are common north of Kororoit Creek. • Heritage protected weatherboard dwellings along Hyde Street. • Varied dwelling maintenance which decreases north of Ballarat Road.
	Roof styles, materials & colours	• Predominately hip roof styles. • Dutch and gable roof styles are common. • Tile in dark grey or terracotta colours is a key material across all roof styles. • Eaves are common on both single and double storey dwellings and as part of contemporary development. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Footpaths typically on both sides of the street. • Shared path provision along Byrne Street, connecting to Deer Park Station. • Shared path provision along Kororoit Creek with links to the street network. • Pedestrian connection over the rail line is restricted to Robinsons and Station Road.

Delahey

Zones and Overlay Plan

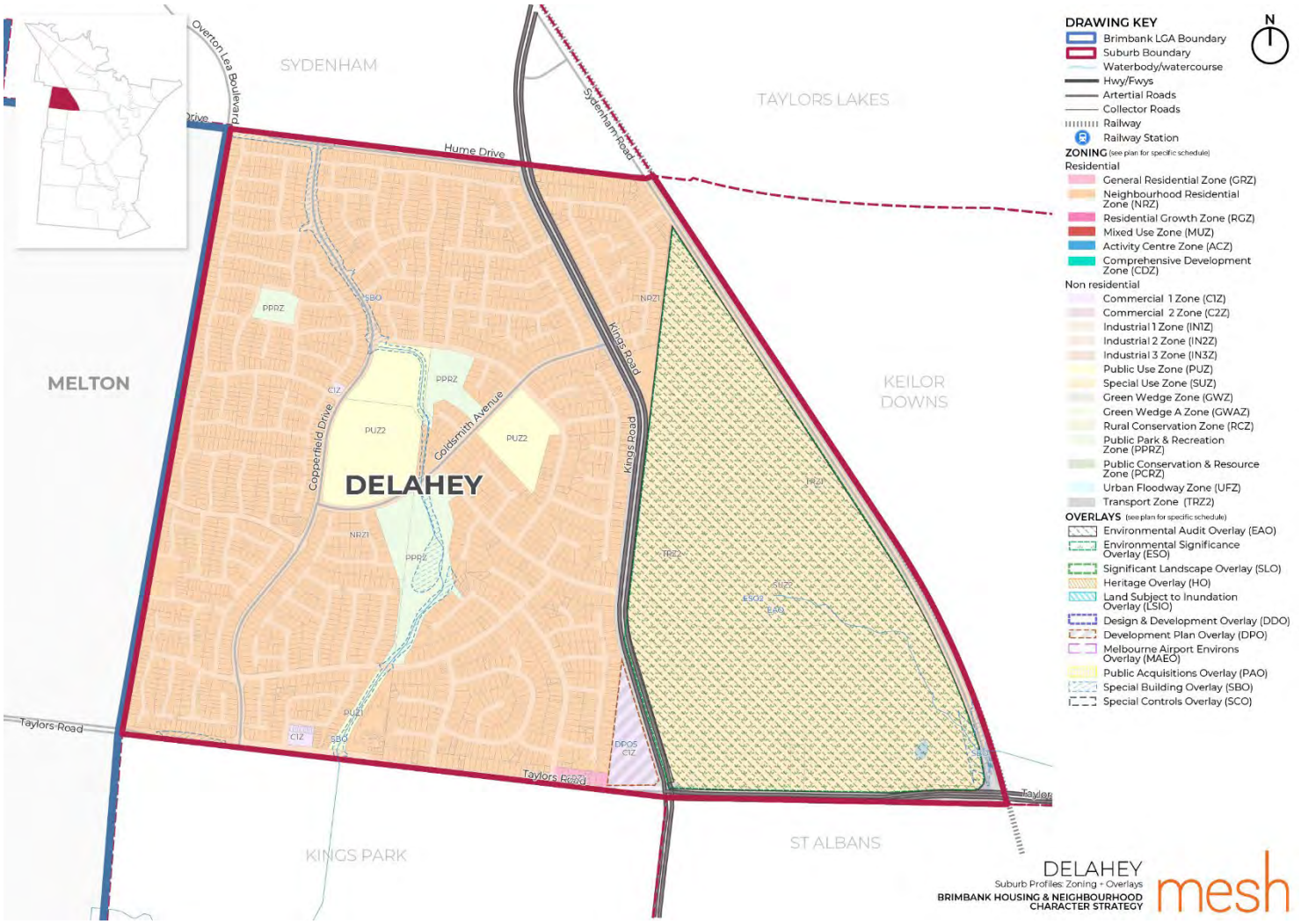


Figure 27: Delahey - (Left) Established street trees along Kurrajong Road. (Centre) Typical dwellings in the south-west. (Right) consistent dwelling setbacks along Goldsmith Avenue.

Existing Suburb Character Description

Homogenous housing typologies that are predominately single storey detached dwellings. Revitalisation and renovation of dwellings by property owners is evident throughout the suburb. Dwellings feature highly articulated facades with large open windows and are predominately constructed of brick materials in varied colours

Buildings have similar architectural styles, roof styles and colour selection.

Shorter streets and dead-ends result in an unconventional grid street network. Streetscapes are narrower in width and often lack footpaths. Limited front fence treatment often allows for additional vehicle parking within the front setback and nature strip. Established street trees that provide canopy coverage are visible throughout the suburb.

Back of fence treatments along all three bounding roads separate residential areas from adjoining suburbs. Connectivity to Taylors Hill (Melton City Council) in the west is limited to major roads and a single local connection at Silvertree Avenue.

The suburb is serviced by two small local convenience centres in the south and a range of education facilities and open space reserves. An aged care facility, accessed from Taylors Road, sits separately from adjoining residential areas.

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Canopy trees and established street trees create shaded streets.
- **Consistent, complementary colours and materials:** Similar architectural styles and colours contribute to uniform streetscapes.
- **Low to moderate height front fencing:** Low to moderate scale fencing
- **Vegetation and landscaping:** Maintained front gardens and public open space.

Threats

- **Dominant vehicle access and parking:** Dominance of areas used for additional vehicle parking within front setbacks.
- **Inadequate landscaping:** Minimal private realm landscaping.

Neighbourhood Character Features

Table 8: Delahey Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Back of fence treatments to both Hume and Taylors Road. • Back of fence treatments on both sides of Kings Road. • Expansive grasslands in the east, which disconnect the suburb from Keilor Downs. • Isolated residential area east of Kings Road.
	Private & public realm landscaping	• Varied levels of canopy tree coverage and street tree provision. • Frequent established street trees. • Minimal landscaping which is impacted upon by driveways and vehicle parking. • Varied species selection within private realm. • Gravel is often used in replacement of lawn and nature strips to allow for additional vehicle parking. • Hedging common within front landscaping and adjoining side boundary.
	Street alignment, type & proportions	• Unconventional grid based street network. • Some instances of dead-end style roads, often achieving pedestrian through connections. • Dead-end style treatments along western boundary. • Wide local connector roads. *Example: Copperfield Drive and Goldsmith Avenue.* • Narrow local roads, dead-end roads and courts.

Features for Assessment		Neighbourhood Feature Observations
Built Form Scale and Character	**Setbacks & site coverage**	• Dwellings predominately with minimal side setbacks. • Limited instances of side setbacks achieving vehicle access or parking. • Instances of no setback with dwelling built to both property boundary. • Increased site coverage. • Moderate front setbacks. • Minimal front setbacks often a result of increased site coverage. • Front setbacks vary in consistency and uniformity. Some streets have uniform setbacks. Others have a greater variation.
	Building types & height	• Low rise, predominately single storey dwellings. • Double storey typically achieved as part of contemporary development. • Limited typology variation. Limited instances of townhouse or unit developments. • Double storey unit development to the east of Kings Road.
	Lot size	• Varied lot sizes. • 300–650sqm in the north, north of Goldsmith Avenue. • Predominately 650–800sqm in the south.
	Fencing height, materiality, finish & transparency	• Predominately no front fences. • Some instances of metal ‘pool style’ fencing in light colours.
	Garages, carports, crossovers, access & car parking	• Predominately single crossovers. • Garages typically integrated with built form in line with front façades. • Additional vehicle parking typically within front setback rather than on-street.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1990s to 2000s. • Very limited instances of contemporary development.
	Building materiality & quality	• Predominately brick dwellings in orange and cream colours. • Rendered dwellings typically in cream and grey tones. • Brick dwellings typically of good quality.
	Roof styles, materials & colours	• Predominately hip style roofs. • Variety of roof colours, typically terracotta, grey or brown. Tile a key material. • Some instances of gable styles. • Eaves are common on dwellings. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Limited pedestrian path provision. • Pedestrian paths typically provided on through roads only. • Pedestrian permeability between dead-end style streets.

Derrimut

Zones and Overlay Plan

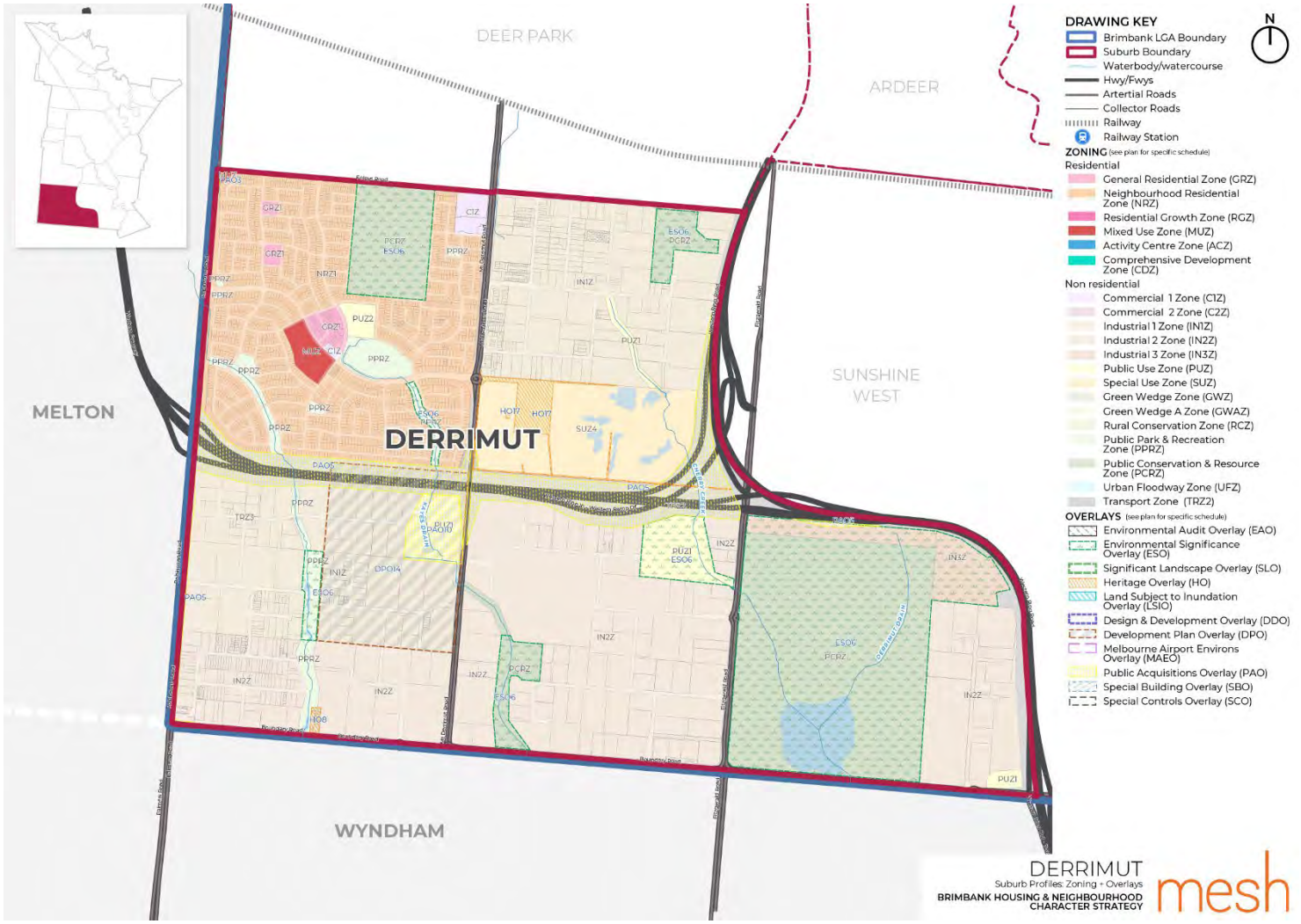


Figure 28: Derrimut - (Left) Dwellings along Windsor Boulevard. (Centre) Dwellings with minimal front setback. (Right) Townhouse typologies along Lennon Parkway.

Existing Suburb Character Description

A master planned residential precinct with predominately detached dwellings and small pockets of medium density typologies.

Single and double storey dwellings feature consistent use of building materials and muted tones. A high level of site coverage reduces private realm landscaping.

Generous public realm landscaping and natural features provide access and visual connection to open space and the natural environment, with Mount Derrimut Nature Reserve as a predominate feature in the north. Residential lots positively address the nature reserve, but accessibility is restricted. Creek lines and waterbodies are integrated into open space and contribute to a sense of greening and amenity.

Surrounded by industrial development to the south and east and a nature conservation reserve to the west. Interfaces to non-residential zoned land are often fenced and lack visual and physical connectivity.

The road network is curved with some instances of court bowl/dead-end style road design, often as a result of intersecting open space or conservation reserves. Wide streets create an open, spacious and uniform network that allows for pedestrian and cyclist connectivity and amenity.

Suburb Contributors and Threats

Contributors

- **Consistent, complementary colours and materials:** Similar building materials create consistency across streets.
- **Vegetation and landscaping:** Semi-established and uniform street trees paired with a variety of open space assets create a landscape setting.
- **Street layout:** Connected and wide streetscapes are consistent.
- **Connections to open space:** Dwellings provide sight lines over open space and natural features.

Threats

- **Inadequate landscaping:** Impacts on private realm landscaping as a result of increased site coverage.
- **Inadequate landscaping:** Limited canopy tree provision within the private realm.
- **Dominant vehicle access and parking:** Front setback used for additional vehicle parking.
- **Dominant vehicle access and parking:** High frequency of on-street car parking that crowds the street.

Neighbourhood Character Features

Table 9: Derrimut Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Limited interface with adjoining industrial land uses and the Western Freeway. • Direct frontage to Foleys Road provides residential connections to Deer Park. • Articulated entrances to the residential areas.
	Private & public realm landscaping	• Increased site coverage as a result of building bulk which reduces the scale of private realm landscaping. • Minimal landscaping within front gardens. • Strong visual and physical connections to local reserves and waterways. • Generously landscaped public realm. • Uniform and consistent street tree planting throughout.
	Street alignment, type & proportions	• Curved grid based street network. • Limited dead-end road treatments. • Streetscapes are of uniform width.

Features for Assessment		Neighbourhood Feature Observations
Built Form Scale and Character	**Setbacks & site coverage**	• Increased built form scale results in increased site coverage across all typologies. • Minimal side setbacks and some instances of no side setback with built form to property boundaries. • Minimal front setbacks often with vehicle parking only.
	Building types & height	• Predominately single and double storey detached dwellings. • Low rise apartment style and medium density development opposite education and commercial land uses. • Rear-loaded typologies provide for a positive address to open space and creek lines in the south.
	Lot size	• Varied lot sizes, typically 300–500sqm in the northwest and 500–650sqm in the centre and south.
	Fencing height, materiality, finish & transparency	• Limited instances of front fencing. • Back fence interfaces with industrial areas in the east and south and adjoining the Western Freeway.
	Garages, carports, crossovers, access & car parking	• Garages are a prominent feature of the dwellings, typically integrated with built form and in line with the front façade. • Predominately single crossovers. • Front setbacks often used for additional off-street car parking.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1990s to 2000s development.
	Building materiality & quality	• Consistent brick and render finish material selection. • Rendered finishes often add colour and texture variation to dwellings. • Repetitive building material and façade articulation which is reflective of master planned estates. • Roller shutters as an addition to the façade of buildings occurs infrequently.
	Roof styles, materials & colours	• Consistent dark coloured tiled roofs. • Prominent hip style roof styles with some instances of Dutch roof styles. • Eaves are common on single storey dwellings. • Solar panels on roofs are common.
Notable Features	**Details of the footpath & street**	• High frequency of on-street car parking, which restricts traffic movements. • Semi-established street trees and a uniform landscape theme.

Hillside

Zones and Overlay Plan

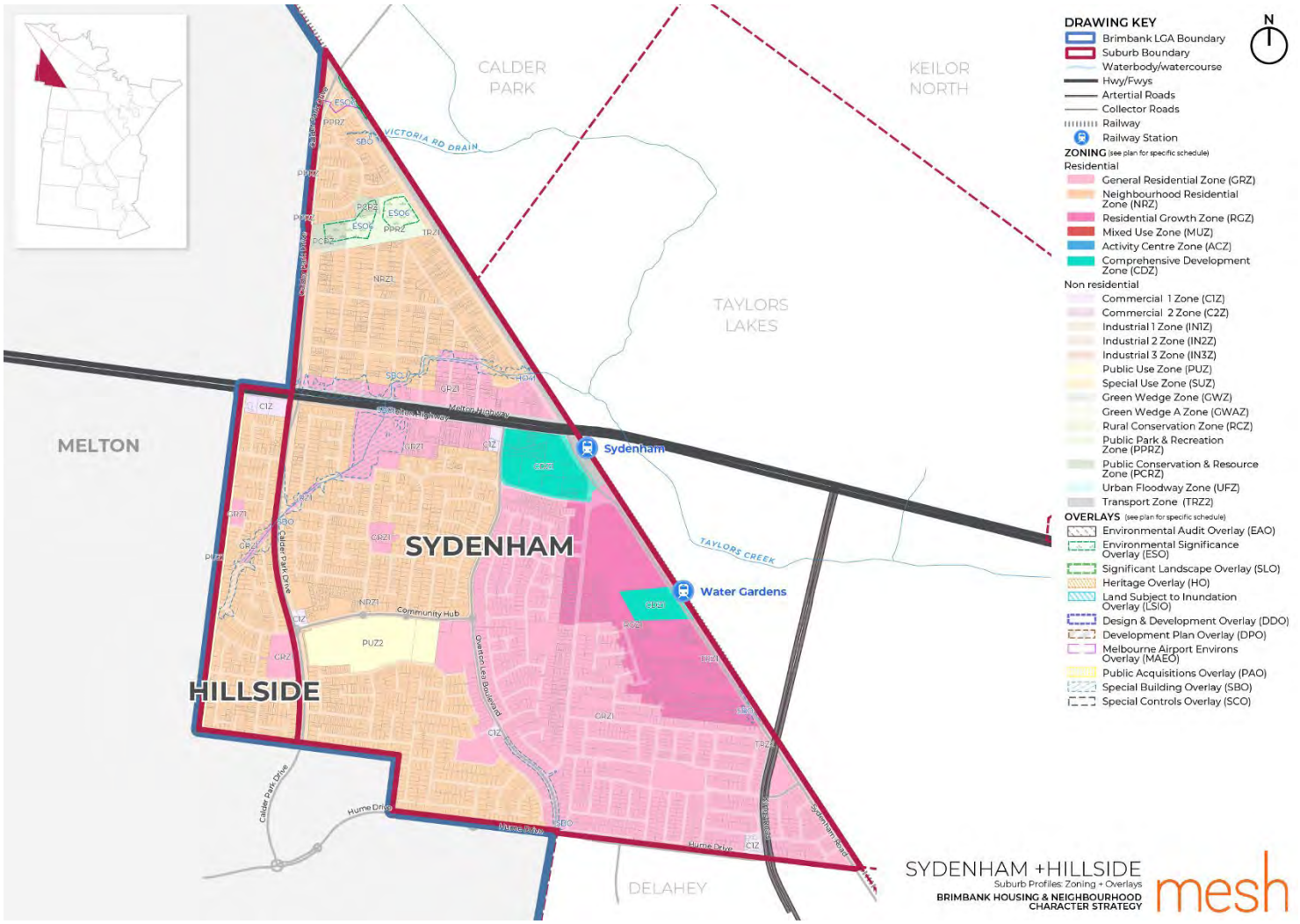


Figure 29: Hillside - (Left) Unit typologies along Padula Court. (Centre) Established canopy trees on Morgan Court. (Right) Closed roller shutters on a dwelling.

Existing Suburb Character Description

Predominately single storey detached dwellings with limited vacant sites. Small quantities of townhouse and unit developments are scattered throughout the suburb. Building styles are similar and feature brick materials and hip or Dutch roof styles of mixed colours. Lot sizes are varied across the suburb in no particular pattern.

Consistent moderate - generous front setbacks allow for mixed species planting and canopy tree establishment.

Cyprus and Palm tree species within private realm landscaping contributes to a localised landscape identity and strong garden setting. A lack of front fencing, narrow streets and limited footpaths further contribute to the garden setting.

The Brimbank City Council portion of Hillside sits separated from the broader suburb within Melton City Council. Separation occurs via a narrow drainage reserve along the western edge of the suburb (Brimbank). Three road connections are provided to Melton. There is limited residential dwelling differences between municipal areas. Residential development is controlled by a singular residential zone across the portion of the suburb within Brimbank and adjoining area of Melton. Open space is provided within linear drainage reserves, with a formalised play space at Hillside Reserve in the south. Sydenham Reservoir is visible from most parts of the suburb.

Suburb Contributors and Threats

Contributors

- **Consistent, complementary colours and materials:** Similar building materials and colour selection creates consistency.
- **Vegetation and landscaping:** Moderate to generous front setbacks allow space for landscaping and contribute to a garden setting.
- **Vegetation and landscaping:** Varied species of street tree planting creates canopy coverage and shaded streets.
- **Low to moderate height front fencing**: Little to no front fencing contributes to more spacious streets.

Threats

- **Limited connectivity or accessibility:** Broader suburb area falls within another municipality.
- **Limited connectivity or accessibility:** Street network creates a series of dead-end style treatments limiting access and connection through the suburb.
- **Limited connectivity or accessibility:** Lack of footpaths on some streets restricts pedestrian access and movement.
- **Change in materiality or style:** Dominance of roller shutters reduces passive surveillance and detracts from the overall architectural style of dwellings.

Neighbourhood Character Features

Table 10: Hillside Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Drainage reserve provides separation between residential development to the west. • Limited boundary or separation between Hillside (Brimbank) and residential land to the south (outside of the municipality). • Back of fence treatment to drainage reserve and adjoining municipality along western edge. • No direct residential frontage to Melton Highway in the north. • Limited access off Calder Park Drive into the suburb.
	Private & public realm landscaping	• Varied species street tree planting. • Established tree planting in keeping with Sydenham to the east. • Palm and Cyprus tree species within private realm landscaping. *Example: Community Hub.* • Moderate landscaping within front gardens. • Front gardens are well-maintained and formally planted, often with hedging along the front and side property boundaries. • Established eucalyptus, particularly in road reserves.

Features for Assessment		Neighbourhood Feature Observations
	Street alignment, type & proportions	• On-street parking and parking bays throughout. • Wide entry streets from Calder Park Drive. • Narrow local streets. • Limited through road connections. Dead-end/hammer head style end treatments throughout.
Built Form Scale and Character	**Setbacks & site coverage**	• Moderate to generous front setbacks that occur on both sides of the street. • Townhouse and unit typologies provide moderate front setbacks, typically without canopy trees. *Example: Di Berardino Way.* • Minimal side setbacks are common throughout. • Car parking typically achieved within the frontage of the dwelling.
	Building types & height	• Predominantly single storey detached dwellings. • Some instances of single storey townhouse and unit typologies. *Example: Morgan Court and Padula Court.*
	Lot size	• Varied lot sizes across the suburb. • Limited pattern to lot size provision. • Limited vacant sites. • Lots of 800–1000sqm in the south typically associated with the termination of the street (dead-end). • Lots of 650–800sqm typically occur together.
	Fencing height, materiality, finish & transparency	• Predominately no front fencing. • Side fencing typically ceases in line with front dwelling façades or reduces in height (medium fencing) at the front property boundary. • Hedging or Cyprus species used in replacement of fencing treatments.
	Garages, carports, crossovers, access & car parking	• Garages are typically integrated with the built form. • Carports often provided to the side of the dwelling façade. Typically of Colorbond steel material. • Predominantly single crossovers.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1990s to 2000s builds. • Limited emerging contemporary development or revitalisation of traditional housing stock.
	Building materiality & quality	• Predominately brick materials in orange, cream and red colours. • Roller shutters evident throughout.
	Roof styles, materials & colours	• Mixed roof colours, typically of tile in terracotta, charcoal, red and green colours. • Hip and Dutch styles are common. • Eaves are common on dwellings. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Pedestrian paths typically provided on one side of the street. • Pedestrian paths predominately link dead-end streets to one another. *Example: Chris Court.* • On-street parking bays throughout. • Red brick road surface treatment to local roads.

Kealba

Zones and Overlay Plan

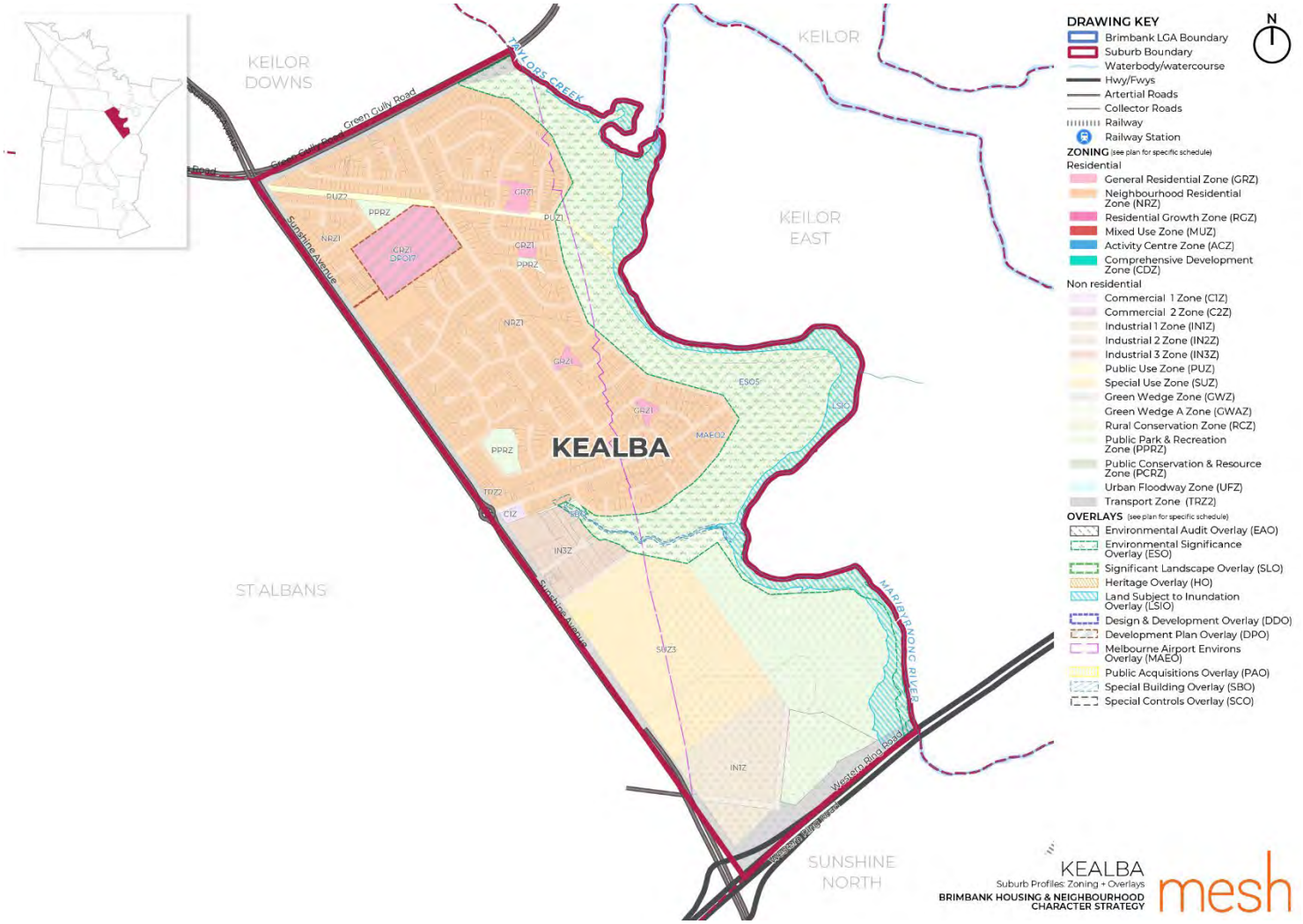


Figure 30: Kealba - (Left) Gable roof styles. (Centre) Typical dwelling along Driscolls Road. (Right) Contemporary development along Rowan Drive.

Existing Suburb Character Description

A mix of single and double storey detached dwellings which are typically situated on small to moderate sized lots.
Architectural styles are diverse with greater variety in proximity to the Maribyrnong River.
Building heights and massing also increases in proximity to the Maribyrnong River where dwellings take advantage of the view lines.
Moderate landscaping of front gardens results in mixed species selection at varying heights. Elevated topography adjoining the escarpment to Maribyrnong River provides views to the Melbourne CBD. A curvilinear street network with wide streetscapes contributes to an overall spacious setting.

The suburb is largely residential, with a small portion of industrial land associated with Boral Landfill situated in the south. There are limited vacant sites and contemporary development outcomes. Maribyrnong River bounds the full eastern edge of the suburb. The Western Ring Road adjoins the southern boundary and provides access to Melbourne Airport, Calder Freeway and Melbourne more broadly.

Serviced by local convenience shops, education and recreation facilities. A Development Plan Overlay affects the former school site along Driscolls Road. The Melbourne Airport Environs Overlay affects land in the south eastern corner.

Suburb Contributors and Threats

Contributors

- **Connections to open space:** Visual and physical connection to open space and natural assets.
- **Consistent, complementary colours and materials:** Building styles, roof forms are consistent
- **Consistency of building height:** heights are single storey.
- **Connections to open space:** View lines to both the Maribyrnong River and Melbourne CBD.

Threats

- **Dominant vehicle access and parking:** Double crossovers which are dominant along the interface to Maribyrnong River.
- **Excessive bulk or height:** Contemporary development increases site coverage and scale.

Neighbourhood Character Features

Table 11: Kealba Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Maribyrnong River bounds the full eastern edge of the suburb. • Topographic height in the east with escarpment to Maribyrnong River. • Residential address to Sunshine Avenue and Green Gully Road.
	Private & public realm landscaping	• Moderate landscaped front gardens with lawn. • Front garden landscaping of properties adjoining the Maribyrnong River often impacted upon by double crossovers and additional vehicle parking. • Varied street tree provision. • Often only one or two established trees within the street. • Established street trees are common in central medians of court bowls. *Example: Elstree Court.* • Recently planted deciduous street trees will increase canopy coverage in the future.
	Street alignment, type & proportions	• Residential access via Service Road along Green Gully Road and Sunshine Avenue. • Wide streetscapes contribute to a spacious setting. • Curvilinear street network. • Court bowls often feature central medians.

Features for Assessment		Neighbourhood Feature Observations
Built Form Scale and Character	**Setbacks & site coverage**	• Moderate to generous side setbacks achieve car parking or access to a garage/carport or the rear of property and contain landscaping. • Generous front setbacks on both sides of the street. • Contemporary development along Rowan Drive and Monarma Walk have minimal front and side setbacks. • Front setbacks of properties that address the Maribyrnong River are typically used for additional vehicle parking. • Increased site coverage associated with lots that address the Maribyrnong River.
	Building types & height	• Low rise predominately single storey detached dwellings. • Townhouse or attached dwelling typologies are not common and occur in an isolated area adjoining Rowan Drive. • Some double storey detached dwellings scattered throughout the suburb. • Dwellings along Orbital and Rowan Drive are typically double storey.
	Lot size	• Predominately 500–650sqm lots. • Some 300–500sqm in the northeast adjoining the Maribyrnong River.
	Fencing height, materiality, finish & transparency	• Front fencing is common, typically low to moderate in height with moderate levels of permeability. • Front fences increase in occurrence along main local roads. *Example: Driscolls Road.* • Front fences are more permeable away from main roads and within court bowls. Fencing materials are typically brick or metal ‘pool style’ with timber feature panelling.
	Garages, carports, crossovers, access & car parking	• Single or double garages are common. • Garages integrate with the built form as part of brick dwellings. • Carports often achieved as an add-on to the original dwelling. • Predominately single crossovers with double crossovers more common on lots addressing the Maribyrnong River. • Dedicated lanes for on-street car parking along Driscolls Road.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1980s era with very limited contemporary development outcomes. • Limited contemporary development to the southeast (Orbital Drive) and east.
	Building materiality & quality	• Brick veneer typically of red, orange and cream colours. • Limited use of render, typically in grey tones. • Diverse architectural styles more prominent in larger scale double storey dwellings. • Varying building maintenance along Orbital Drive. • Brick dwellings largely of good quality.
	Roof styles, materials & colours	• Predominately tiled hip and gable roof styles. • Terracotta and grey tile materials throughout. • Gable roof styles often associated with double storey dwellings. • Garages and carports predominately flat or hip roof styles. • Limited emerging roof styles throughout the suburb. • Eaves are common as part of both single and double storey dwellings. • Limited instances of solar panels on roofs.

Features for Assessment		Neighbourhood Feature Observations
Notable Features	Details of the footpath & street	• Pedestrian paths on both sides of the street connect to open space and broader street network. • Pedestrian paths along residential side of road interface with the Maribyrnong River. • Limited pedestrian connections down the escarpment.

Keilor

Zones and Overlay Plan

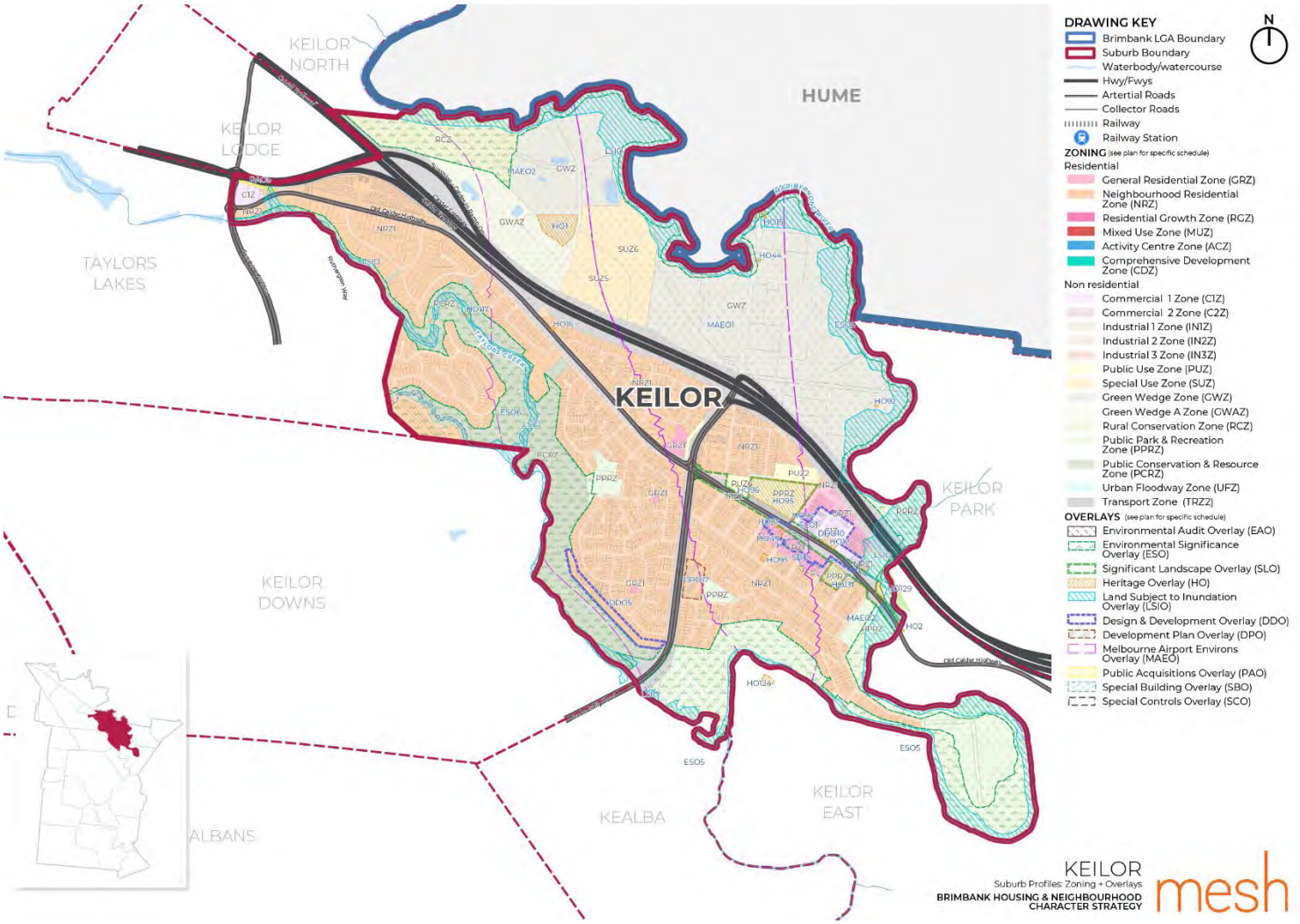


Figure 31: Keilor - (Left) Dwelling with double crossover. (Centre) Generous front setback along Feathertop Drive. (Right) Contemporary development along Patterson Avenue.

Existing Suburb Character Description

A green and spacious setting achieved by street tree planting and generous private realm landscaping. Large canopy streets, varied species selection and expanses of lawn are contained in well-maintained front garden landscaping.

Dwellings typically follow the slope of the land and result in varied building levels and address the street.

Residential areas are characterised by large dwellings that are generally highly articulated with large windows which capture views to the surrounding natural environment.

Infill development appears to be concentrated around Patterson Avenue, where it achieves varied integration with the street and traditional housing stock. Renovation and redevelopment of detached dwellings is evident throughout the suburb, particularly adjoining Keilor Village Shopping Precinct.

Key connector roads separate residential areas from each other. Keilor is surrounded by Taylors Creek, the Maribyrnong River and adjoining parklands which creates strong physical and visual links to the natural environment. There is mixed interface and access to natural features as a result of topographic variation.

Keilor Village Shopping Precinct is enclosed by undulating topography, particularly northeast and southwest. Several local open spaces and two education facilities are located within the suburb. A large scale aged care facility is accessed from Old Calder Highway. The aged care facility is largely screened by adjoining residential development. Abuttal to the Calder Freeway results in a number of irregular triangle style lots with a limited interface with the street

The area is predominately affected by the Melbourne Airport Environs Overlay. A Special Building Overlay and Design and Development Overlay affect residential land abutting Keilor Village Shopping Precinct. A small area is affected by a Development Plan Overlay adjoining Green Gully Road. Heritage dwellings are scattered in lower areas adjoining Keilor Village Shopping Precinct and Old Calder Highway. A Significant Landscape Overlay covers the Old Calder Highway and adjoining open space reserves.

Suburb Contributors and Threats

Contributors

- **Consistency of siting, setbacks and site coverage:** Contemporary development provides front and side setbacks in keeping with traditional housing stock.
- **Connections to open space:** Wide landscape setting creates views to natural assets and Keilor Village.
- **Vegetation and landscaping:** Private front gardens contribute to a landscape setting.
- **Consistent, complementary colours and materials:** Articulated façades with large windows and high quality materials and finishes.

Threats

- **Limited connectivity or accessibility:** Back of fence treatments to Taylors Creek and Maribyrnong River limit active interface and address.
- **Excessive bulk or height:** Increased site coverage with large driveways and areas of impervious surfaces.
- **Excessive bulk or height:** Larger lots are often subdivided as part of contemporary infill development.
- **Excessive bulk or height:** Contemporary development often achieves increased visual bulk to the street and natural environment as a result of vegetation removal and limited landscaping.

Neighbourhood Character Features

Table 12: Keilor Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Green Gully Road dissects the centre of the suburb. Service road provides lot access and frontage. • Taylors Creek and the Maribyrnong River provide natural boundaries along the south and east. • Significant topographic variation. • Residential areas adjoin the local activity centre. • Back of fence treatments are typical to open space reserves. • Calder Freeway separates residential and Green Wedge Zoned land.
	Private & public realm landscaping	• Street planting on most streets with varying levels of canopy tree coverage. • Mixed street tree species selection. • Established trees within central medians of court bowls. *Example: Huon Court.* • Moderate to generous front garden landscaping typically containing areas of lawn and formalised garden beds. • Canopy trees within front and rear landscaping. Established trees within some front gardens. *Example: Petrik Drive, Arabin Street and Feathertop Street.* • Well-maintained nature strips and front gardens.
	Street alignment, type & proportions	• Curvilinear road network with key links to Green Gully Road and Old Calder Highway. • Topographic variation results in dead-end style treatments and long block lengths. • Pedestrian paths on both sides of the street, connecting to open space and the broader street network. • Wide streets consistent throughout the suburb. Example: *Petrik Drive.*
Built Form Scale and Character	**Setbacks & site coverage**	• Moderate to generous front setbacks. • Moderate side setbacks provide vehicle parking or access to garages/carports. • Minimal side setbacks typical for small lot sizes west of Green Gully Road. • Generous setbacks to the south of the activity centre, typically associated with topographic variation. • Contemporary development retains existing street setbacks. *Example: Patterson Avenue.* • Dwellings typically achieve increased site coverage and building bulk.
	Building types & height	• Low rise predominately single and double storey detached dwellings. • Predominately double storey dwellings along Church Street. • Taller building heights would likely obscure existing views to tree tops and open space.
	Lot size	• Predominately 500–650sqm lots to the south. • Larger lots of 1000sqm in the northwest, centre and northeast. • Reduced lot sizes as a result of contemporary development around Patterson Avenue.
	Fencing height, materiality, finish & transparency	• Varied instances of front fencing. Areas in the southwest have limited front fencing outcomes. • Front fencing is often moderate to high in scale in brick materials with ornate metal details. • Some instances of timber and ‘pool style’ front fences. • Fencing height increases and permeability decreases adjoining Old Calder Highway.

Features for Assessment		Neighbourhood Feature Observations
	Garages, carports, crossovers, access & car parking	• Garages typically integrated with the built form. • Carports typically occur as part of dwellings west of Green Gully Road. • A mixture of single and double crossovers. Double crossovers typically achieved as part of larger lots. • Crossovers impact on street trees and nature strips. *Example: Watson Rise.* • Attached double garages are a prominent feature, located in line with or in front of dwelling façades. • Driveways are a prominent feature and often achieve parking for multiple vehicles.
Architectural Styles and Roof Styles	**Era of development**	• Varied eras of development. • 1990s era in the north. • 1980s to 2000s era in central areas. • 1970s era and more recent contemporary development along Patterson Avenue.
	Building materiality & quality	• Architectural styles vary from brick veneer to contemporary brick. • Predominately orange and brown brick colours. • Light coloured timber materials typically used in contemporary development. • Some historical architectural allusions. • Topographic variation affects architectural styles and building form.
	Roof styles, materials & colours	• Predominately hip and gable roof styles in dark and terracotta tiles. • Integrated garages and carports typically with flat or hip roof styles. • Eaves are common and as part of more recent development. • Solar panels on roofs are common.
Notable Features	**Details of the footpath & street**	• Pedestrian paths on both sides of the street, connecting to open space and the street network.

Keilor Downs

Zones and Overlay Plan

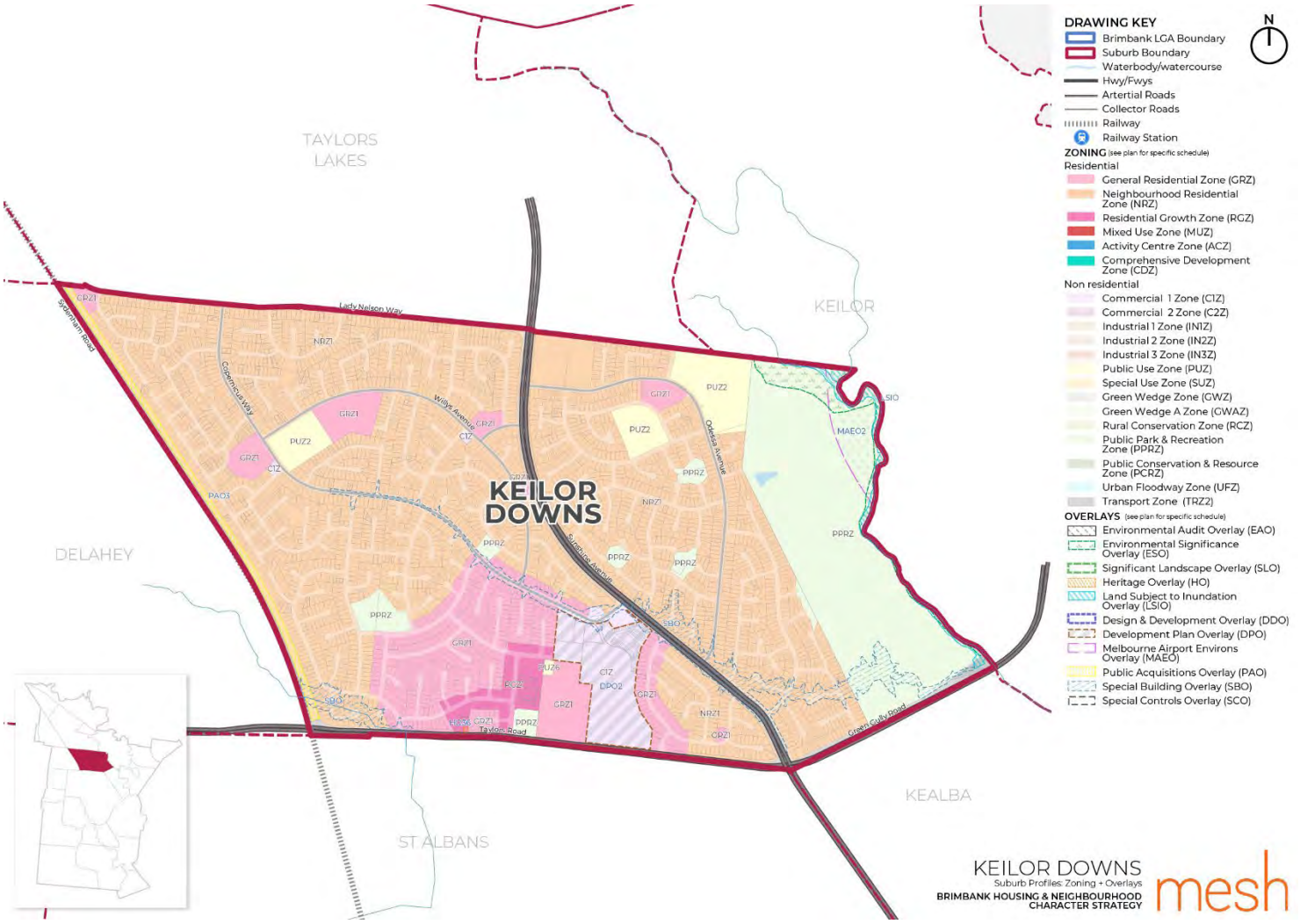


Figure 32: Keilor Downs - (Left) Spacious streets north of Copernicus Way. (Centre) Contemporary infill development north of the shopping centre. (Left) Palm trees within the private realm and generous front landscaping.

Existing Suburb Character Description

Housing typologies are similar, predominately single and double storey detached dwellings. Building styles are reflective of development from the late 1970s and 2000s. Revitalisation and renovation to older building styles by property owners throughout the suburb.

Characterised by dwellings on moderate to large lots with generally well-established and maintained front gardens.

Established palm trees are visible across the suburb. Dwellings typically feature highly articulated facades with large windows. There is an eclectic mix of architectural styles ranging from brick veneer to rendered brick, concrete, and some instances of brick and timber board facades.

The road network includes curved roads with footpaths on both sides. Shorter streets and cul-de-sacs are typically narrower in width and often lack footpaths. Prominent fencing along key streets usually tapers off as part of the finer grain road network. This contributes to an overall spacious garden setting.

Keilor Downs is host to Keilor Central Shopping Centre, Brimbank Aquatic and Wellness Centre, and several schools, churches, and local parks, the suburb provides a range of service, leisure and convenience assets for the community. Green Gully Reserve provides a substantial active open space asset. The Keilor Shopping Centre and surrounding land parcels to the north are covered by an Urban Design Framework and Development Plan Overlay (Schedule 2). A Heritage Overlay affects a residential property along Taylors Road.

Suburb Contributors and Threats

Contributors

- **Integrated infill development** Contemporary development around Keilor Central Shopping Centre creates a new pocket of medium density townhouse typologies that diversifies both residential and mixed use development.
- **Vegetation and landscaping:** Canopy tree coverage contributes to a garden setting.
- **Vegetation and landscaping:** Sense of spaciousness as a result of private realm landscaping in front, side and rear setbacks.
- **Street layout:** Curved road network creates a local neighbourhood feel.

Threats

- **High fencing:** High impermeable fencing creates a poor residential interface with Taylors Road and Sunshine Avenue.
- **Change in materiality or style:** Roller shutter treatments over windows reduce connection and visual permeability with the street.
- **Excessive bulk or height:** Scale and siting of infill development is inconsistent with traditional housing stock.

Neighbourhood Character Features

Table 13: Keilor Downs Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• New medium density townhouse development north of Keilor Central, which is unique to the suburb. • Limited residential active interface to the rail line or pedestrian connectivity. • Limited dwelling style, height and setback variation between Keilor Downs and Keilor Lodge along Lady Nelson Way. • Limited active address to Taylors Road, Green Gully Reserve, the leisure centre or Keilor Central Shopping Centre. • Limited active frontage to Sunshine Avenue with limited pedestrian connectivity and accessibility.
	Private & public realm landscaping	• Generous front and rear gardens. • Palm trees are an identifiable feature of the street and private gardens. • Vegetable gardens frequently feature in front setbacks.
	Street alignment, type & proportions	• Curvilinear street layout with cul-de-sac pattern. • Short streets and court bowls that are narrow in width. • Spacious main roads.
Built Form Scale and Character	**Setbacks & site coverage**	• Generous front setbacks are consistent on both sides of the road. • Generous backyards that often contain garages and sheds. • Side setbacks with minimal landscaping.
	Building types & height	• Predominantly single and double storey dwellings. • Medium density townhouse typology around Keilor Central Shopping Centre (three storey height).
	Lot size	• Moderate to large lots, generally 650–1000sqm. • Unit developments occur throughout; typically 2–3 unit outcomes.
	Fencing height, materiality, finish & transparency	• Limited instances of front fencing. • Rare instances of medium height fencing, typically of brick and/or ornate metal material. • Colorbond steel high fencing along the side and rear of dwellings, typically cream and light green in colour.
	Garages, carports, crossovers, access & car parking	• Garages often integrated with built form and aligned with front building façade. • Generous width driveways provide for additional off-street car parking. • Single crossovers.
Architectural Styles and Roof Styles	**Era of development**	• Late 1970 to 1980s era development. • Emerging new 2000s and more recent development in the immediate vicinity of Keilor Central Shopping Centre.
	Building materiality & quality	• Variety of brick in brown, orange and cream colours. • Render and concrete materials in contemporary developments, typically grey and white in colour. • Highly articulated facades with large windows and positive address to street frontage.

Features for Assessment		Neighbourhood Feature Observations
		• Roller shutter treatment on front and side windows.
	Roof styles, materials & colours	• Predominantly tiled hipped, gable roofs; a small number of Dutch roof styles. • Mixed roofing materials and colours, largely terracotta and black tile. • Eaves are common as part of traditional single storey dwellings. • Limited instances of solar panels.
Notable Features	**Details of the footpath & street**	• Landscaping is present to the street edge. • Short streets and court bowls often lack footpaths on both sides. • Mixed street trees with frequency of street tree planting increasing in the north.

Keilor Lodge

Zones and Overlay Plan

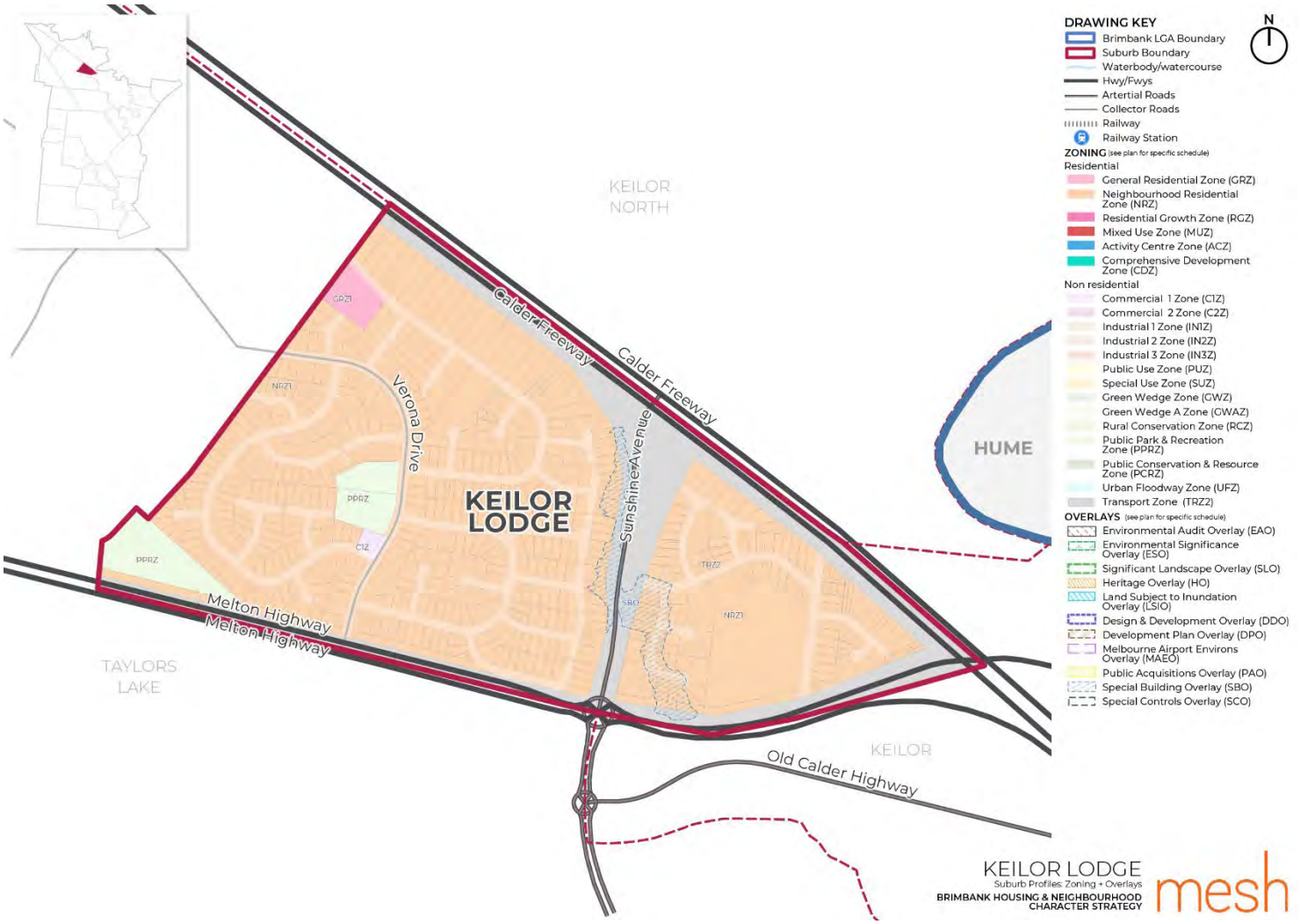


Figure 33: Keilor Lodge - (Left) Dominant front garages and canopy trees within the private realm. (Centre) Diverse building styles. (Right) Generous front gardens.

Existing Suburb Character Description

Predominately homogenous housing typologies that are predominately single and double storey detached dwellings. Buildings feature brick and rendered materials, large expansive windows and articulated facades.

Wide streets with well-maintained nature strips and adjoining moderate scale front landscaping creates a spacious garden setting.

Characterised by larger dwellings on moderate to large lots, there are limited examples of infill development. A small quantity of townhouse typologies within Santa Monica Drive achieve building styles, material selection and setbacks in keeping with adjoining detached dwellings.

Pedestrian paths are achieved along key local roads but are limited as part of dead-end streets. Pedestrian connectivity between dead-end streets is achieved via access lanes that connect through to open space. Limited footpath provision extends lawns and gardens to the roadway, accentuating the width of the streetscape.

Large scale residential development on corner lots often results in address to both streets and crossovers on both streets which provide front and side vehicle access. Corner dwellings often achieve access to rear garages or private open space from both streets.

Suburb Contributors and Threats

Contributors

- **Street Layout:** Wide road widths contribute to a spacious landscape setting.
- **Street Layout:** Garages and carports provide ample opportunity for off-street vehicle parking, reducing on-street parking and accentuating the streetscape width.
- **Connections to open space:** Pedestrian connections between dead-end roads create a walkable neighbourhood with strong links to public open space.
- **Vegetation and landscaping:** Landscaping and canopy tree provision within private open space contributes to the streetscape.
- **Consistent, complementary colours and materials:** Good quality and well-maintained dwellings.

Threats

- **Limited connectivity or accessibility:** Limited pedestrian paths on local roads reduces connectivity and pedestrian safety.
- **Excessive bulk or height:** Increased building bulk and scale increases site coverage and areas of impervious surfaces.

Neighbourhood Character Features

Table 14: Keilor Lodge Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Calder Freeway provides a hard boundary to Keilor North. • Melton Highway extends the length of the suburb's southern boundary. • Back of fence treatment to Sunshine Avenue. Sunshine Avenue divides the suburb.
	Private & public realm landscaping	• Varied levels and species selection of street trees. • Established canopy trees are limited across the suburb. • Moderate front garden landscaping outcomes, typically formalised garden beds with low level shrubs, a canopy tree and an expansive lawn.
	Street alignment, type proportions	• Curvilinear dead-end style street network. • Pedestrian connections provided between dead-end roads. • Wide road widths with limited pedestrian paths. • Pedestrian paths provided on main local roads only.
Built Form	**Setbacks & site coverage**	• Varied but generous front setbacks. • Limited pattern or uniformity to dwelling setbacks within the street. • Typically minimal side setbacks due to increased building bulk.

Features for Assessment		Neighbourhood Feature Observations
		• Some instances of moderate setbacks achieving vehicle parking. • Instances of walls to boundaries, typically a result of increased bulk form bulk and scale.
	Building types & height	• Low rise, mix of single and double storey detached dwellings. • Double storey dwellings are more dominant on larger lot sizes, particularly adjoining the Calder Freeway. • Limited townhouse typologies, limited provision on Santa Monica Drive.
	Lot size	• Predominately 650–800sqm lots. • Lots greater than 1000sqm adjoining the Calder Freeway*. Example: Nordic Avenue.*
	Fencing height, materiality, finish & transparency	• Limited front fencing. • Infrequent low scale permeable fencing typically used as edging to a formalised garden. • Hedging often used to separate gardens from the footpath/street. • Some instances of medium scale permeable orange brick fencing with ornate metal details on larger lots.
	Garages, carports, crossovers, access & car parking	• A mixture of single and double crossovers. • Dual crossovers achieve loop driveways or access to multiple garages. • Side setbacks often achieve vehicle parking. • Townhouses and units achieve access via single or double crossovers. • Garages do not dominate the building façade.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1990s to 2000s builds. • Limited contemporary infill development.
	Building materiality & quality	• Predominately brick dwellings of orange and cream colours. • Concrete and rendered dwellings typically in cream and grey tones. • High levels of building quality and maintenance. • Mixed architectural styles and massing.
	Roof styles, materials & colours	• Predominately hip roof style with terracotta and dark tile material. • Mixture of other roof styles including gable, dutch, flat and shed styles. • Eaves are common in dwellings even with varied roof styles. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Pedestrian paths typically on a single side of the street. • Pedestrian paths on both sides of the street on main roads. *Example: Verona Drive.*

Keilor Park

Zones and Overlay Plan

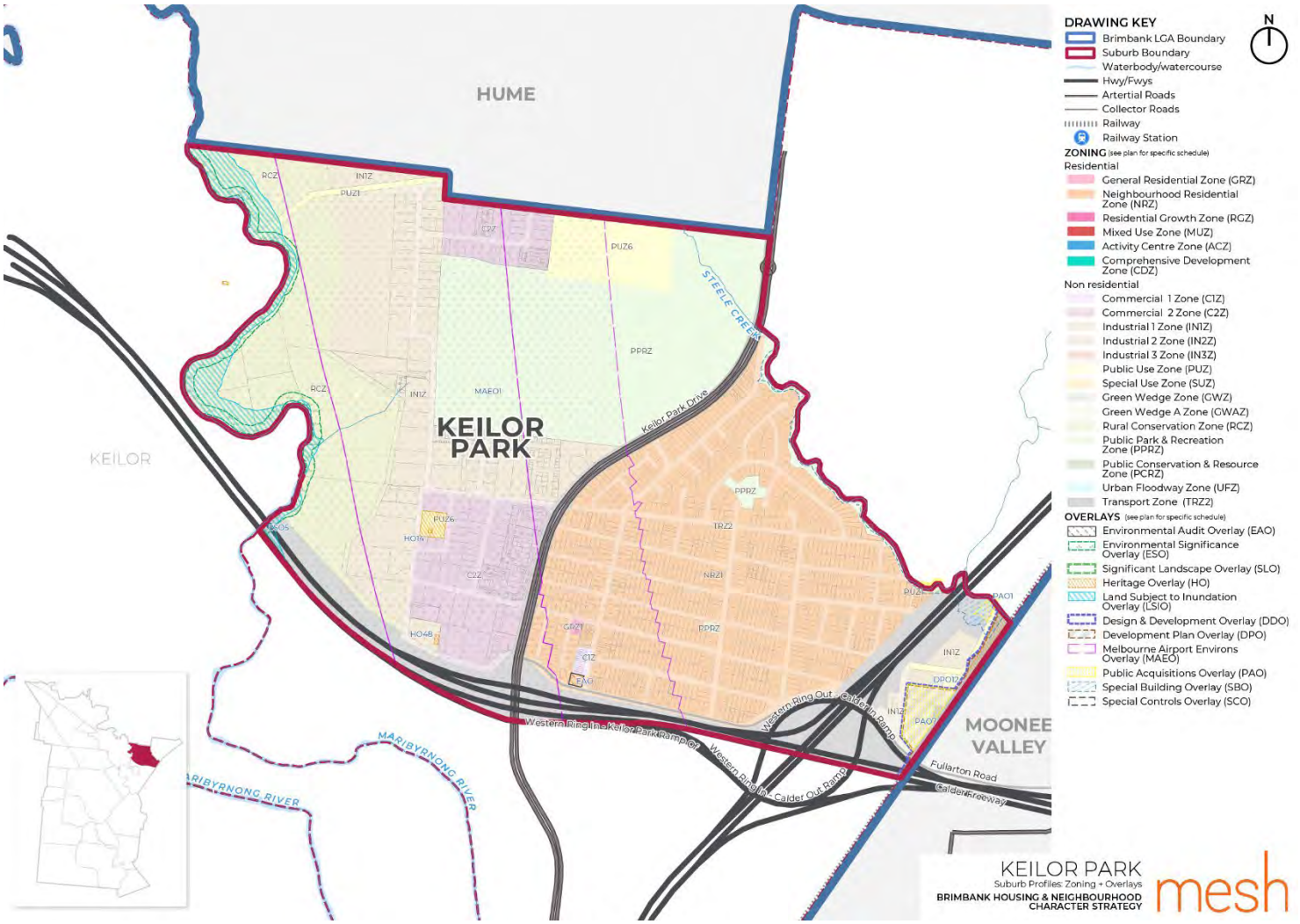


Figure 34: Keilor Park – (Left) Typical dwelling with roller shutters limiting passive surveillance of the street. (Centre) Dwellings adjoining the creek line. (Right) Contemporary development next to traditional housing stock.

Existing Suburb Character Description

Predominately single detached dwellings with emerging double storey contemporary redevelopment and townhouse typologies. Contemporary infill development in the form of townhouses and units is scattered throughout and found at greater instances immediately north of Fullarton Road. Infill development varies dwelling siting and material palettes of traditional housing stock.

Residential development is isolated from adjoining residential areas as a result of abutting industrial development and major road infrastructure.

Steele Creek creates a natural separation between residential and industrial zones. Abutting industrial development, road infrastructure and the creek corridor contributes to a sense of containment and enclosure of the residential area.

Detached dwellings are typically situated on small to moderate size lots with varied levels of planting and species selection within front garden landscaping. Topography variation in the north results in higher instances of retaining walls and fence treatments to the street. There is limited address to Steele Creek and the linear creek corridor in the north.

The suburb is serviced by local convenience shops and recreation provision. Limited connectivity is provided to Keilor Recreation Reserve in the west. An Environmental Audit Overlay covers a single property adjoining Fullarton Road. The Melbourne Airport Environs Overlay affects properties in the south-west.

Suburb Contributors and Threats

Contributors

- **Consistent, complementary colours and materials:** Consistent brick materials in cream and orange colours.
- **Vegetation and landscaping:** Tidy private gardens and well-maintained nature strips.
- **Low to moderate height front fencing:** Permeable and low front fences.
- **Street layout:** Grid based road network with strong local pedestrian connections.

Threats

- **High fencing:** Large solid fencing which disrupts the rhythm of the street.
- **Limited connectivity or accessibility:** Poor accessibility to adjoining residential areas and Brimbank more broadly.
- **Excessive bulk or height:** Bulky units with minimal setbacks that are not in keeping with the surrounding spacious residential area.

Neighbourhood Character Features

Table 15: Keilor Park Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Back of fence interface along full interface with Keilor Park Drive. • Fullarton Road separates residential land and the Calder Freeway. • Creek line and varied topography separates residential land and industrial uses. • Back of fence interface to Western Ring Road.
	Private & public realm landscaping	• Varied levels of street planting. Streets trees occur on most streets. • Limited canopy tree coverage. • Large established trees adjoin Keilor Park Preschool. • Established trees often form part of front landscaping. • Minimal to moderate front landscaping typically with expanses of lawn and low rise planting. • Minimal landscaping predominately associated with townhouse typologies.

Features for Assessment		Neighbourhood Feature Observations
	Street alignment, type & proportions	• Unconventional grid based street network. • Dead-end style treatments abut Keilor Park Drive and Western Ring Road. • Limited instances of courts with a central median. • Wide streets allow for vehicle parking on both sides.
Built Form Scale and Character	**Setbacks & site coverage**	• Traditional housing stock with moderate front setbacks. • Contemporary development and townhouse typologies with minimal front setbacks. • Generous front setbacks in the north typically a result of topographic influence on building siting. • Instances of dwellings set back on an angle from the street. *Example*: *Fosters Road*. • Minimal to moderate side setbacks sometimes achieving vehicle parking or access. • Some instances of walls on boundaries.
	Building types & height	• Low rise, typically single storey detached dwellings. • Double storey dwellings typically townhouse typologies or contemporary development. • Older style unit typologies in the north along Fosters Road. • Emerging contemporary infill development with townhouse typologies, typically 1–2 on a lot.
	Lot size	• Predominately 500–650sqm and 650–800sqm lots. • Lots under 400sqm and lots above 650sqm are limited. • Lots less than 300sqm are typical of infill development.
	Fencing height, materiality, finish & transparency	• Low to moderate height permeable fencing is common. Typically brick in material with ornate metal details. • Limited high fences with reduced permeability in the northeast, typically orange and brown in colour. • Stone retaining walls exist on lots towards Steele Creek. • Side fencing is a prominent feature on corner lots.
	Garages, carports, crossovers, access & car parking	• Side setbacks typically provide garages and carports. • Predominately single crossovers. • Garages are typically integrated with the built form. • Townhouses and units achieve access via shared driveways and common property.
Architectural Styles and Roof Styles	**Era of development**	• Predominantly 1970s and 1980s era. • Emerging contemporary infill development, particularly in the south.
	Building materiality & quality	• Brick dwellings typically of orange and cream colours. • Traditional housing stock achieves consistent styles and materiality. • Slope responsive development towards Steele Creek. • Mixed building materials adjoining Fullarton Road. • Roller shutters are evident throughout.
	Roof styles, materials & colours	• Predominately hip style roofs with dark/grey tile. • Contemporary developments retain hip roof styles. • Garages/carports often achieve flat roof styles. • Eaves are common on dwellings. • Limited instances of solar panels on roofs.

Features for Assessment		Neighbourhood Feature Observations
Notable Features	**Details of the footpath & street**	• Pedestrian paths on both sides of the streets. • Streetscapes are uniform throughout the suburb • Limited pedestrian connectivity to residential development to the south and to the recreation reserve in the northwest.

Kings Park

Zones and Overlay Plan

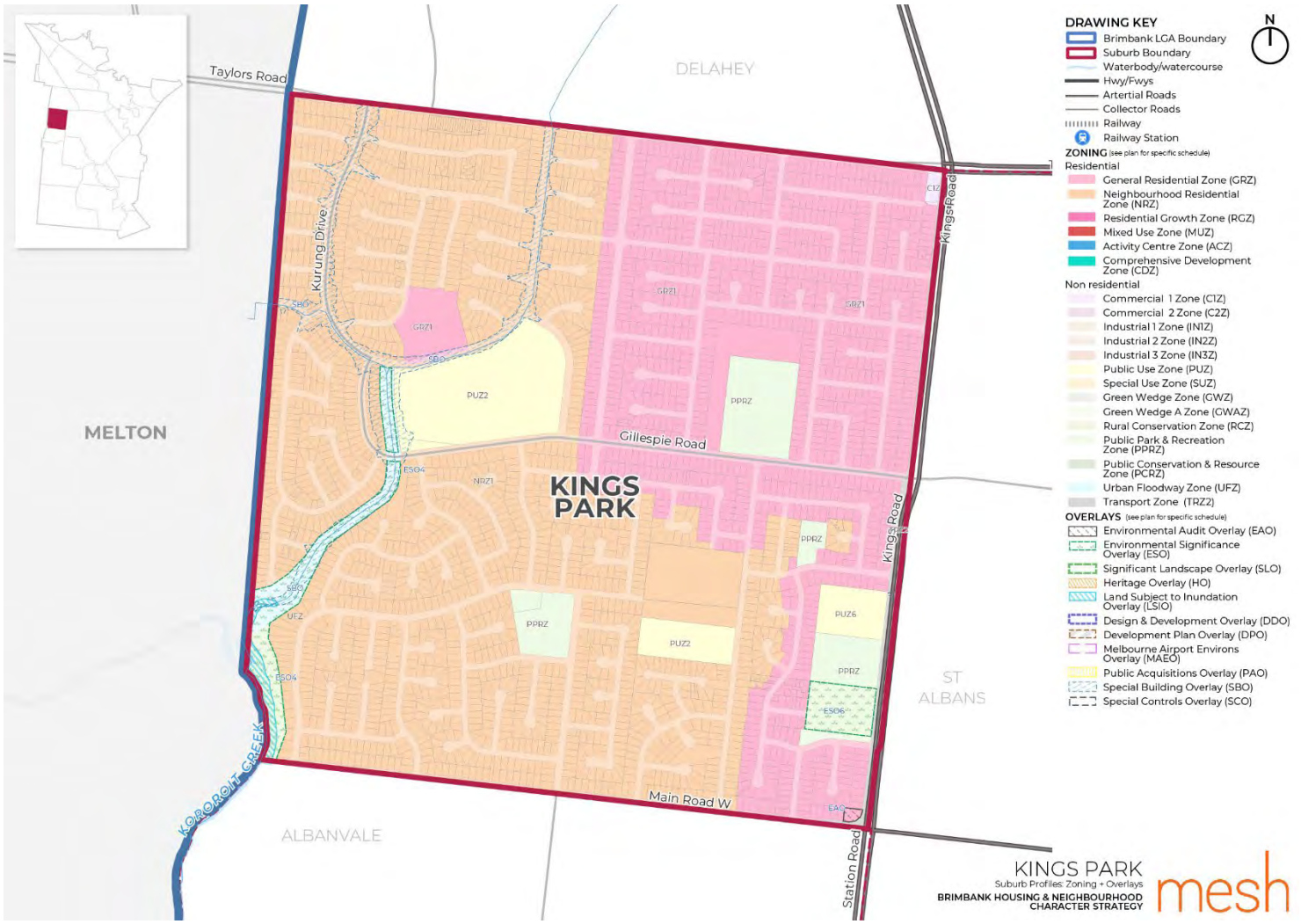


Figure 35: Kings Park - (Left) Typical dwelling with moderate front setback and roller shutters on front windows. (Centre) Moderate fencing in brick material. (Right) Front setbacks used for additional car parking.

Existing Suburb Character Description

Building styles are predominately consistent and achieve similar architectural styles, roof styles and colour selection. Housing typologies are typically single storey detached dwellings.

Moderate front setbacks, low scale building heights and wide streets create a spacious setting.

Predominately brick dwellings in varied colours. Dwellings feature large open windows, often with roller shutters. Revitalisation and renovation by property owners is evident and typically introduces rendered finishes. Dwellings feature similar architectural styles, scale and roof styles as the adjoining suburb of Delahey.

A varied street network with dead-end and court bowl style treatments. Streetscapes often lack footpaths. Front setbacks are frequently used for additional vehicle parking, which limits landscaping scale and species variation.

The suburb is predominately residential with very limited vacant sites or areas undergoing change or transition. A small convenience centre, a range of education facilities and a series of open space reserves provide land use variation and amenity to residents.

A Special Building Overlay affects land in the north. An Environmental Significance Overlay protects a waterway corridor in the west and an open space reserve in the south-eastern corner.

Suburb Contributors and Threats

Contributors

- **Consistent, complementary colours and materials:** Similar architectural styles, colours and material palette creates visual consistency across the suburb.
- **Consistency of siting, setbacks and site coverage:** Detached dwellings create breaks between built form and moderate setbacks which contribute to a low scale and spacious setting.
- **Street layout:** Wide streets create a spacious setting.

Threats

- **High fencing:** Dominant fencing styles with reduced permeability.
- **Dominant vehicle access and parking:** Dominant areas within front setbacks which are used for additional vehicle parking.
- **Inadequate landscaping:** Limited variation in private realm species selection or canopy tree provision.

Neighbourhood Character Features

Table 16: Kings Park Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Residential frontage to Taylors Road, Kings Road and Main Road West. • Back of fence interface to Burnside Heights. No through vehicle connections and limited pedestrian connections. • Back of fence interface and limited connectivity to Kororoit Creek and the linear drainage reserve in the southwest.
	Private & public realm landscaping	• Limited street tree provision. • Established street trees are typically the only street trees. • Minimal front garden planting, typically only lawn with some low rise planting. • Sparse street trees with no consistent theme for planting when street tree planting does occur. • Landscaping and species variation often impacted upon by driveways and vehicle parking.
	Street alignment, type & proportions	• Varied street network. Some instances of unconventional grid network. • Dead-end style roads and court bowls are typical. • Wide streets.

Features for Assessment		Neighbourhood Feature Observations
		• Curved streets create larger irregular shaped lots, particularly as part of a dead-end stye roads.
Built Form Scale and Character	**Setbacks & site coverage**	• Minimal - moderate side setbacks often with vehicle parking or access. • Minimal side setbacks typically a result of irregular and narrow style lots. • Moderate to generous scale front setbacks. • Varied site coverage. • Consistent setbacks along the street.
	Building types & height	• Low rise, predominately single storey detached dwellings. • Limited townhouse typologies throughout. Example: *Taylors Road.* • Older style duplex units and dual occupancy typologies in the south adjoining Nariel Road.
	Lot size	• Predominately 500–600sqm. • Irregular shaped lots and lots adjoining Kororoit Creek typically larger.
	Fencing height, materiality, finish & transparency	• Front fences are common. • Fencing is typically medium height and permeable. • Some instances of reduced permeability, particularly along key roads. • Fencing materials vary. Brick, timber and Colorbond materials are common.
	Garages, carports, crossovers, access & car parking	• Predominately single crossovers. • Side setbacks provide vehicle parking and often access to the rear of properties. • Carports are more common than integrated garages. • Carports are often deep, providing multi-vehicle parking. • Front setbacks are typically used for additional vehicle parking.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1980s to 2000s. • Limited contemporary or infill development. • Evident revitalisation of older properties.
	Building materiality & quality	• Predominately brick dwellings in orange and cream colours. • Rendered dwellings typically in cream and grey tones.
	Roof styles, materials & colours	• Predominately hip style roofs. • Variety of roof colours, typically terracotta, grey or brown. Tile a key material. • Some instances of gable styles. • Eaves are typical as part of dwellings. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Pedestrian paths provided on most streets. • Pedestrian paths in the north limited to key local roads only.

St Albans

Zones and Overlay Plan

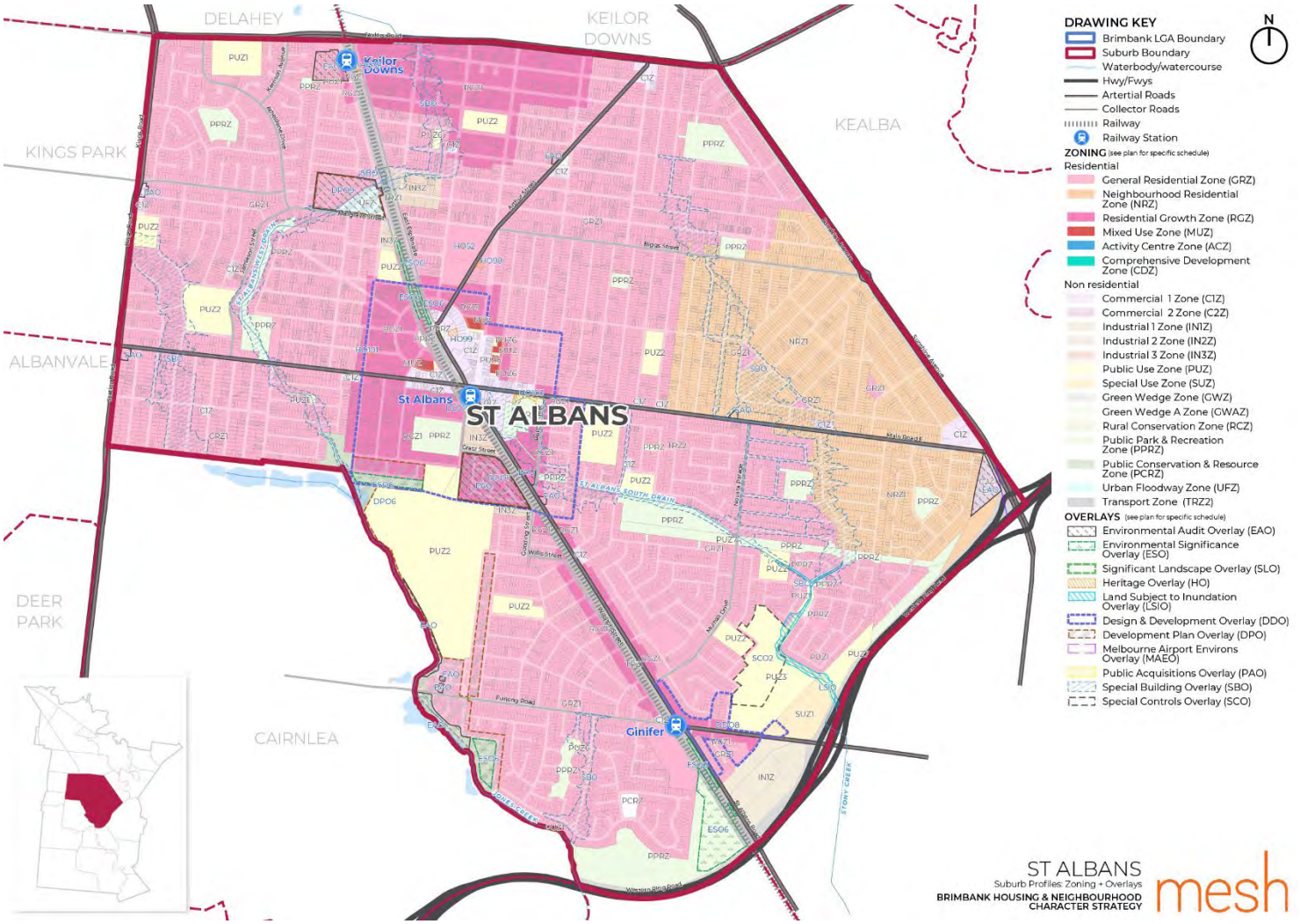


Figure 36: St Albans - (Left) Traditional Housing Stock with pool style fence. (Centre). Contemporary development in the south-west adjoining McKechnie Street. (Right) Attached townhouse typologies.

Existing Suburb Character Description

Mixture of traditional housing stock and more contemporary development. Townhouse and unit developments are scattered throughout and found at greater instances in proximity to the St Albans Activity Centre. Various small scale and larger vacant sites exist. Larger sites often achieve integrated redevelopment outcomes. This is particularly evident adjoining the Victoria University Campus in the southeast.

Architectural styles are diverse and reflective of the contemporary redevelopment of traditional housing stock and new infill development.

Traditional housing stock is typically situated on moderately sized lots with varied levels of planting and species selection within front garden landscaping. Contemporary and infill development typically results in a high level of site coverage and dwellings built to the property line. Traditional housing stock is typically retained as dual occupancy or redeveloped into 2–3 new townhouse or unit typologies. There is greater dwelling style and roof style variation than adjoining suburbs.

A predominately residential suburb which is well serviced by three train stations and various bus routes. St Albans includes various education facilities and the Victoria University Campus. The Sunshine Hospital and adjoining health services are located in the south-east. Aged care facilities are located throughout the suburb and along key roads. St Albans Activity Centre, local convenience shopping strips and a small isolated pocket of industrial land provide land use variation.

There is limited dwelling type, colour or material palette difference between dwellings in different residential zones. Contemporary buildings in the south-west are guided by a Development Plan Overlay which results in uniform and similar development. Various Environmental Audit Overlays affect properties throughout St Albans. The Activity Centre and Sunshine Hospital precinct are affected by a Design and Development Overlays

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Deciduous trees and olive tree planting along streets and within the private realm.
- **Street layout:** Wide streetscapes create a spacious setting.
- **Vegetation and landscaping:** Sense of spaciousness as a result of private realm landscaping in front, side and rear setbacks.

Threats

- **Inadequate landscaping:** Removal of vegetation and minimal areas for landscaping as a result of contemporary and infill development.
- **Dominant vehicle access and parking:** Dominance of car access and parking within side and front setbacks and along the street.
- **Increased built form bulk or scale:** Increased site coverage and impervious surfaces.
- **High fencing:** High fencing and a lack of front garden landscaping.
- **Change in materiality or style:** Roller shutter treatments over windows reduce connection and visual permeability with the street.

Neighbourhood Character Features

Table 17: St Albans Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Predominately active residential interfaces to bounding roads. • Back of fence interface separated by a vegetation buffer along Western Ring Road. • Rail line separates the suburb into eastern and western parts.
	Private & public realm landscaping	• Minimal street tree and canopy tree provision across the suburb. • Higher instances of street trees associated with new infill development areas or as part of streetscape improvement works. • No consistent theme for street tree planting. • Street tree planting often by individual owners—olive trees/fruit trees.

Features for Assessment		Neighbourhood Feature Observations
		• Wide nature strips with raingardens south of Main Road and west of McKechnie Street. • Minimal to moderate scale front gardens often incorporate fruit trees or vegetable gardens. • Minimal front landscaping as part of contemporary development. • Landscaping often impacted upon by vehicle parking.
	Street alignment, type & proportions	• Wider streets south of Main Road. • Narrower streets in northwest. *Example: Jamieson Street.* • Grid based street network in the north and northeast and southeast. • Court-bowls and curved road network are common in the south and northwest.
Built Form Scale and Character	**Setbacks & site coverage**	• Moderate side setbacks as part of traditional housing stock. • Minimal front and side setbacks as part of contemporary development. • Moderate front setbacks on both sides of the street are typical. • Rear setbacks often contain garages or sheds. • Contemporary development achieves increased site coverage. • Multi-unit developments adjoining the activity centre in the south have high levels of impervious surfaces.
	Building types & height	• Predominately low rise single storey detached dwellings. • Contemporary development diversifies typology types. This includes attached and detached townhouses, low scale apartments and multi-unit development outcomes. • Traditional housing stock also includes single storey attached unit typologies. • Double storey multi-unit typologies along St Albans Road.
	Lot size	• Predominately 500–650sqm lots. • Lots greater than 800sqm predominately found south of Main Road in the west. • Residential density increases in the north. • Higher density outcomes around train stations.
	Fencing height, materiality, finish & transparency	• Front fencing is common. Typically moderate to low scale and permeable. • Front fencing increases in scale in the east. • Fencing typically of brick materials often with wrought iron details. • Timber style fencing in the south and west. *Example: Disraeli Street.* • Contemporary development often includes moderate scale front fences in brick materials.
	Garages, carports, crossovers, access & car parking	• Side setbacks typically feature carports as part of traditional housing stock. • Side setbacks also provide access to rear garages and sheds as part of traditional housing stock. • Carports, garages and sheds typically set back from the dwelling façade as part of traditional housing stock. • Predominately single crossovers. • Garages integrated with built form as part of contemporary development.
Architectural Styles and Roof Styles	**Era of development**	• Predominately post-war development. • 1970s to 1980s and more contemporary development in the southern and western areas. • Variety of vacant sites throughout.
	Building materiality & quality	• Predominately brick dwellings in orange and cream colours. • Contemporary development varies architectural styles and materials. Greater variety in proximity to the activity centre.

Features for Assessment		Neighbourhood Feature Observations
		• Observations from the 2019 Neighbourhood Character study are affirmed in respect to the contemporary townhouse development typically featuring mixed materials in muted tones. • Similar architectural styles, colours and forms in south/west – *examples Rhodes and Lima Street, Moonstone Circuit, Regan Place.*
	Roof styles, materials & colours	• Predominately hip roof styles in terracotta or dark tile. • Very limited other roof styles • Eaves are common as part of traditional housing stock which reduces as part of contemporary townhouse development. • Limited solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Footpaths typical on both sides of the street. • Pedestrian linkages to Cairnlea in the south. • Limited internal east-west connectivity as a result of the rail line. • Streets heavily used for vehicle parking.

Sunshine

Zones and Overlay Plan

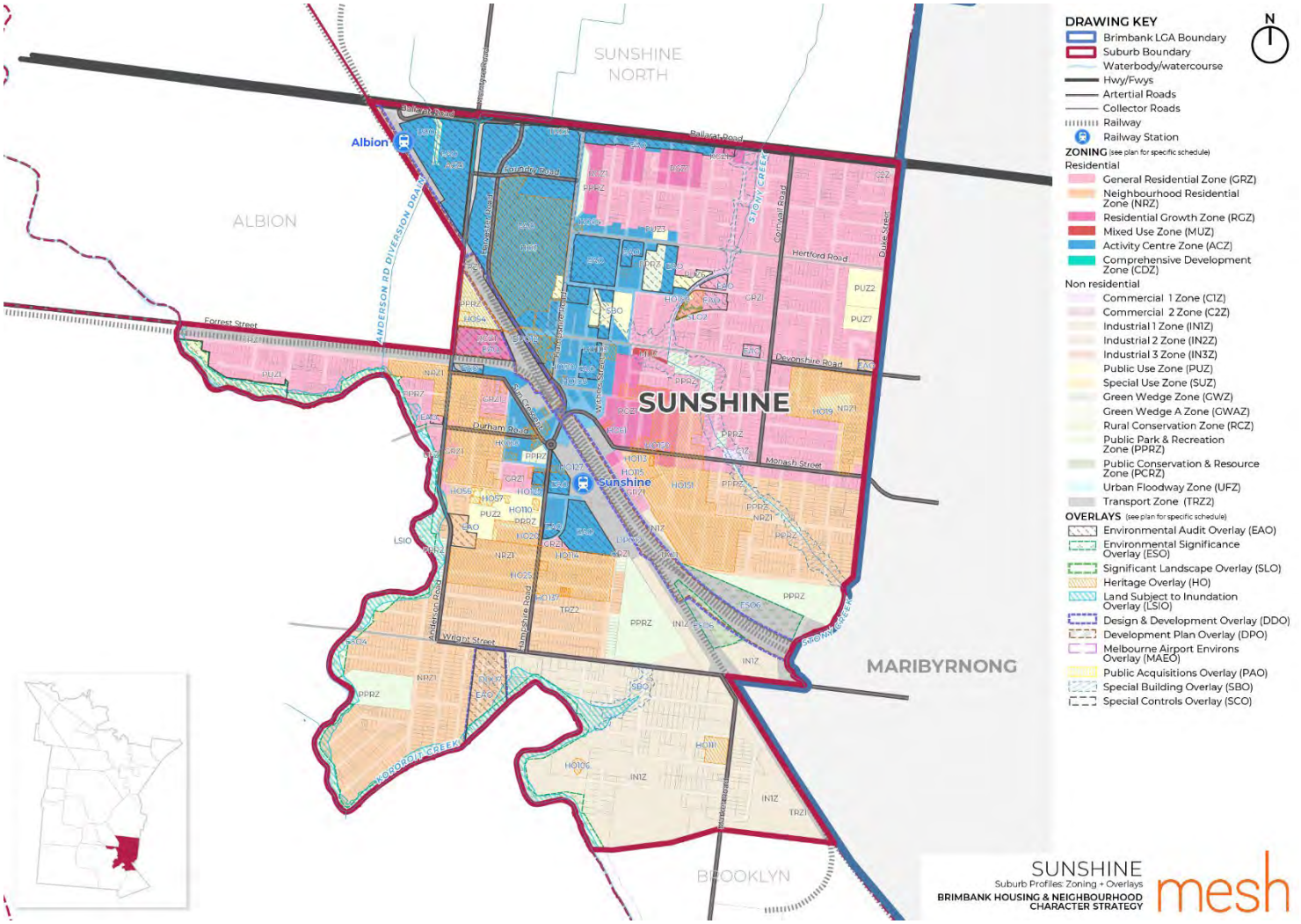


Figure 37: Sunshine - (Left) Heritage Dwellings along Benjamin Street. (Centre) Contemporary townhouses along McCracken Street. (Right) Mixed era development along Fraser Street.

Existing Suburb Character Description

A predominately residential suburb undergoing varied levels of growth and transition as a result of proximity to the Sunshine Activity Centre and infill development of vacant sites. Large quantities of infill residential development have been achieved close to the Activity Centre. Infill residential development associated with the Sunshine Activity Centre has a direct interface with lower scale residential areas.

Despite increasing infill development, there are areas of similar building styles, material selection and setbacks.

Similar building styles, material selection and front setbacks are particularly evident south of the train line and in areas adjoining Herford Road. The train line and key access roads into and through Sunshine Activity Centre split Sunshine into sections. This often results in varying housing typologies, building styles and streetscapes.

Local public open space includes varying levels of embellishments and often achieves a buffer between residential land uses and the train line or commercial land uses. Small pockets of existing industrial and employment-based land uses in the south provide a transition to more heavy industrial land uses adjoining Kororoit Creek. Various education facilities particularly north of the rail line include primary, secondary and university/TAFE campuses.

Heritage protection covers number of dwellings and streets which contributes positively to the streetscape and neighbourhood setting of the immediate area. A Design and Development Overlay affects recently completed infill development in the southwest. A Special Building Overlay affects properties that adjoin a linear drainage reserve south of Ballarat Road. The Environment Audit Overlay affects both commercial, industrial and some residential lots across Sunshine.

Suburb Contributors and Threats

Contributors

- **Street layout:** Wide streets allow for parking on both sides without limiting vehicle movements or pedestrian safety.
- **Street layout:** Pedestrian oriented and permeable road network.
- **Consistent, complementary colours and materials:** Building style and material consistency between Wright Street and Morris Street contributes to character.
- **Vegetation and landscaping**: Street tree planting by individual owners creates a unique sense of place and streetscape variation.
- **Consistent, complementary colours and materials:** Areas of heritage protection contributes to the streetscape and overall character of the suburb.

Threats

- **Limited connectivity or accessibility:** Poor residential interface with Kororoit Creek and relatively little public open space limits connectivity to nature.
- **Poorly integrated retirement villages and aged care facilities:** Scale and siting of aged care and mixed uses abutting lower scale residential areas.
- **Inadequate landscaping:** Minimal landscaping and loss of established vegetation as part of contemporary development.
- **Inadequate landscaping**: Overhead powerlines limit canopy tree establishment.
- **High fencing**: high impermeable fencing to the property line (to screen private open space) along Wright Street that is out of character with surrounding fencing treatments and front setbacks.

Neighbourhood Character Features

Table 18: Sunshine Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Traditional housing stock typically have back of fence interface with open space. • Contemporary development more predominate in the Residential Growth Zone in the south adjoining Queen Circuit and in the southeast in proximity to Monash and Parsons Streets. • Back of fence interface or local roads often provide a boundary between residential and other land uses.

Features for Assessment		Neighbourhood Feature Observations
		• Direct residential and other mixed use abuttal to Ballarat Road. • Duke Street provides a local road boundary between Braybrook and Sunshine. Residential development on the eastern side of Duke Street falls within Braybrook. • Residential interface with industrial land uses in the southeast.
	Private & public realm landscaping	• Moderate street tree planting with higher instances of established street trees. • Variety of street trees with no consistent planting theme. • Varied nature strip widths resulting in varied street tree planting. • Wider nature strips often retain established street trees. *Example: Duke Street.* • New street trees as a result of streetscape improvement works. • Street tree planting often appears as a result of planting by individual owners—olive trees and fruit trees. • Minimal to moderate landscaping of front gardens with canopy trees more often within traditional housing stock front gardens. • Varied canopy coverage. Greater canopy coverage in the southeast adjoining Parsons Street. • Nixon Street, Alexander Avenue, Cornwall Street (south of Monash Street) and Moira Street are examples of a tree lined, landscaped setting. • Established trees within the side and rear setbacks of traditional housing stock. • Dwellings in Neighbourhood Residential Zone bounded by Monash Street, Duke Street, Ruby Way and Drayton Street include moderate to generous front garden landscaping • Front gardens often impacted upon by vehicle parking and access. • Palm trees along Victoria Street create a streetscape feature.
	Street alignment, type & proportions	• Grid based street network. • Dead end style treatments as a result of abuttal to Kororoit Creek. • Street widths allow for parking on both sides. • Rosedale Place provides a narrow dead-end style street network isolated from broader Sunshine.
Built Form Scale and Character	**Setbacks & site coverage**	• Uniformity and consistency of setbacks as part of traditional housing stock. • Moderate side setbacks for traditional housing stock. • Minimal setbacks as part of townhouse typologies. • Moderate to generous front setbacks for traditional housing stock. • Townhouse typologies achieve front setbacks in line with or less than traditional housing stock and often are a dominant building on the street. *Example*: *Station Place, Kinane Crescent, Matthew Street.* • Contemporary development (both detached dwellings and townhouse typologies) have minimal front and side setbacks and increased site coverage.
	Building types & height	• Traditional housing stock is low rise, predominately single storey dwellings. • Contemporary infill development is low-midrise, 2–3 storey rendered brick dwellings. • Limited instance of mid-rise apartments adjoining Alexandra Avenue. • Areas of heritage protection create unique pockets of building styles and types. • Medium density townhouses and units, dual occupancy, semi-detached and row housing creates diversity. *Example: Cobrey Street, Norma Street and Duke Street.*
	Lot size	• Varied lot sizes with predominately 300–500sqm lots. • Traditional housing stock typically of 500–650sqm. • Lot sizes increase adjoining Kororoit Creek. • Residential density increases in the north and central areas.

Features for Assessment		Neighbourhood Feature Observations
	Fencing height, materiality, finish & transparency	• Front fences are common. • Fencing is typically medium height, permeable and consisting of brick, wood or metal finishes. • High impermeable fencing along Wright Street as a result of contemporary development to screen private open space which is inconsistent with fencing along the street.
	Garages, carports, crossovers, access & car parking	• Traditional housing stock typically features carports added on to dwellings within the side setback, set back from the dwelling façade. • Contemporary infill development typically includes garages integrated into the built form. • Concrete driveways dominate the street and impact on street tree provision. • Heritage dwellings typically do not have a carport or garage. Driveways are provided for vehicle parking. • Predominantly single crossovers. Contemporary development often achieves double crossovers.
Architectural Styles and Roof Styles	**Era of development**	• Mix of eras, including heritage, post-war, 1960s, 1970s, 1980s, 1990s and 2000s era development. • Heritage and 1900s to 1940s dwellings in the south and southwest. • Predominately post-war styles north of Monash Street, with some heritage areas. • Contemporary development scattered throughout often includes mock pre-war architectural elements (e.g., weatherboard materials and steel roofs).
	Building materiality & quality	• Variety of building styles and materials, increasing in diversity north of the train line and in proximity to Sunshine Activity Centre. • Brick dwellings are typically of orange and cream colours. • Variation in architectural styles, ranging from heritage and post-war to more contemporary styles. • Solar panels and roller shutters are frequent. • Areas with similar building styles and materials between Wright Street and Morris Street.
	Roof styles, materials & colours	• Varied roof styles, with hip styles with tile materials most common. • Hip style roofs with Colorbond material an emerging roof style. • Heritage dwellings predominately use tin/Colorbond material. • Eaves and verandas are common as part of traditional housing stock. Some instances of eaves as part of contemporary development. • Solar panels are more common on contemporary development.
Notable Features	**Details of the footpath & street**	• Grid network provides pedestrian paths on both sides of the street. • Strong pedestrian connections to open space, shared paths and Kororoit Creek. • Limited pedestrian connections across the train line.

Sunshine North

Zones and Overlay Plan

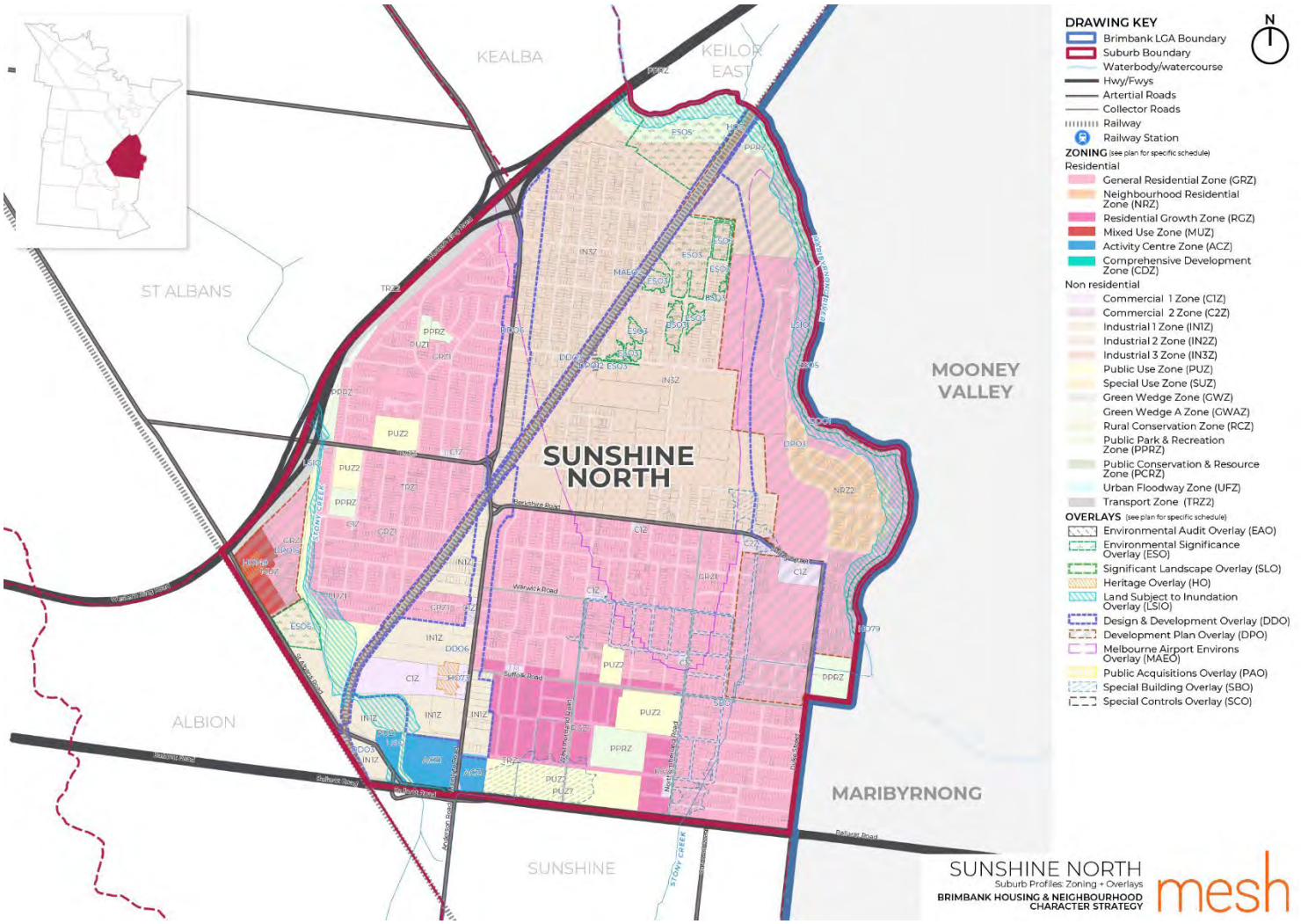


Figure 38: Sunshine North - (Left) Typical traditional house with canopy trees in front setback. (Centre) High density contemporary development in the north. (Right) Slope responsive dwelling along River Valley Boulevard.

Existing Suburb Character Description

A mixture of traditional housing stock and more contemporary development with diverse architectural styles, materials and colour palettes.

Traditional housing stock is typically single storey, situated on moderately sized lots. Medium density or dual occupancy residential outcomes with increased density and site coverage are scattered throughout. Low scale landscaping is achieved as part of traditional housing stock, this is further minimised as part of contemporary development. Species selection is diverse and typically low scale. A greater level of canopy coverage is achieved from street trees and other parts of the public realm than from private lots.

Contemporary townhouse and unit developments are scattered throughout but found more frequently in the northeast, adjoining the Maribyrnong River. Contemporary and infill development results in increased site coverage and built form bulk, together this increases impervious surfaces. These typologies often feature built form to the property line, which reduces opportunity for side setback landscaping. Contemporary development often includes double or triple storey height. Triple storey height is often a result of significant slope in the land and is common as part of the River Valley Development.

Various smaller and larger vacant sites exist throughout the suburb, particularly in the southwest. These may be subject to redevelopment in the future.

The area is surrounded by industrial development to the north, southwest and southeast adjoining Braybrook. The Western Ring Road provides a hard boundary between Sunshine North and St Albans. Direct interfaces to non-residential zoned land often achieves high scaled fencing. McIntyre Road and Berkshire Road provide a separation between industrial and residential land uses.

The suburb includes a variety of zones, including Industrial 3 and Industrial 1 Zones, Commercial 1 Zones, a Mixed Use Zone and a small portion of Activity Centre 1 Zone in the south, adjoining Sunshine Activity Centre.

Design and Development Overlays affect land along the Maribyrnong River and McIntyre Road. Development Plan Overlays affect infill development in the northeast and southwest adjoining St Albans Road. Heritage Overlays affect three properties where design outcomes have integrated heritage features into larger developments. Land Subject to Inundation and Floodway Overlays affect various streets within the northeast and southern parts of the suburb.

Suburb Contributors and Threats

Contributors

- **Consistent, complementary colours and materials:** Consistency of building styles along interface with Sunshine/Ballarat Road.
- **Vegetation and landscaping:** Deciduous tree planting along streets and within the private realm.
- **Vegetation and landscaping:** Streets with established street trees and canopy coverage
- **Street layout:** Wide streets create a spacious setting.
- **Low to moderate height front fencing:** Limited front fencing on local roads.

Threats

- **Excessive bulk or height:** Significant areas of infill development.
- **Inadequate landscaping:** Removal of vegetation and minimal areas for landscaping as a result of contemporary infill development.
- **Dominant vehicle access and parking:** Increase in single crossovers which impacts street tree planting.
- **Dominant vehicle access and parking:** Dominance of car access and parking within contemporary development areas.
- **Excessive bulk or height:** Slope of the land in the northeast increases site coverage and limits landscaping.
- **Excessive bulk or height:** High levels of impervious surfaces in the northeast.

Neighbourhood Character Features

Table 19: Sunshine North Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Residential interface and frontage key local roads Example: *Ballarat Road and McIntyre Road.* • Maribyrnong River abuts the eastern suburb boundary. • Western Ring Road abuts the western boundary. • Direct interface with industrial areas and the rail corridor.
	Private & public realm landscaping	• Uniform street tree planting. *Example: Harley Street.* • Street trees typically established. • Moderate front gardens with varied low scale planting and limited canopy trees as part of traditional housing stock. • Minimal front gardens as part of contemporary development. • Slope of front gardens in the northeast typically results in increased hardscaping and minimal landscaping. • Back of fence interface is common to open space and pocket parks.
	Street alignment, type & proportions	• Largely grid based street network. • Wide streets that allow for parking on both sides. • Unconventional grid street network in the northwest and northeast with some instances of dead-end style treatments. • Townhouse typologies in the northeast are accessed via narrow streets and lanes.
Built Form Scale and Character	**Setbacks & site coverage**	• Minimal to moderate side setbacks. • Minimal front and side setbacks as part of contemporary infill development. • Dwellings built to boundary often as part of contemporary development. • Increased site coverage as part of contemporary development. • Moderate front setbacks as part of traditional housing stock on both sides of the street.
	Building types & height	• Traditional housing stock is predominately low rise single storey detached dwellings. • Contemporary development is predominately double storey attached townhouses or units. • Frequent dual occupancy development outcomes. • Various vacant sites.
	Lot size	• Varied lot sizes predominately 500–650sqm. • Larger lot sizes are typical adjoining Westmoreland Road. • Residential density increased in the north and central areas as part of contemporary infill development.
	Fencing height, materiality, finish & transparency	• Front fencing is common, typically low scale and permeable. • Timber and brick materials in light colours are common. • Contemporary development often includes front fencing in timber picket fence styles. • Some instances of metal and ‘pool style’ fencing in both traditional and contemporary housing stock.
	Garages, carports, crossovers, access & car parking	• Side setbacks in traditional housing stock typically include carports and vehicle parking. • Some instances of garages integrated with the built form in traditional housing stock. • Contemporary development predominately includes integrated garages. • Predominately single crossovers.

Features for Assessment		Neighbourhood Feature Observations
		• Some instances of dual crossovers, typically as part of contemporary infill development.
Architectural Styles and Roof Styles	**Era of development**	• Mixed eras of development. • Traditional housing stock is typically post-war era. • Substantial areas under development.
	Building materiality & quality	• Built form styles and material/colour palette vary. • Traditional housing stock typically well-maintained brick in orange and cream colours. • Some instances of weatherboard materials, which are typically less maintained, in white and cream colours. • Contemporary infill development of varying architectural styles, typically in grey tones. • Contemporary infill development introduces metal and rendered concrete materials.
	Roof styles, materials & colours	• Predominately hip roof styles with terracotta or charcoal tiles. • Contemporary development varies roof styles, with flat and shed roof styles emerging. • Eaves are common as part of traditional housing stock. Limited instances of eaves as part of contemporary development. • Solar panels are more common on contemporary development.
Notable Features	**Details of the footpath & street**	• Typically footpaths on both sides of the street. • Slope of land in the northeast often results in single-side footpaths. • Footpaths not provided along the industrial side of Berkshire Road.

Sunshine West

Zones and Overlay Plan

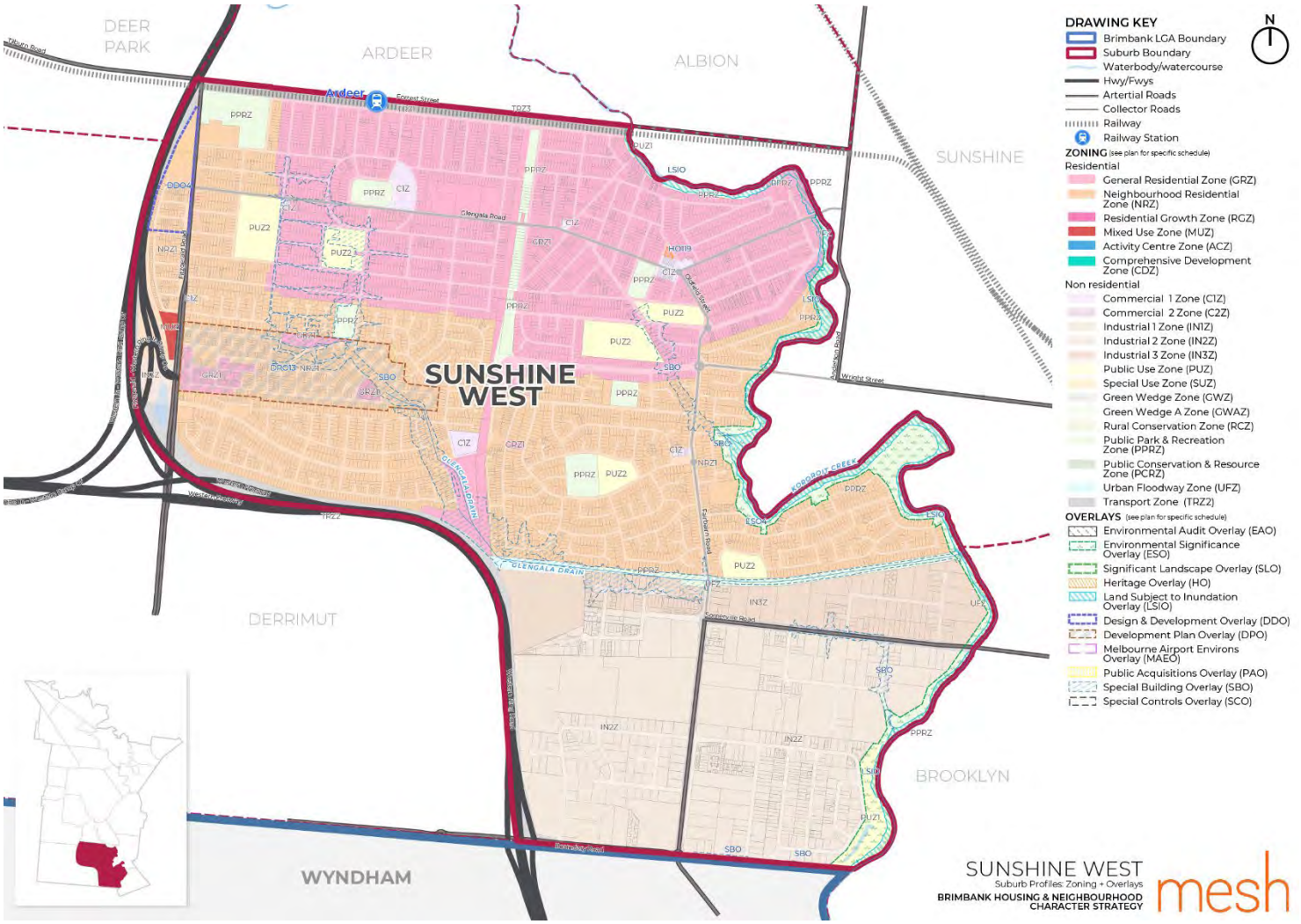


Figure 39: Sunshine West - (Left) Dwellings with consistent setbacks, materials and colours in the south-east. (Centre) dwellings with moderate setbacks and landscaping in the north-east along Kosky Street. (Right) Contemporary development in the south-west.

Existing Suburb Character Description

A mixture of wide grid based and curvilinear street networks which create a spacious setting and high levels of pedestrian connectivity. There is limited vacant sites throughout and examples both small and large scale infill development in recent years.

Distinct pockets of development forms and architectural styles exist throughout the suburb.

This is likely a result of the gradual development of Sunshine West. There limited street based differences between dwellings which fall in varied residential zones, except for areas subject to higher quantities of infill development in the southwest.

Residential development is surrounded by hard and natural infrastructure assets being the Western Ring Road, Kororoit Creek and industrial land uses in the south. There are limited vehicle connections to the north and east into adjoining residential suburbs.

The suburb contains varied canopy coverage and street tree provision. Front landscaping achieves moderate landscaping in the north and northeast. Landscaping is significantly impacted by vehicle access and parking in the southeast.

Nine education facilities, local convenience centres and a variety of open space and linear reserves service the area. Overhead transmission powerlines run north to south through the centre of the suburb.

Suburb Contributors and Threats

Contributors

- **Consistency of siting, setbacks and site coverage:** Consistent and uniform setbacks.
- **Consistency of siting, setbacks and site coverage:** Development typically respects surrounding built form siting and design outcomes.
- **Consistent, complementary colours and materials:** Complementary material selection contribute to character in the northeast.
- **Integrated infill development:** Infill development provides an active interface to open space and pocket parks.
- **Street layout:** Grid based and wide street networks contribute to a spacious setting.
- **Low to moderate height front fencing:** Low rise or no front fences along the length of the street.

Threats

- **Inadequate landscaping:** Removal of canopy trees in the private realm as part of contemporary infill development.
- **Change in materiality or style:** Limited building and landscaping maintenance in the southeast impacts the quality of the streetscape.
- **Excessive bulk or height:** Impacts on private realm landscaping as a result of more prominent built form on a lot.

Neighbourhood Character Features

Table 20: Sunshine West Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Drainage easement in the south provides separation between land uses. • Back of fence interface to Kororoit Creek, open space, linear reserves and pocket parks. • Back fence interface and direct abuttal to Western Ring Road. • Sound barrier along the rail line limits visibility and connectivity to Ardeer.
	Private & public realm landscaping	• Varied streets and street tree planting. • Increased street tree planting in contemporary development. • Canopy trees more often found within the private realm than the public realm. • Moderate front landscaping as part of traditional housing stock. • Minimal front landscaping in the southeast, often only lawn. • Contemporary development results in minimal front landscaping with no canopy tree provision. • Street tree planting often by individual owners—olive trees and fruit trees. • Typically well-maintained, neat private landscaping.

Features for Assessment		Neighbourhood Feature Observations
	Street alignment, type & proportions	• Predominately wide streets. Infill development reduce street widths. • Grid based street network in the north and northeast. • Curvilinear dead-end style street network in the south. • Irregular narrow grid network as part of infill development in the west.
Built Form Scale and Character	**Setbacks & site coverage**	• Variation in setbacks across the suburb often a result of different pockets of development eras. • Minimal front and side setbacks as part of contemporary development. • Traditional housing stock includes moderate front setbacks and minimal-moderate side setbacks. • Contemporary developments are typically built to property line. • Uniform setbacks as part of traditional housing stock *Example: Killara Street, Korowa Street.* • Front setbacks provide vehicle parking that typically impacts landscaping. • Larger detached dwellings and infill development increases site coverage. • Dwellings in the southeast are often setback from the street on an angle.
	Building types & height	• Traditional housing stock predominately low rise, single storey detached dwellings. • Contemporary development typically single to double storey, some instances of triple storey. A mix of detached dwellings and attached townhouses and units. • Pockets of predominately double storey detached dwellings on larger lots in the southwest adjoining The Avenue. • Architectural elements on dwellings in the southwest often accentuate the height of the dwelling.
	Lot size	• Varied lot sizes associated with variation in development era. • Predominately 500–650sqm sized lots in the south and northeast. • Lots 650–800sqm in the north with some instances of 800–1000sqm lots. • Highest density in the southwest.
	Fencing height, materiality, finish & transparency	• Typically low scale, permeable brick front fencing with metal detail. • Front fencing common in the north and northeast. • Limited front fencing in the southeast. Often ‘pool style’. • Limited front fencing as part of contemporary development. • Some instances of moderate to high permeable fencing with wrought iron details in north.
	Garages, carports, crossovers, access & car parking	• Garages and carports are set back or in line with front façades. • Traditional housing stock typically includes vehicle access and parking within side setbacks. • Garages integrated in as part of the dwelling in contemporary development. • Predominately single crossovers. Dual crossovers more common in southwest.
Architectural Styles and Roof Styles	**Era of development**	• Distinctive eras of development. • 1980s style builds in the southeast, 1990s to 2000s style builds in the southwest and 1950 - 1970s builds in the north abutting the train line. • Recent 1990s to 2000s infill development in the west and adjoining central convenience centres.
	Building materiality & quality	• Variation in building quality, with rendered materials typically displaying water damage. • Variation in architectural styles and colours in the west. • Consistent red brick materials in the northwest. Observations from 2019 Neighbourhood Character Study are affirmed in respect to red brick materials along Glengala Road.

Features for Assessment		Neighbourhood Feature Observations
		• Infill development typical includes a mix of brick and rendered concrete in neutral finishes. • Brick dwellings typically of orange and cream colours. • Roller shutters form part of dwellings more frequently in the south and southeast.
	Roof styles, materials & colours	• Predominately hip and flat roofs styles. • Traditional housing stock includes hip style tiled roofs. • Contemporary infill development has flat roof styles. • Limited terracotta roof colours in the southwest. • Eaves are common as part of traditional housing stock. Some instances of eaves as part of contemporary development. • Limited instances of solar panels on roofs.
Notable Features	**Details of the footpath & street**	• Frequent pedestrian and cyclist crossings over Kororoit Creek. • North-south road alignment provides direct access to Ardeer Station. • Limited pedestrian connectivity within the central transmission line easement.

Sydenham

Zones and Overlay Plan

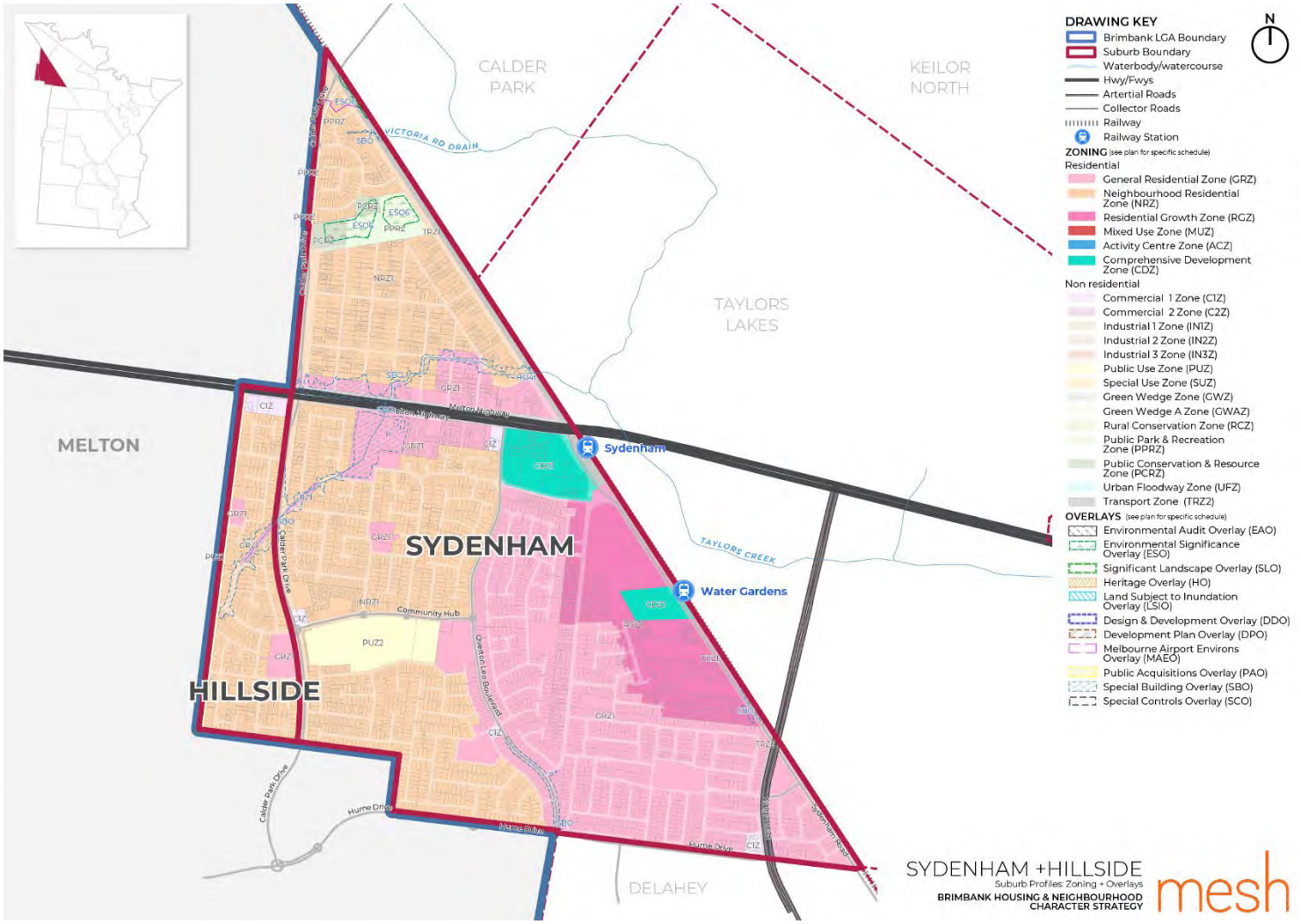


Figure 40: Sydenham - (Left) Gated development outcome. (Centre) Townhouse typologies along Trickey Avenue. (Right) Spacious streets with canopy trees in the north.

Existing Suburb Character Description

Whilst traditionally single and double storey detached dwellings, Sydenham is undergoing residential transition. Residential transition result in the development of medium density and apartment style typologies in close proximity to Watergardens Train Station and Melton Highway. An increase in housing density due to different residential zoning is evident from the street network, particularly along Trickey Avenue and Pecks Road.

Recent medium density and apartment typologies vary the streetscape by increasing vehicle crossovers, reducing front setbacks and providing limited integration with adjoining open space.

Various vacant sites across the suburb provide further opportunity for an increase in residential development. This is particularly evident along Melton Highway and Sydenham Road. However, higher building heights are unlikely to obscure any important view lines.

Positioned between Calder Park Drive (west) and the Sunbury Rain Line (east). The rail line provides a hard boundary between residential development and Watergardens Shopping Centre. Residential lots have a back of fence interface occur along the full length of Calder Park Drive. Varied interfaces, including slip lane access, are provided to both Melton Highway and Hume Drive. Narrow curvilinear streets typically include footpaths on one side only. Vehicle parking on the nature strip is also typical, this limits street tree provision.

Aged care facilities and gated residential areas dominate the streetscape and introduce fencing in areas where fencing has traditionally not occurred. Several primary and secondary schools, commercial land uses and linkages to Watergardens Shopping Centre provide access to convenience and education. Open space is scattered throughout the suburb.

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Native gums appear to be the prevailing canopy tree and contribute to overall greening.
- **Vegetation and landscaping:** Private front gardens are well-maintained and tidy.
- **Low to moderate height front fencing:** Little to no front fencing.

Threats

- **Excessive bulk or height:** Contemporary development varies built form scale, site coverage and setback along the street.
- **Poorly integrated retirement villages and aged care facilities:** Limited integration of residential dwellings and aged care centres into adjoining public open space.
- **Inadequate landscaping:** Limited landscaping outcomes as part of contemporary development and low rise apartment typologies.
- **High fencing:** Prominent fencing around aged care facilities and gated residential areas.

Neighbourhood Character Features

Table 21: Sydenham Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Road interface along the full length of the rail line. • Back fence interface along the full frontage to Calder Park Drive. • Mixed interface treatments to Melton Highway. • Melton Highway limits both pedestrian and vehicle north-south connectivity.
	Private & public realm landscaping	• Canopy trees and shrubs along the residential interface with both the rail line and Calder Park Drive. • Moderate front garden landscaping. • Minimal front garden landscaping as part of contemporary development. • Minimal canopy tree and street tree provision throughout. • Native gums appear to be the prevailing canopy tree. • Overton Lea Boulevard is moderately landscaped with shrubs and canopy trees.

Features for Assessment		Neighbourhood Feature Observations
		• Varied front garden species planting with higher instances of gravel in replacement of lawn.
	Street alignment, type & proportions	• Mix of curvilinear with cul-de-sac pattern and grid based street layouts. • Narrow streets. • Community Hub and Overton Lea Boulevard (streets in Sydenham) provide wider streets. • Series of dead-end /gun barrel streets and driveways associated with contemporary development in the south-east.
Built Form Scale and Character	**Setbacks & site coverage**	• Minimal side setbacks that increase to moderate north of Melton Highway. • Moderate front setbacks as part of traditional housing stock. • Minimal front setbacks as part of townhouse and apartment typologies. • Garages often built to property boundary, resulting in no side setbacks. • Townhouse and apartment typologies have minimal front setbacks not in keeping with the street.
	Building types & height	• Low rise, predominately single store detached dwellings • Limited instances of double storey detached dwellings as part of traditional housing stock. • Double storey townhouse typologies particularly in the southeast. • Triple storey development in the east in proximity Melton Highway. • Older style townhouse typologies in the north. *Example: Victoria Road, Chandos Street and Erskine Way.*
	Lot size	• Mix of lot sizes throughout, with lot sizes increasing in the north. • Predominately 500–600sqm lots to the south of Melton Highway. • Large lot sizes above 1000sqm north of Melton Highway. • A high proportion of lots under 400sqm along Pecks Road and Sydenham Road. • Various vacant lots.
	Fencing height, materiality, finish & transparency	• Limited front fencing. • Where front fences exist, these are typically low and permeable, and of wood, brick or metal ‘pool style’ in green or white colours. • Colorbond steel fencing alongside boundary to the street is common. • Prominent fencing around aged care facilities and gated residential areas.
	Garages, carports, crossovers, access & car parking	• Carports and garages provided in line with, or set back from, front façades in both traditional and contemporary housing stock. • Moderate side setbacks provide vehicle access for larger lots. • Front setbacks of multi-unit and townhouse tenancies often used for additional vehicle parking. • Townhouse and units achieve access via shared driveways. • Larger lot sizes often feature double crossovers.
Architectural Styles and Roof Styles	**Era of development**	• Predominately 1990s to 2000s builds.
	Building materiality & quality	• Traditional brick dwellings typically in red, orange and cream brick. • Rendered concrete in more recent builds typically grey and cream. • Variety of materials and colours particularly evident along Sydenham Road north of Melton Highway. • Increasing use of dark colours and materials.
	Roof styles, materials & colours	• Gable or hipped roof styles. • Hip roof styles are common with dark or terracotta tiles. • Dutch style roofs as part of traditional housing stock.

Features for Assessment		Neighbourhood Feature Observations
		• Eaves are common across both single and double storey dwellings. • Solar panels are more common on contemporary development.
Notable Features	**Details of the footpath & street**	• Pedestrian paths predominately on one side of street. • Some instances of no pedestrian path as part of dead-end style streets. *Example: Gibson Court.*

Taylors Lakes

Zones and Overlay Plan

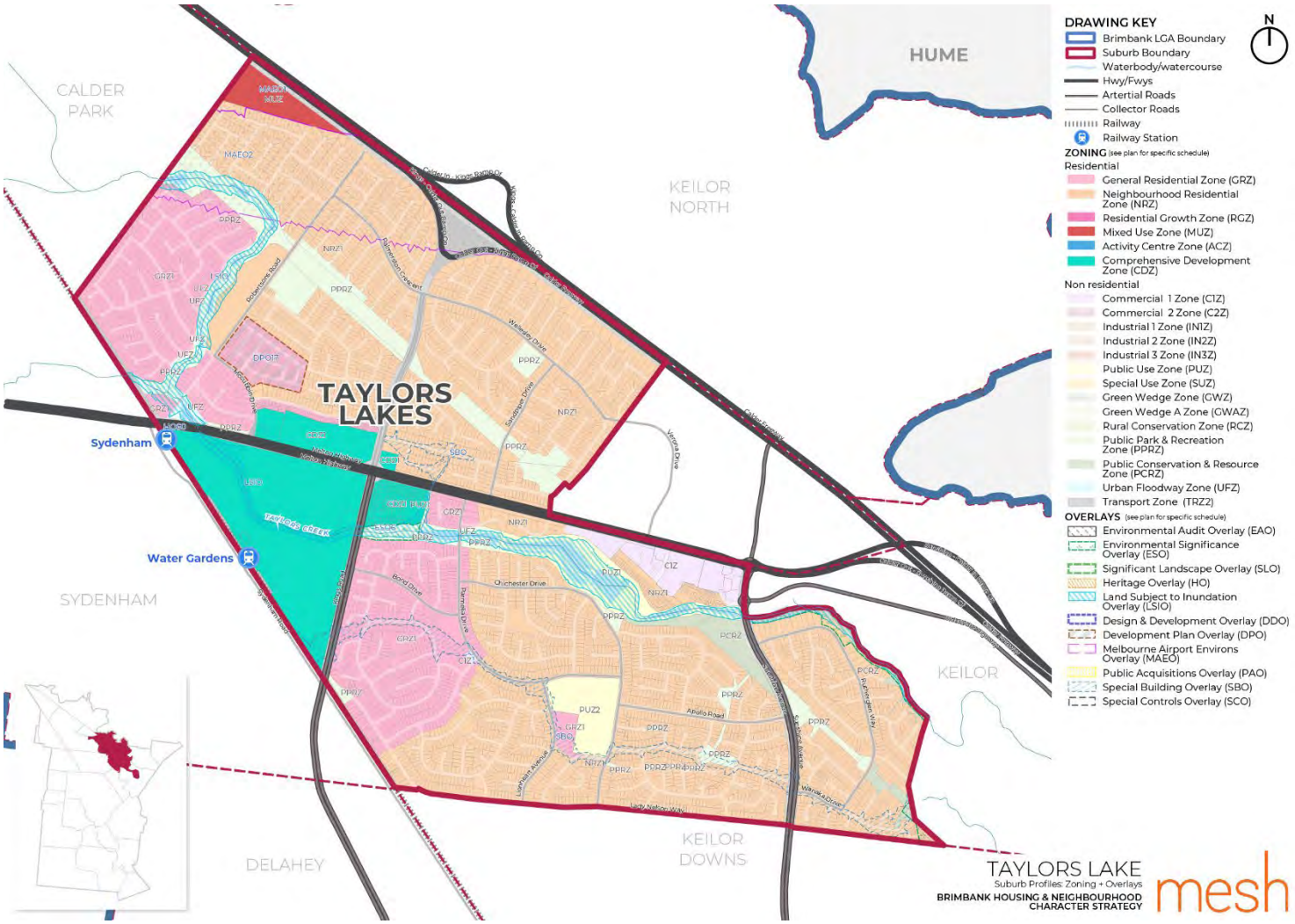


Figure 41: Taylors Lakes - (Left) Diversity in architectural styles on Perceval Crescent. (Centre) Contemporary townhouse development along Wentworth Drive. (Right) Palm and Cyprus trees in the nature strip

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Existing Suburb Character Description

Predominately detached residential dwellings on larger lots with increased building bulk and scale. Generous front setbacks typically allow space for well-maintained moderate scale plantings.

A spacious landscape setting integrates with the broader open space and creek line network.

Limited infill development outcomes are present. Double storey townhouses along Wentworth Road, Village Avenue and Shoppers Lane feature colours and materials similar to traditional housing stock and achieve a moderate level of integration to the street.

Relatively flat with minimal slopes towards Taylors Creek. The subdivision layout allows for residential development to positively address open space and natural assets throughout the suburb. A spacious and curvilinear street network provides footpaths, typically on one side. Generous front setbacks and nature strips contribute to a sense of spaciousness. Back of fence treatments to the transmission line easement limit visual connectivity and passive surveillance of the linear reserve.

Kings Road and Sunshine Avenue dissect the suburb in a north-south direction and Melton Highway dissects the suburb in an east-west direction. This results in minor changes to architectural styles and building materials.

Both municipal and local scale convenience and retail provision abut Melton Highway. Integrated bulky goods are located along McCubbin Drive. School and active recreation facilities are integrated within residential areas. Back of fence treatments are typical adjoining major roads and commercial/retail land uses. There is restricted pedestrian connectivity to both Watergardens Shopping Centre and Watergardens Train Station.

The Melbourne Airport Environs Overlay affects properties in the north. The Comprehensive Development Zone affects land north of Melton Highway. A Development Plan Overlay affects future development off Robertsons Road.

Suburb Contributors and Threats

Contributors

- **Vegetation and landscaping:** Private realm and street tree planting contribute to a spacious landscape setting and overall greening.
- **Street layout:** Wide streets contribute to a spacious landscape setting.
- **Consistent, complementary colours and materials:** Varied architectural styles with a similar colour palette contribute to the sense of character.
- **Consistent, complementary colours and materials:** High quality and well-maintained residential dwellings.
- **Consistent, complementary colours and materials:** Townhouse typologies use orange and cream brick in keeping with traditional housing stock.

Threats

- **Excessive bulk or height:** Increased site coverage which limits landscaping.
- **Inadequate landscaping:** Removal of established street trees to provide further vehicle crossovers.

Neighbourhood Character Features

Table 22: Taylors Lakes Neighbourhood Character Feature Observations

Features for Assessment		Neighbourhood Feature Observations
Pattern of Development	**Locations, transitions & boundaries**	• Limited residential interface along Kings Road with back of fence interface along the southern side and slip lane access along the northern side. • Back of fence interface along Calder Freeway.
	Private & public realm landscaping	• Established street planting on most streets. • Palm and Cyprus trees within private realm landscaping, particularly in the south. • Moderate front garden planting often shrubs lining the pavement, low rise plantings or lawn.

Features for Assessment		Neighbourhood Feature Observations
		• Established canopy trees are present in most front gardens. • Various species of street trees across the suburb.
	Street alignment, type & proportions	• Curvilinear with a cul-de-sac pattern street network. • Slip lane allows access to dwellings from Melton Highway and Kings Road. • Wide streets throughout.
Built Form Scale and Character	**Setbacks & site coverage**	• Moderate side setbacks typically offer access to rear of properties or carports. • Generous front setbacks that often feel more spacious as a result of no footpath provision. • Large building footprints increase site coverage.
	Building types & height	• Predominately single and double storey detached dwellings. • Contemporary townhouse development with homogenous built form within proximity to Watergardens Activity Centre or Melton Highway. *Example: Wentworth Road, Village Avenue, Shoppers Lane.*
	Lot size	• Predominately lots of 650–1000sqm. • Lots greater than 1000sqm adjoin the Calder Freeway. • Lots less than 300sqm typical of townhouse development. *Example: Wentworth Road, Village Avenue, Shoppers Lane.*
	Fencing height, materiality, finish & transparency	• Limited front fencing. • Some instances of low to medium front fencing, typically of moderate permeability. • Brick and stained timber material selection in instances of front fencing. • Hedging often used in the absence of front fencing to provide separation.
	Garages, carports, crossovers, access & car parking	• Garages and carports often integrated with the dwelling, typically of brick material. • Side-of-house carports of Colorbond steel. • Varied provision of single and double crossovers. • Double crossovers to a single dwelling more predominate north of Melton Highway. • Double crossovers achieve access for two townhouses.
Architectural Styles and Roof Styles	**Era of development**	• Predominantly 1990s to 2000s along north and southwest. • Predominantly 1980s in the south adjoining Keilor Downs. • Emerging 2000s builds as a result of infill development.
	Building materiality & quality	• Predominately brick dwellings typically of orange and cream colours. • Light coloured concrete and rendered materials used in 2000s era development. • Varied architectural styles with high levels of maintenance and quality. • Townhouse typologies use orange and cream brick in keeping with traditional housing stock. • Some instances of coloured render as part of detached dwellings.
	Roof styles, materials & colours	• Varied roof styles throughout. Typically gable roof styles. • Several instances of hip and flat roof styles. Flat roof styles are typically associated with 2000s era detached dwellings. • Charcoal and terracotta tile colour is predominant. • Some instances of eaves. • Some instances of solar panels on roofs.

Features for Assessment		Neighbourhood Feature Observations
Notable Features	**Details of the footpath & street**	• Pedestrian paths largely on one side of the street • Pedestrian paths connect dead-end style streets. • Some instances of no footpaths as part of court bowls and dead-end style streets.

12.8	Impact and Mitigation of Aircraft Noise Inquiry Draft Submission
Directorate	City Futures
Director	Kelvin Walsh
Manager	Leanne Deans
Attachment(s)	1. Brimbank Council Submission to Parliamentary Inquiry into Impact and Mitigation of Aircraft Noise [12.8.1 - 72 pages]

Purpose

For Council to consider the draft Submission to the Commonwealth Rural and Regional Affairs and Transport References Committee Inquiry into the Impacts and Mitigation of Aircraft Noise, shown at Attachment 1.

Officer Recommendation

That Council:

a. Notes and endorses the draft Submission to the Commonwealth Rural and Regional Affairs Transport References Committee Inquiry into the Impacts and Mitigation of Aircraft Noise, shown at Attachment 1.
b. Submits the draft Submission on the Impacts and Mitigation of Aircraft Noise, shown at Attachment 1, to the Commonwealth Rural and Regional Affairs Transport References Committee.

Background

On 6 February 2024, the Commonwealth Rural and Regional Affairs Transport References Committee (the Committee) was referred an Inquiry into the Impacts and Mitigation of Aircraft Noise (the Inquiry).

The Inquiry is focussed on the impact and mitigation of aircraft noise on residents and business in capital cities and regional towns, particularly:

- the effect of aircraft noise on amenity, physical and mental wellbeing and everyday life of residents;
- the effect of aircraft noise on small business;
- any proposals for the mitigation and limitation of aircraft noise, including flight curfews, changes to flight paths and alternatives to air travel;
- any barriers to the mitigation and limitation of aircraft noise; and
- any other related matters.

Melbourne Airport is located within the City of Hume and just north of the Brimbank local government boundary. It has a substantial presence and interface with the Tullamarine and Keilor Park industrial precincts, the Brimbank Green Wedge area, as well as Brimbank's established residential areas including Keilor, Keilor Park, Taylors Lakes, St Albans, Sunshine North and Sunshine. These areas are impacted by the Melbourne Airport Environs Overlay (MAEO) and Australian Noise Exposure Forecast (ANEF) 20 and 25, with Keilor and Keilor Park also being impacted by the Public Safety Area. The

combined area of Brimbank impacted by the MAEO includes 3547 hectares and 23,750 dwellings. Neighbouring suburbs are also impacted by flight paths and N Contours.

Council has previously made submissions to State and Federal Governments relating to aviation and more specifically the impact Melbourne Airport has on the Brimbank community including to the:

- 2022 Draft Melbourne Airport Master Plan (2022)
- Preliminary Draft Major Development Plan for the Third Runway (2022)
- Aviation White Paper Terms of Reference (2023)
- Aviation Green Paper (2023).

The draft Submission to the Rural and Regional Affairs and Transport References Committee Inquiry into the Impacts and Mitigation of Aircraft Noise (draft Submission), is shown at Attachment 1 and draws on previous submissions. The draft Submission also includes the Melbourne Airport Expansion Noise Health Risk Assessment prepared by Dr Lyn Denison from Tonkin & Taylor, that formed part of Councils submission to the 2022 Draft Melbourne Airport Master Plan and Preliminary Draft Major Development Plan for the Third Runway.

Matters for Consideration

Options

The following options are available to Council:

a. Endorse the draft Submission to the Inquiry shown at Attachment 1 and submit it to the Committee.
b. Endorse the draft Submission to the Inquiry shown at Attachment 1, with changes and submit it to the Committee.
c. Determine not to endorse the Submission to the Inquiry shown at Attachment 1, with no further action.

The officer recommendation is Option A. The Submission to the Inquiry aligns with previous advocacy in relation to Melbourne Airport and aviation related matters.

Analysis

The Inquiry creates an opportunity for Council to present evidence directly to the Committee on the extent that aircraft noise can impact the health and wellbeing of communities that surround airports.

Council acknowledges that aviation plays a significant role in supporting economic development, commerce and trade and the visitor economy at an international, state, regional and local level. Aviation can also provide the catalyst for infrastructure investment such as Melbourne Airport Rail, which if delivered, could support the transformation of parts of Brimbank. Notwithstanding, the expansion of the aviation sector cannot come at the expense of community health and wellbeing.

Key outcomes and recommendations that are highlighted in Council's draft Submission includes (but is not limited to):

- Undertaking a review of the aircraft noise system to minimise harm to human health and provide health impact guidance to protect community from aircraft noise. This should include the establishment of appropriate noise metrics that accord with health guidance established by WHO, and best practice noise

prevention and amelioration measures to address noise exceedances, including the establishment of a noise insulation program and compensation scheme.

- Requiring airports to prepare a Health Impact Assessment (HIA) for the development and expansion of runways as part of the Master Plan and MDP, that are assessed against WHO Noise Guidance; mandating that the HIA undergoes an independent and expert peer review to ensure its veracity; and requiring that the HIA and peer review are made available for public review as part of the statutory consultation.

- Providing clear guidance that requires mitigation and amelioration measures to adequately address noise exceedances beyond the WHO Noise Guidance, including setting out the range of options including, but not limited to - a federally funded noise insulation program, a noise curfew, voluntary property acquisition or other measures to ensure that the impacts are adequately addressed and minimised.

- Requiring a review of the current noise management system, including the composition and management of Aviation Community Consultation Groups, Airservices Australia noise complaints system and the purpose of Environmental Noise Units surrounding airports.

- Establishing a policy framework that outlines a compensation scheme for airport-impacted communities. This should be provided either by means of a noise amelioration program or to owners of dwellings and buildings accommodating sensitive land uses (i.e., schools, places of worship, childcare centres and hospitals) adversely affected by aircraft noise. Such a compensation scheme aligns with the legislated requirement under the Aircraft Noise Levy Act 1995 which aims to recover the costs incurred in providing noise amelioration programs to airport-impacted communities.

- Increase transparency including consideration for commissioning a third-party peer review of Airport Master Plans and runway Major Development Plans, particularly where there are impacts on the health and wellbeing of surrounding communities.

- Support for new technologies and innovation where they contribute to sustainability, increases employment and economic output and do not adversely affect the health and wellbeing of the community e.g. quieter engines.

Community Engagement

The Rural and Regional Affairs and Transport References Committee invited submissions to the Inquiry via the Parliament of Australia website, which are due by 30 April 2024.

Resource And Risk Implications

Resource requirements for the preparation of this submission have been met within the 2023/2024 Annual Plan.

Community: potential impact on community, including public trust and customer service impact

• Yes - Council continues to advocate about the unreasonable and unacceptable health impacts of airport and aviation development on community, and for improved airport planning and greater transparency.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• Yes – The aviation sector contributes significantly to environmental impacts including the impacts of noise.

Financial: significant financial impacts
• Yes – There is likely to be financial impacts on airports if they are required to consider community health and wellbeing as part of their development and growth, and specifically if they are required to contribute to noise attenuation and compensation schemes. Conversely, the expansion of airports that results in greater noise impacts on residents may require in surrounding property to fund noise attenuation at their own cost if appropriate programs are not put in place.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• Yes – The legislative framework informing the airport planning needs to be strengthened to facilitate improved outcomes.

Safety: health, safety or duty of care impacts
• Yes – There are a range of safety matters that impact communities surrounding airports including those identified in the National Airports Safeguarding Framework and referenced in Victorian planning schemes.

Legislation / Council Plan / Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around
• Sustainable and Green - Protect natural environments for current and future generations

3. Opportunity and Prosperity - A future focused, transforming city where all have opportunities to learn and earn - A prosperous place for all
• Growing and Transforming - Optimise community opportunities through infrastructure innovation and investment.

Council officers contributing to the preparation and approval of this report have no conflicts of interests to declare.

Brimbank City Council - Submission to the Rural and Regional Affairs Transport References Committee 2024

1. Introduction

Brimbank City Council (Council) welcomes the opportunity to respond to the Rural and Regional Affairs and Transport References Committee (The Committee) inquiry regarding the impact and mitigation of aircraft noise.

The City of Brimbank (Brimbank) is located approximately 11 to 18 kilometers west and north-west of the Melbourne Central Business District. Covering 123 square kilometers, Brimbank is a culturally diverse community of 196,712 residents who speak over 90 different languages. Notably, 57.3% of residents speak another language other than English at home (Brimbank Profile ID 2021).

Melbourne Airport is located within the City of Hume and just north of the Brimbank local government boundary. It has a substantial presence and interface with the Tullamarine and Keilor Park industrial precincts, the Brimbank Green Wedge area, as well as Brimbank's established residential areas including Keilor, Keilor Park, Taylors Lakes, St Albans, Sunshine North and Sunshine. These areas are impacted by the Melbourne Airport Environs Overlay (MAEO) and Australian Noise Exposure Forecast (ANEF) 20 and 25, with Keilor and Keilor Park also being impacted by the Public Safety Area. The impacts cover a combined area of 3547 hectares and 23,750 dwellings. Neighbouring suburbs are also impacted by these flight paths and N Contours.

Council acknowledges that aviation plays a significant role in supporting economic development, commerce and trade and the visitor economy at an international, state, regional and local level. Aviation also provides a catalyst for infrastructure investment such as Melbourne Airport Rail which could transform parts of Brimbank. Notwithstanding, the expansion of aviation cannot come at the expense of community health and wellbeing.

The development of Melbourne Airport and its impact on Brimbank as well as the recent Aviation Green Paper published by the Federal Government in 2023 has informed this submission to The Committee's inquiry. In May 2022, Council resolved to oppose the 2022 Draft Melbourne Airport Master Plan (Master Plan) and Preliminary Draft Major Development Plan for the Third Runway (MDP) predominantly as it:

- Didn't adequately identify the environmental impacts reasonably expected to be associated with the proposed development on the Brimbank community
- Would impose unreasonable and unacceptable health risks to the Brimbank community
- Didn't include adequate plans for dealing with the environmental impacts, specifically including prevention and amelioration of aircraft noise.

Council is seeking the Federal Government give greater regard to the health and wellbeing of communities that surround airports and that are impacted by aircraft noise. A summary of key proposals that may mitigate and limit aircraft noise and other related matters include:

- Undertaking a review of the aircraft noise system to minimise harm to human health and provide health impact Guidelines to protect community from aircraftnoise. This should include the establishment of appropriate noise metrics that accord with health Guidelines established by the World Health Organisation Environmental Noise Guidelines 2018 (WHO Noise Guidelines), and best practice noise prevention and amelioration measures to address noise exceedances, including the establishment of a noise insulation program and compensation scheme.
- Requiring airports to prepare a Health Impact Assessment (HIA) for the development and expansion of runways as part of the Master Plan and MDP, that are assessed against WHO Noise Guidelines; mandating that the HIA undergoes an independent and expert peer review to ensure its veracity; and requiring that the HIA and peer review are made available for public review as part of the statutory consultation.
- Providing clear Guidelines that requires prevention and amelioration measures to adequately address noise exceedances beyond the WHO Noise Guidelines, including setting out the range of options including, but not limited to - a federally funded noise insulation program, a noise curfew, voluntary property acquisition or other measures to ensure that the impacts are adequately addressed and minimised.
- Requiring a review of the current noise management system, including the composition and management of Aviation Community Consultation Groups, Airservices Australia noise complaints system and the purpose of the Environmental Monitor Unit (EMU) surrounding airports.

- Establishing a policy framework that outlines a compensation scheme for airport-impacted communities. This should be provided either by means of a noise amelioration program or to owners of dwellings and buildings accommodating sensitive land uses (i.e. schools, places of worship, childcare centers and hospitals) adversely affected by aircraft noise. Such a compensation scheme aligns with the legislated requirement under the Aircraft Noise Levy Act 1995 which aims to recover the costs incurred in providing noise amelioration programs to airport-impacted communities.

- Increase transparency including consideration for commissioning a third-party peer review of Airport Master Plans and runway Major Development Plans, particularly where there are impacts on the health and wellbeing of surrounding communities.

- Support for new technologies and innovation where they contribute to sustainability, increases employment and economic output and do not adversely affect the health and wellbeing of the community e.g. quieter engines.

Council also submits the expert advice of Tonkin & Taylor, who were commissioned by Council to undertake a Health Risk Assessment and air quality assessment (HRA) in relation to Melbourne Airport's 2022 Master Plan and MDP. This HRA was led by Dr Lyn Denison, a qualified scientist specialising in air quality and health risk assessment, and it includes noise modelling undertaken by noise expert Marshall Day. The HRA forms as an attachment to this submission.

2. Issues and Recommendations

2.1 Australian Noise Exposure Forecast (ANEF)

Aircraft noise is one of the most detrimental side effects of aviation. The effect of aircraft noise on affected communities is not just limited to annoyance and sleep disturbance, but includes impacts such as anxiety, depression, heart disease and cognitive impairment as well as poorer educational outcomes in children.

Council engaged the expert advice of Tonkin & Taylor, to undertake a Health Risk Assessment and air quality assessment (HRA) in relation to Melbourne Airport's 2022 Master Plan and MDP. This HRA was led by Dr Lyn Denison, a qualified scientist specialising in air quality and health risk assessment, and it includes noise modelling undertaken by noise expert Marshall Day. The HRA forms as an attachment to this submission.

Dr Denison identified in her findings that guidelines in the WHO Noise Guidelines were exceeded across the areas within the ANEF 20 and ANEF 25 contours, indicating that there was an increased risk of adverse health effects within the exposed population.

Dr Denison identified that the metrics used in the Master Plan are those specified by AS2021:2015. These metrics are based on amenity impacts, not health impacts, and do not take into account the more recent information on the health effects of noise by WHO Noise Guidelines. On this basis, the values used by the Melbourne Airport 2022 Draft Master Plan are not consistent with the metrics recommended by the WHO Noise Guidelines, which have been developed to guard against long-term exposure to aircraft noise.

In the case of Melbourne Airport, no genuine consideration was given to the health implications for Brimbank's residents or any effective ways to reduce and mitigate these impacts. Specifically Melbourne Airport's 2022 Draft Master Plan forecast noise levels in the ANEF 20 and 25, that exceed WHO Noise Guidelines threshold for annoyance, sleep disturbance, and cognitive development in children.

The Western Sydney International Environmental Airport – Airspace and Flight Path Design – Draft Environmental Impact Statement (Western Sydney Airport Draft EIS) was released on 24 October 2023 for public exhibition and examines the impact of the proposed flight paths on the environment and the community.

Importantly, it found that there is the potential for noise from the project to result in potentially significant increases in sleep disturbance, noise annoyance (and therefore complaints) and, to a lesser extent, cognitive impairment for children (as learning delays). These impacts were identified at a number of receptors located close to the runway as well as beneath the approaches and take off routes away from the runway. Most of the impacts on community health that are considered to be potentially significant are located within the existing or predicted Australian Noise Exposure Concept (ANEC) 20 contours.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) has developed a draft Noise Insulation and Property Acquisition (NIPA) policy in relation to aircraft overflight noise for buildings outside the Western Sydney International (Nancy-Bird Walton) Airport site. The NIPA policy details the eligibility requirements for inclusion and is based on the aircraft noise results from this assessment. From this, treatments for residential and non-residential buildings partly or wholly within ANEC 20 are targeted and treated such that the maximum allowable internal noise can only reach 50 dB(A). Buildings within the ANEC 40 contour are automatically considered for acquisition by DITRDCA.

Council contends that Melbourne Airport's 2022 Master Plan and MDP has the potential for unreasonable and unacceptable impacts on the health and wellbeing of the community, mostly due to aircraft noise. The 2022 ANEF 25 contour outlined in the Master Plan and MDP impacts areas of Keilor, Keilor Park and Keilor North in Brimbank, while the ANEF 20 contour extends as far south as Sunshine North and covers the suburbs of Keilor, Keilor Park and Kealba. Importantly, many of these dwellings were constructed without noise attenuation as it was not a requirement at the time of construction.

Council submits that the Federal Government should develop a noise compensation scheme for airport-impacted communities to address the negative impacts of living near an airport. The nature of which would need to be determined by a suitably qualified expert. It appears that while this approach is being undertaken for Western Sydney International Airport, it is not being instigated elsewhere. This suggests there is an inconsistent regard to airport planning and community health and wellbeing.

Council submits that an independent expert review must be undertaken of the ANEF and Noise Contour system to assess the impact of aircraft noise on human health and wellbeing against the WHO Guidelines. The outcomes of this work should inform the establishment of appropriate noise metrics that accord with the WHO Noise Guidelines, and is ultimately embedded in the legislative framework that directs airport planning to ensure that its impacts, specifically aircraft noise, do not have an unacceptable impact on the health and wellbeing of the community. Importantly, this work should also inform best practice noise prevention and amelioration measures to address noise exceedances, including the establishment of a noise insulation program and compensation scheme.

Council also seeks a stronger focus on the ongoing measuring of aircraft noise to ensure it is not exceeding noise forecasts to safeguard community health and wellbeing. Airservices Australia (Airservices) has indicated that there is a common misconception that current noise monitoring is undertaken to determine compliance with aircraft noise regulations, and have also indicated there are no Australian regulations which specify a maximum allowable level of aircraft noise. In addition to establishing an acceptable range of aviation noise metrics, Council also submits that this requires ongoing noise monitoring to support compliance with the system.

2.1.1 Proposals / Recommendations:

1. Undertake an independent and expert review of ANEF and Noise Contour systems to assess the impact of aircraft noise on human health and wellbeing against the WHO Noise Guidelines to inform the establishment of a noise metric system that minimises harm to human health.

2. Establish and integrate a noise metric system that incorporates health and safety considerations and embed it in the regulatory framework for airport planning (e.g. Airports Act), and require it to be used to protect community from aircraft noise impacts.

3. Introduce changes to legislation that require airports to prepare a well-founded Health Impact Assessment (HIA) in relation to the off-site noise impacts associated with Master Plans and runway MDPs that accord with the WHO Noise Guidelines. All HIAs prepared should then be subject to an independent and expert peer review to ensure its veracity. Peer review reports should then be made available for public review as part of the statutory consultation for Master Plans and runway MDPs.

4. Support and fund an appropriate network of EMUs for the purpose of measuring aircraft noise to ensure that forecast aircraft noise in Master Plans and runway MDPs are not exceeding what was originally reported and approved by the Federal government and comply with any noise metric system established to minimise harm to human health.

2.2 Land Use Planning

The Victorian Government introduced the Melbourne Airport Environments Overlay (MAEO) planning controls in 2008 to identify properties impacted by noise due to flight paths. The MAEO limits dwelling density and requires construction to accord with the Australian Standards relating to Aircraft Noise Intrusion. Despite this provision, there are some flaws in the current system.

The MAEO is subject to change and can contract or expand depending on the development plans of an airport. This means that there are areas that have been developed without the consideration of the current MAEO in place. In the case of Melbourne Airport's proposed third runway, the expansion of the ANEF 20 will likely result in further future expansion of the MAEO and apply to dwellings that have already been constructed without noise attenuation, and without any compensation identified for property owners.

Previous efforts by Airservices, the Melbourne Airport Environs Safeguarding Standing Committee (MAESSAC) and the Victorian Government to create and incorporate the National Airport Safeguarding Framework (NASF) Guidelines in the planning scheme, is acknowledged. The effectiveness of the NASF Guidelines however, while incorporated into the planning scheme, is limited.

The responsibility of assessing and regulation of the NASF Guidelines have been largely transferred to Council planning officers, resulting in resource and financial implications to councils. In 2023 Council's records show 112 applications were received for properties located within the ANEF 20 or ANEF 25 and this figure does not include any pre-application meetings or verbal advice sought. The level of detail, knowledge and attention required to assess this control has resource implications for Council, particularly as the MAEO continues to expand and application numbers increase.

While there are references to NASF in the Planning Scheme, it is not incorporated in the section of the Scheme that outlines what Council officers consider when assessing an application, particularly in relation to third party appeal rights involving the Victorian Civil and Administrative Tribunal (VCAT). On this basis the current provisions in the planning scheme do not provide sufficient guidance in relation to the NASF.

Council submits that State and Territory governments need to incorporate timely and improved guidance within planning schemes to better inform land use and development directives from the NASF and changes to Master Plans and MDPs.

State and Territory governments could also develop an extra layer of information in the planning information systems that are publically available so it is easily accessible when landowners or potential landowners are conducting due diligence. The Victorian Government has commenced a program of similar work however, it is only in the preliminary stages, with significant information still required.

Additional support should also be considered for councils impacted by airports to upskill and train their planners in the assessment and application of NASF to planning applications. Over many years, Melbourne Airport has provided annual information sessions for planners on airport safeguarding. Council planners have regularly attended these sessions, which are seen as a valuable exercise that should continue for all airports. There still remains a further need for specialist knowledge and skills development through greater training for planners, and/or resourcing of independent specialist advisors to support the assessment of planning applications for complex aviation matters.

Sometimes it may be appropriate that applications are referred to government organisations that hold specific technical knowledge and skills like CASA, or Airservices Australia (Airservices) as a determining referral authority. Greater information is required about the type of applications that should be referred, and consideration for changes to the legislative framework to support this change.

2.2.1 Council's Proposal / Recommendations:

1. Provide localised information and guidance about the impacts of NASF on areas surrounding airports and make reports available to local government and planning proponents that inform and guide planning applications. This could be achieved through the embedding of relevant NASF guidelines within the planning scheme.

2. Invest in specialised training of planners, and or resourcing of independent specialist advisors to support the assessment of planning applications for complex aviation matters.

3. Review and examine the appropriateness of facilitating determining referral authorities for statutory planning applications for aviation related government authorities e.g. CASA and Airservices.

2.3 Handling of Aircraft Noise Complaints

Council and the Brimbank community have held long term concerns about the aircraft noise complaints system, with key concerns including:

- The actual recording of aircraft noise complaints by Airservices is issues-based which means that the volume of calls received about the same issue is not reported, even though they may relate to different incidents.

- If a resident rings multiple times about the same issue, despite the incident occurring at different times, the issue only gets recorded once, and they may then be treated as a 'serial' complainer and case managed, even though their issue may not be resolved.

- The complaints response system is heavily weighted toward supporting the aviation sector, and doesn't consider the health and wellbeing of residents impacted by aircraft noise.

Residents who make multiple complaints for different incidents that relate to an already reported issue may not have their complaint registered. This means that the number of complaints being recorded is not reflective of the number being received and skews the data.

Further analysis and transparent criteria are required to establish:

- What constitutes a 'new' complaint, and how multiple complaints about the same issue but relating to separate issues are transparently recorded and appropriately shared with stakeholders
- The criteria for noise complaints to be considered resolved
- How the information is relayed back to the complainant, and opportunities for escalation
- Performance monitoring standards for the customer service provided by Airservices to complainants
- Appropriate standards of reporting to stakeholders.

Council also identifies the need for greater transparency about the consequences for airlines when a complaint results in compliance action. Currently very little information is known about the implications for airlines when they breach regulations and if penalties apply. This type of information is considered important in terms of Airservices providing a full response and closing the loop, not only with the customer, but also with other community stakeholders like councils and the Community Aviation Consultation Group (CACG).

2.3.1 Council's Proposal / Recommendations:

1. Commission an independent review of Airservices and the noise complaints and information service handling procedures and practices.

    a. Assess the independence of current aviation noise management systems and processes, including the potential for the current system to be prejudiced toward outcomes that benefit the aviation sector over community impacts.

2.4 Amelioration Programs

Aircraft noise can have significant impacts on the health and wellbeing of impacted communities, particularly where suburbs have developed without attenuation. Greater regard is required for mitigation, and or compensation measures as part of airport planning. Ongoing noise monitoring is also required to determine if aircraft noise is in line with forecasted noise during the planning stage to inform further noise abatement and mitigation.

A good example of how airport planning can be mismanaged is the case of Brisbane Airport. Since the opening of a parallel runway in July 2020, complaints have soared from Brisbane residents about aircraft noise. As a result, Brisbane Airport has been the subject of multiple reviews which may result in changes to flight paths. This suggests that the original noise assessments undertaken for current flight paths underestimated the impact of aircraft noise, further emphasising the inadequacies of the current noise system and measures.

Mitigation measures can be separated into active and passive noise abatement measures, where active measures relate to internal changes of flight paths, flight times, and aircraft models, and passive measures are more community-focused measures.

Best practice international airports provide a range of noise mitigation measures including funded noise insulation schemes, compulsory acquisition, a curfew, and noise abatement procedures. European examples provide a framework for best practice measures to provide good passive noise abatement programs that assist pre-existing homes to mitigate noise impacts on residents. Examples are available from Heathrow and Frankfurt regarding retro fitting sound insulation treatments.

A national compensation scheme is required to fund the installation of noise mitigation measures that reduce the impact of adverse aircraft noise on the affected communities by insulating dwellings and buildings accommodating sensitive land usesor by other forms of compensation, as necessary.

Council has demonstrated through its HRA that a noise insulation program is required in areas within the ANEF 20 and ANEF 25 contours for residential premises, schools, childcare and early learning centres, aged care facilities and public buildings such as libraries and community centres.

In addition to being a requirement under the Aircraft Noise Levy Act 1995, a compensation scheme will provide:

- fairness and equity – accounts for an unfair distribution of adverse aircraft noise on affected communities;
- responsibility – the airport accepts accountability for the adverse aircraft noise outcomes
- proportionality and reasonableness – the compensation scheme is structured in a balanced,
- reasonable and commensurate manner;
- consistency – rules and standards are fairly and consistently implemented;

- transparency – the mitigation of adverse aircraft noise is minimised in a simple, effective and user friendly way;
- accountability – decisions can be justified under public scrutiny; and
- agility – allows affected communities to anticipate and adapt to anticipated change.

In June 2023, the National General Assembly of the Australian Local Government Association (ALGA) endorsed a motion submitted by Brimbank City Council that ALGA advocate for the Australian Government to establish a compensation scheme for airport-impacted communities.

In the past, compensation schemes have been established to support households affected by new airport runways. These include a compensation scheme in 1994 when Sydney Airport's third runway was built, and, more recently, a compensation scheme for a new airport in Sydney's Badgerys Creek in recognition to the change in noise levels and lifestyles. A compensation scheme was also developed for residential and public buildings surrounding Adelaide Airport in the early 2000s.

Compensation should also be considered for properties within Public Safety Areas (PSA). PSA's are designated areas of land at the end of airport runways where planning restrictions may apply. The PSA comprises two areas, the 1:10,000 inner area where the risk of being killed by an aircraft is one in 10,000 per year and an outer area, where the risk decreases to one in 100,000 per year. The incompatible uses within nominated PSA's for both the inner and outer PSA include dwelling houses, multiple dwellings, tourist parks, hostels, residential care facilities and retirement villages.

Within the Brimbank context, many local residential buildings were not built to accommodate the acoustic demands of Melbourne Airport and its expansion. This is in part due to settlements in Keilor establishing as early as 1850s, including nonresidential buildings like the Keilor Primary School, which was constructed before Melbourne Airport was commissioned. Another issue is that the ANEF can expand and retract depending on the operation of the airport. In the case of Melbourne Airport, it is currently proposed to apply to a much larger north south area to accommodate the development of the third runway but retract in the east south orientation due to less use. The change doesn't result in any compensation for those people that have already built homes and complied with the regulations that were current at the time they constructed.

As mentioned earlier in relation to the Western Sydney Airport Draft EIS, DITRDCA has developed a draft Noise Insulation and Property Acquisition (NIPA) policy in relation to aircraft overflight noise for buildings outside the Sydney Airport Site. The NIPA policy details the eligibility requirements for inclusion and is based on the aircraft noise results from this assessment and provides that this includes Treatments for Residential & Non-Residential buildings within ANEC 20 (Australian noise exposure concept), with an internal noise objective (i.e. bedrooms/living spaces/other of 50 dBA.

Council's 2022 Submission identified that Melbourne Airport's Master Plan and MDP would have an unreasonable and unacceptable impact on the health and wellbeing of community, mostly due to aircraft noise. The 2022 ANEF 25 contour outlined in the Master Plan and MDP impacts areas of Keilor, Keilor Park and Keilor North in Brimbank, while the ANEF 20 contour extends as far south as Sunshine North and covers the suburbs of Keilor, Keilor Park and Kealba. Importantly, many of these dwellings were constructed without noise attenuation as it was not a requirement in the planning scheme.

The Federal Government's 2023 Aviation Green Paper acknowledges, "Planning for Melbourne Airport has foreshadowed a four-runway system since the 1960s, with this arrangement contained in development plans since the Melbourne Airport Strategy of 1990." *(p. 103, Aviation Green Paper – Towards 2050, 2023)*. Despite

this, the Victorian Government only updated planning controls (MAEO) from the ANEF 2003 to the ANEF 2018 in 2021. There is not timeline provided as to when the 2022 ANEF will be incorporated into the Planning Scheme. This means areas that areas that will be impacted by future flight paths don't have any requirements in the Planning Scheme to noise attenuate.

Council submits that the Federal Government must develop a noise compensation scheme for airport impacted communities, including Brimbank, to address the negative impacts of living near an airport. It appears that while this approach is being undertaken for Western Sydney Airport it is not being instigated elsewhere, suggesting there is an inconsistent regard to airport planning and community health and wellbeing.

The lack of appropriate regard for the health and wellbeing of communities that meets international and best practice standards means that more and more communities will be impacted by aircraft noise and other off site impacts as airports expand, which is likely to increase complaints, and heightens the need to address and improve airport planning now.

2.4.1 Council's Proposal / Recommendations:

1. Establish a legislative framework that requires airports to implement noise mitigation measures based on international best practice including:

    a. A noise insulation program in the areas within the ANEF 20 and ANEF 25 contours for residential premises, schools, childcare and early learning centres, aged care facilities and public buildings such as libraries and community centres.

    b. Requirements for noise abatement procedures that appropriately share aircraft noise and provide reasonable respite to communities surrounding airports and imposes penalties when breached.

2. Require airports including individual leased Federal airports to identify noise mitigation measures to adequately address noise exceedances beyond WHO Noise Guidelines, including options for a Federal funded noise insulation program, a noise curfew, voluntary property acquisition or other compensation measures, especially for houses and other buildings within the vicinity of airports prior to their construction, expansion or commission.

3. Establish a policy framework that outlines a compensation scheme for airport-impacted communities. This should be provided either by means of a noise amelioration program to owners of dwellings and buildings accommodating sensitive land uses (i.e. schools, places of worship, childcare centres and hospitals) adversely affected by aircraft noise. Such a compensation scheme aligns with the legislated requirement under the Aircraft Noise Levy Act 1995 which aims to recover the costs incurred in providing noise amelioration programs to airport-impacted communities.

2.5. Community Engagement and Community Aviation Consultation Groups (CACGs)

Council's Submission to the White Paper Terms of Reference expressed concern over the lack of transparency in relation to the assessment and approval of Airport Master Plans and Major Development Plans. This included how airports responded to public submissions as a result of the public exhibition of an airport and making public how this feedback informs changes to an Airport Master Plan or Runway Major Development Plan. Importantly, Council would like airports to make their Airport Master Plans and Runway Major Development Plan public when they submit them to the Federal Government for approval, so to improve transparency.

Victorian planning scheme amendment legislation may provide the Federal government withguidance on how consultation could be more transparent and better targeted. For major planning projects in Victoria, the Minister for Planning can appoint expert advisory committees to hold public hearings to consider significant proposals and allow stakeholders to present submissions to an independent panel of experts for consideration, who then make independent recommendations to the government, before a decision is made. The process also requires that all documentation about aproposal is made public, with the opportunity for peer review.

In Queensland, community forums are appointed to review documentation to allow for a peer review and advice. This approach not only assists in informing the community, it also delivers a more transparent review process.

The CACG that operates for Melbourne Airport now incorporates the Noise Abatement Committees (NACs), which was merged to streamline the number of committees that operate. The CACG including the NAC are very important for community and councils to gain information about noise and noise complaints, which is not otherwise available. Ideally, information about noise complaints and ongoing reporting made to the CACG would be made public by Airservices on their website as well.

Transparency of information is also important for data gathering and once noise metric standards have been established, Council submits that it is important that there is a complementary system of communication for current and future residents. Council concedes that aircraft noise cannot be eliminated and it is important that the community understands how the Federal Government assesses and monitors noise to ensure it is not causing unacceptable harm.

Forms of communication should cater for cultural and linguistically diverse (CALD) communities, as well as those disadvantaged such as communities that may not have direct access to the internet. Brimbank has a diverse community with 57.3% of residents who speaking another language other than English at home and 13.6% who do not speak English well or at all (Brimbank Profile ID 2021). In 2016, over 16% of Brimbank households did not have internet connection (which is more than 5% higher than the Greater Melbourne Average), limiting access to information. Any information provided to the community should be easy to understand and assist the community in making more informed decisions.

2.5.1 Council's Proposal / Recommendations:

1. Establish an independent and expert advisory committee, or similar, to provide a transparent, independent and public review process that enables impacted stakeholders to present their submissions for independent consideration, and which can make recommendations to the Government about an airport master plan and major development plan.

2. Require Federal and State government referrals, assessments and decisions for airport master plans and major development plans to be made public, including any peer reviews commissioned.

3. Require airports to publically release their assessment of submissions received about Master Plans and Major Development Plans, and specify how these changes in response to submissions made. This should be made public when airports submit their final draft Master Plan or major development plan to the Government for approval.

4. Require airports to make public their final draft master plan or major development plan, when they submit it to the Government for approval to promote transparency about the process.

5. Require Federal and State government referrals, assessments and decisions for airport master plans and major development plans to be made public, including any peer reviews commissioned.

6. Establish Guidelines that require airports and authorities that engage with the public to provide noise information and communications that responds to the socio-demographic characteristics of impacted communities. This is to include multiple sources of information that can be accessed by community and multi-translated as appropriate to the respective CALD communities impacted.

2.6 Emerging Technology

The emergence of 'new' technologies, such as electric batteries and Advanced Air Mobility (AAM) technology, can have significant benefits to the community. Council is generally supportive of new technologies and innovation particularly where they increase employment and economic output in a sustainable manner. Notwithstanding, sometimes the legislative framework is insufficiently developed to respond to the pace of change. Council flags the need for the Federal Government to continue to manage and monitor the environmental impacts of new technologies and ensure the assessment process in terms of the community impacts are managed in accordance with the aforementioned recommendations.

Council has already raised concerns regarding insufficiencies in the aviation planning framework including inadequate protection of the community from unacceptable aircraft noise and the lack of transparency around aviation planning and decision

making. These and other concerns raised should inform how new technology is assessed in terms of its potential impacts on the community also. For example:

- How are noise levels of new technologies considered?
- What is the regulatory framework and will penalties or restrictions apply?
- How does NASF apply to new technology?

While Council anticipates that advanced technology should contribute to greater sustainability and quieter aircraft, both concepts are not synonymous with each other. Council submits that a greater focus on the health and wellbeing (as is associated with noise given the parameters of this inquiry) should be a focus when facilitating and investing in new technology.

2.6.1 Council Position / Recommendations:

1. Council generally supports new technologies and innovation where they contribute to sustainability, increases employment and economic output and doesn't have detrimental consequences for the health and wellbeing of community.

3. Council Position / Recommendations

1. Undertake an independent and expert review of ANEF and Noise Contour systems to assess the impact of aircraft noise on human health and wellbeing against the WHO Noise Guidelines to inform the establishment of a noise metric system that minimises harm to human health.

2. Establish and integrate a noise metric system that incorporates health and safety considerations and embed it in the regulatory framework for airport planning (e.g. Airports Act), and require it to be used to protect community from aircraft noise impacts.

3. Introduce changes to legislation that require airports to prepare a well-founded Health Impact Assessment (HIA) in relation to the off-site noise impacts associated with Master Plans and runway MDPs that accord with the WHO Noise that accord with the WHO Noise Guidelines. All HIAs prepared should then be subject to an independent and expert peer review to ensure its veracity. Peer review reports are then to be made available for public review as part of the statutory consultation for Master Plans and runway MDPs.

4. Support and fund an appropriate network of EMUs for the purpose of measuring aircraft noise to ensure that forecast aircraft noise in Master Plans and runway MDPs are not exceeding what was originally reported and approved by the Federal government and comply with any noise metric system established to minimise harm to human health.

5. Provide localised information and guidance about the impacts of NASF on areas surrounding airports and make reports available to local government and planning proponents that inform and guide planning applications. This should be achieved through the embedding of NASF guidelines within the planning scheme.

6. Invest in specialised training of planners, and or resourcing of independent specialist advisors to support the assessment of planning applications for complex aviation matters.

7. Review and examine the appropriateness of facilitating determining referral authorities for statutory planning applications for aviation related government authorities e.g. CASA and Airservices.

8. Commission an independent review of Airservices and the noise complaints and information service handling procedures and practices.

    a. Assess the independence of current aviation noise management systems and processes, including the potential for the current system to be prejudiced toward outcomes that benefit the aviation sector over community impacts.

9. Establish a legislative framework that requires airports to implement noise mitigation measures based on international best practice including:

    a. A noise insulation program in the areas within the ANEF 20 and ANEF 25 contours for residential premises, schools, childcare and early learning centres, aged care facilities and public buildings such as libraries and community centres.

    b. Requirements for noise abatement procedures that appropriately share aircraft noise and provide reasonable respite to communities surrounding airports and imposes penalties when breached.

10. Require airports including individual leased Federal airports to identify noise mitigation measures to adequately address noise exceedances beyond WHO Noise Guidelines, including options for a Federal funded noise insulation program, a noise curfew, voluntary property acquisition or other compensation measures, especially for houses and other buildings within the vicinity of airports prior to their construction, expansion or commission.

11. Establish a policy framework that outlines a compensation scheme for airport-impacted communities. This should be provided either by means of a noise amelioration program to owners of dwellings and buildings accommodating sensitive land uses (i.e. schools, places of worship, childcare centers and hospitals) adversely affected by aircraft noise. Such a compensation scheme aligns with the legislated requirement under the Aircraft Noise Levy Act 1995 which aims to recover the costs incurred in providing noise amelioration programs to airport-impacted communities.

12. Establish an independent and expert advisory committee, or similar, to provide a transparent, independent and public review process that enables impacted stakeholders to present their submissions for independent consideration, and which can make recommendations to the Government about an airport master plan and major development plan.

13. Require Federal and State government referrals, assessments and decisions for airport master plans and major development plans to be made public, including any peer reviews commissioned.

14. Require airports to publically release their assessment of submissions received about Master Plans and Major Development Plans, and specify how these changes in response to submissions made. This should be made public when airports submit their final draft Master Plan or major development plan to the Government for approval.

15. Require airports to make public their final draft master plan or major development plan, when they submit it to the Government for approval to promote transparency about the process.

16. Require Federal and State government referrals, assessments and decisions for airport master plans and major development plans to be made public, including any peer reviews commissioned.

17. Establish Guidelines that require airports and authorities that engage with the public to provide noise information and communications that responds to the socio-demographic characteristics of impacted communities. This is to include multiple sources of information that can be accessed by community and multi-translated as appropriate to the respective CALD community impacted.

18. Council supports new technologies and innovation where it increases employment and economic output and doesn't have detrimental consequences for the health and wellbeing of community.

4. Attachment: Tonkin & Taylor Health Risk Assessment for Melbourne Airport Master Plan

REPORT

Tonkin+Taylor

Melbourne Airport Expansion Noise Health Risk Assessment

Prepared for
Brimbank City Council

Prepared by
Tonkin & Taylor Pty Ltd

Date
April 2022

Job Number
1019669

Exceptional thinking together
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Document Control

Title: Melbourne Airport Expansion Noise Health Risk Assessment					
Date	**Version**	**Description**	**Prepared by:**	**Reviewed by:**	**Authorised by:**
15.04.2022	V1	Draft	Dr Lyn Denison, Matthew DiGiovine	Jenny Simpson	Jenny Simpson
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Appendix A : Marshall Day Report

Executive summary

Tonkin and Taylor Pty Ltd (T+T) has been engaged by Brimbank City Council to undertake a health risk assessment (HRA) for noise from the proposed expansion of the Melbourne Airport including a new North-South runway. The draft noise contours included as part of the 2022 Melbourne Airport Master Plan extend over large parts of the Brimbank Local Government area (LGA). In addition to undertaking the HRA, T+T were also engaged to undertake limited stakeholder engagement to gain an understanding of the current impacts of noise from the airport operations and concerns about the proposed expansion and to undertake a review of the air quality assessment that has been undertaken as part of the development of Master Plan and the predicted impacts on the Brimbank LGA.

The outcomes of the stakeholder engagement show that the residents in parts of Keilor, Keilor Park, Keilor Village and Kealba are adversely impacted by the current operations of the Melbourne Airport. Noise from aircraft take-offs and landings is causing sleep disturbance and increased levels of stress and anxiety in the impacted community. People are unable to enjoy their homes and cannot utilise their outdoor areas. This impact is predicted to worsen and affect more people in the Brimbank LGA with the proposed airport expansion. The community feel that their concerns have been dismissed by the Melbourne Airport Corporation and are feeling frustrated and helpless. This is having a significant impact on the health and wellbeing of the impacted community.

The results of the HRA have shown that the proposed airport expansion will lead to significant increases in the percentage of the population that are highly annoyed by aircraft noise. It has also shown that there will be a significant increase in sleep disturbance in the exposed community which may lead to increases in health effects such as cardiovascular disease and anxiety and depression. The WHO (2018) guidelines are exceeded across the areas within the ANEF 20 and ANEF 25 contours indicating that there is an increased risk of adverse health effects within the exposed population.

A review of the baseline health profile and socioeconomic indicators for the Brimbank LGA show that the suburbs within the ANEF 20 and ANEF 25 contours are a vulnerable population to the impacts of aircraft noise. They have a lower socioeconomic status that Australia and Victoria as a whole which is a known risk factor for the adverse effects of aircraft noise. The proportion of children assessed as being developmentally on track in the language and cognitive skills is notably lower in Brimbank (79.3%) than in Greater Melbourne (85.3%). Aircraft noise has been shown in epidemiological studies to impact on children's cognitive development particularly in reading and oral comprehension. There are also higher rates of deaths from ischaemic heart and cardiovascular disease in Brimbank compared to the rest of Victoria. All these health outcomes can be exacerbated by exposure to aircraft noise.

School children who live and go to school within the ANEF 20 and ANEF 25 contours are predicted to experience a delay in reading and oral comprehension of between 3 and 5 months compared to children in lower noise areas. These effects are due to direct impacts during the day as well as impacts due to sleep disturbance which may occur outside the normal night hours of 11pm to 6am. Exposure during critical periods of learning at school could potentially impair development and have a lifelong effect on educational attainment. This impact is predicted to occur within a population that is known to be delayed in their language and cognitive skills compared to the rest of Melbourne.

Given the potential adverse effects due to the increase in aircraft noise, mitigation measures should be implemented to minimise the risk to the exposed community.

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1 Introduction

Tonkin and Taylor Pty Ltd (T+T) has been engaged by Brimbank City Council to undertake a health risk assessment (HRA) for noise from the proposed expansion of the Melbourne Airport including a new North-South runway. The draft noise contours included as part of the 2022 Melbourne Airport Master Plan extend over large parts of the Brimbank Local Government area (LGA). In addition to undertaking the HRA, T+T were also engaged to undertake limited stakeholder engagement to gain an understanding of the current impacts of noise from the airport operations and concerns about the proposed expansion and to undertake a review of the air quality assessment that has been undertaken as part of the development of Master Plan and the predicted impacts on the Brimbank LGA.

This report presents the outcomes of the stakeholder engagement as well as the results of the HRA for aircraft noise. The HRA has been conducted using the most recent WHO Noise Guidelines (2018). It also presents a review of national and international approaches to mitigating the impacts of noise from airport operations on local communities. The outcomes of the review of the air quality assessment against the requirements of the Environment Protection Act (2018) and the new environmental legislation in Victoria is also presented.

1.1 Environment Protection Act (2017) as amended (2018) and Subordinate Legislation in Victoria

The Environment Protection Act 2017 (the Act), and subordinate legislation came into effect on 1 July 2021 and is designed to drive environmental improvements by ensuring that individual industries take responsibility for the risks they pose to human health and the environment. At the centre of the Act is the General Environmental Duty (GED). This requires all duty holders (businesses, industries, community etc) to understand, abate and manage their emissions so that risks of harm to the environment and to human health are minimised. Complying with the GED means taking proactive steps as well as employing industry best practices to minimise risk to human health and the environment, so far as reasonably practicable.

The GED requires anyone engaging in any activities that may give rise to risks of harm to human health or the environment from pollution or waste to minimise those risks, so far as reasonably practicable. This requires such risks to either be eliminated, or if it is not reasonably practicable to eliminate such risks, to be reduced so far as reasonably practicable.

In determining whether it is reasonably practicable to minimise risks of harm to human health and the environment, the following matters are relevant:

- The likelihood of the risk eventuating.
- The degree of harm that would result if the risk eventuated.
- What the person knows, or ought reasonably to know about the harm or risks of harm and any ways of eliminating or reducing those risks.
- The availability and suitability of ways to eliminate or reduce the risk.
- The cost of eliminating or reducing the risk.

The GED requires the duty holder to reduce the risk of harm to human health and the environment from pollution and waste. Noise comes under the category of pollution, and it includes vibration. As far as reasonably practicable, if the duty holder's activity involves noise it's their duty to reduce the levels of risk. Businesses must not cause unreasonable noise or aggravated noise. They must make sure that any noise from their activities or premises doesn't unreasonably impact the local community.

To meet the obligations of the GED, a duty holder must show they have understood and assessed the concept of minimising risks of harm to human health and the environment, including, but not limited to:

- A duty imposed on a person to, so far as reasonably practicable, eliminate or reduce the risks of harm to human health and the environment.
- A duty to determine what is reasonably practicable when minimising risks of harm to human health and the environment, including:
  - The likelihood of the risk causing harm to human health and the environment.
  - The degree of harm to human health and the environment.
  - The knowledge of the duty holder regarding harm to human health and the environment.
  - The availability and suitability of measures to eliminate or reduce the risk of harm to human health and the environment.
  - The cost to eliminate or reduce the risk of harm to human health and the environment.

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2 Structure of Report

The structure of this report is as follows

- Section 3 – Outcomes of Stakeholder Engagement
- Section 4 - Noise Health Risk Assessment
- Section 5 - Risk Mitigation Measures
    - Summary of measures implemented to protect health of communities at other Australian airports and overseas
- Section 6 – Conclusions and Recommendations
- Section 7 - Review of Air Quality Assessment
- Section 8 - References

3 Stakeholder Engagement

As part of the assessment of the health effects of aircraft noise on the community in Brimbank, targeted consultation sessions were conducted. The purpose of these sessions was to gain an understanding of the current operation of the airport on the local community and the community concerns around the planned airport expansion as described in the 2022 Airport Master Plan. Council officers made contact a range of impacted stakeholders including Brimbank residents, community and sporting facilities, education and early learning organisations and Brimbank members of the Melbourne Airport Community Aviation Consultation Group (CACG). The focus was on areas impacted by aircraft noise including Keilor, Keilor Park, Keilor Village, Kealba, andSunshine North.

3.1 Focus Groups

The consultation sessions were run as three separate focus groups:

- Stakeholders from Keilor, Keilor Park and Keilor Village who are identified as being under the current and proposed flight paths, including Brimbank members of CACG.
- Stakeholders from Kealba, Sunshine North and Sydenham
- Education related stakeholders including schools that are under the current and proposed flight paths.

In addition to the focus groups individual discussions were held with residents of Keilor, Keilor Village and Kealba who were unable to attend the focus groups. The age of people who participated in the focus groups and individual discussions ranged from 20's through to 70+ years of age.

3.2 Key Issues

Across both community session and in individual discussions there were common themes. Many participants commented that the current operation of the airport is impacting on their ability to sleep. People in Keilor, Keilor Park, Keilor Village and Kealba stated that they get a maximum of 3 to 4 hours sleep a night and that is highly disturbed. Some residents spend nights away from home just so they can get some sleep. All the people that participated in the engagement are concerned that the expansion of the airport will make the situation they are currently experiencing much worse. People in Keilor Park, Keilor Village and Kealba all stated that the current situation is intolerable and is having an impact on their health and quality of life and don't know how they will be able to live in their current homes with an increase in flights proposed with the current plan for the airport expansion.

One of the key issues for residents in these areas is that there is no respite from the noise from aircraft taking off. They commented that they can still hear planes in the distance after take-off when the next plane takes off over their properties. There isn't a period where they cannot hear the aircraft. With the number and frequency of flights to increase with the expansion they are concerned that this will only get worse. They also noted that there has been an increase in flights that seem to circle back over their suburbs after take-off which means that they are exposed to additional noise from these flights even though they are at a higher altitude.

Residents in Keilor Park, Keilor, Keilor Village and Kealba stated that they were unable to use the outdoor space at their homes due to aircraft noise which is predicted to increase with the airport expansion. They were unable to hold conversations when planes were taking off and in some cases the noise was quite painful. Some residents commented that it felt like there was increased pressure in their ears which was quite painful. They also commented that they were unable to open the windows in their homes due to the increase in noise when they were open.

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Several residents commented that they are unable to use Brimbank Park for exercise and recreation due to the aircraft noise and that this is predicted to get worse with the Airport expansion. They said that they couldn't hold a conversation during take-offs due to the noise and that the quality of their time within the park was diminished due to the constant noise from aircraft take-offs and landings.

Some residents, mainly older residents, stated that they are depressed and are being treated by medical professional for anxiety and depression. They feel that they can no longer live in their homes as the noise is unbearable and will only get worse. They believe that the aircraft noise is impacting on their health and that this will only get worse. They are unable to enjoy their homes and feel they need to sell but don't think that anyone would purchase them. They feel trapped and don't know what to do.

Many of the people who attended the focus groups have attended many community consultation sessions run by the Melbourne Airport Corporation. Many felt that the concerns that they raised during the current consultation through the HRA process had been heard but feel very strongly that they haven't been heard by Melbourne Airport Corporation – that their concerns have been dismissed in all public sessions that have been held and any additional communication with the Corporation. This has left them feeling frustrated and helpless.

Some of the residents in Kealba and Keilor Village questioned the accuracy of the noise predictions developed by the Airport Corporation as part of their Master Plan. A number said that according to the interactive noise tool their houses are shown as not currently being impacted by the noise from aircraft, however they are unable to sleep due or enjoy their outside areas due to the aircraft noise. Some had conducted noise monitoring at their homes and had recorded noise levels between 70 and 80 dB which is not consistent with the information provided in the noise tool when their addresses were entered into the system. This has raised concerns about the accuracy of future predictions of noise when the current experience at their homes is that they are impacted more severely than the noise tool is predicting.

4 Health Risk Assessment Noise

4.1 Introduction

The health effects associated with exposure to noise from airports has been extensively studied. In 2018 the World Health Organization (WHO) reviewed their Community Noise Guidelines and in this process developed health- based guidelines specific to aircraft noise. The health risk assessment (HRA) for noise has been undertaken in accordance with the Australian Government *Environmental Health Risk Assessment: Guidelines for assessing human health risks from environmental hazard* 2012" (enHealth, 2012) and the World Health Organisation (WHO) Environmental Noise Guidelines (2018). The health effects that have been assessed include annoyance, sleep disturbance, increases in cardiovascular disease and cognitive impairment in children.

4.2 Methodology

The risk assessment process detailed in the enHealth HRA Guidelines comprises five components as outlined below:

1. **Issue Identification** – Identifies issues that can be assessed through a risk assessment and assists in establishing a context for the risk assessment.
2. **Hazard Assessment** – Identifies hazards and health endpoints associated with exposure to hazardous agents and provides a review of the current understanding of the toxicity and risk relationship of the exposure of humans to the hazards.
3. **Exposure Assessment** – Identifies the groups of people who may be exposed to hazardous agents and quantifies the exposure concentrations.
4. **Risk Characterisation** – Provides the qualitative evaluation of potential risks to human health. The characterisation of risk is based on the review of concentration response relationship and the assessment of the magnitude of exposure.
5. **Uncertainty Assessment** – Identifies potential sources of uncertainty and qualitative discussion of the magnitude of uncertainty and expected effects on risk estimates.

4.3 Population Profile

4.3.1 Population and Health Profile

The baseline health status and demographics of the potentially exposed community is important to understand as it can impact on the sensitivity of the population to the adverse effects of air pollution and noise. People in older age groups (>65 years of age), with existing diseases such as respiratory and cardiovascular disease, people with asthma, children (<15 years) and people in low socioeconomic groups all fall into groups that are more sensitive to the effects of environmental pollution.

The study area for this HRA is suburbs within the Brimbank Local Government Area (LGA) that are impacted by the ANEF 20 and 25 contours released as part of the proposed Airport expansion.[1] Population statistics and baseline health data is available at both the LGA and suburb level.

[1] The ANEF system is a measure of the aircraft noise exposure levels around aerodromes. It is based on average daily sound pressure levels, which are measured in decibels. Noise exposure levels are calculated in ANEF units.

4.3.2 Population Profile

4.3.2.1 Age Profile

The most recent published census data (Australian Bureau of Statistics [ABS], 2016) for Brimbank and the affected suburbs is summarized in the **Table 4-1**. The data is also included for Victoria for comparison with the State averages.

Table 4-1: Population profile of the Brimbank LGA and affected suburbs Census 2016

Data	Brimbank	Kealba	Keilor	Keilor Park	Sunshine North	Victoria
Total population	194,319	3,194	5,853	2,719	11,700	5,929,624
0 – 14 years	18.4%	17.7%	16.9%	17%	17.7%	18.3%
15 – 64 years	67.9%	69.8%	62%	57%	67.3%	66.2%
Over 65	13.6%	12.5%	21.1%	26%	15.2%	15.6%
Median age	35	36	44	43	35	37

Source: Australian Bureau of Statistics – 2016 Census.

As can be seen from **Table 4-1** the age of the populations of Keilor and Keilor Park are higher than the Victorian average. For both suburbs this is driven by a larger percentage of the population in the >65 year age group compared to the Victorian average, a cohort that is known to be more vulnerable to the effects of air pollution and noise. Children also fall into a vulnerable group to the effects of air pollution and noise.

4.3.2.2 Health Profile

The baseline health statistics for the Brimbank area were obtained from the Brimbank Atlas of Health and Education (2019) and the Report on Population Health Data (Health West Partnership, 2012). **Table 4-2 and 4-3** summarize the health indicators and socio-economic factors for the Brimbank LGA and Victorian state measures. The health indicators shown in Table 4-2 have been linked with adverse health outcomes arising from exposure to air pollution and noise.

Table 4-2: Health Indicators – Brimbank and Victoria

Health Indicators	Brimbank	Victoria
Heart Disease	8.2%	
Anxiety and Depression	27.8%	
Asthma	11.9%	10.7%
Deaths Ischaemic Heart Disease (IHD)	31/100,000	27.8/100,000
Deaths Cardiovascular Disease	44.5/100,000	39.8/100,000

The proportion of children assessed as being developmentally on track in the areas of language and cognitive skills is notably lower in Brimbank (79.3%) than in Greater Melbourne (85.3%) (Brimbank Atlas of Health and Education, 2019). Compared with other LGAs in Greater Melbourne, Brimbank had the third lowest proportion of children who were assessed as being on track in these areas of cognitive development. Aircraft noise has been shown in epidemiological studies to impact on children's cognitive development particularly in reading and oral comprehension. This means that the Brimbank population forms a sensitive population in regard to the impacts of aircraft noise from the Airport Expansion.

4.3.2.3 Socioeconomic Profile

People who are of low socioeconomic status (SES) have been identified as a vulnerable group for the effects of air and noise pollution. This is due to the fact that people within these groups usually have poorer health status than people within higher SES groups. They may also have poorer access to medical care. In addition, they usually live in areas that are more polluted (e.g., near major roads or near industry) as property is generally cheaper in these areas.

There are several indices of social deprivation used to assess SES status in Australia. One commonly use is the Socio-Economic Indexes for Areas (SEIFA) index. The SEIFA index is a measure of relative social advantage and disadvantage and considers 20 variables to assess relative social disadvantage. The lower the SEIFA index the greater the level of disadvantage. The index is relative to a score of 1000 which is considered as the Australian average.

The SEIFA Index of Relative Socio-Economic Advantage/Disadvantage is derived from attributes such as low income, low educational attainment, high unemployment, jobs in relatively unskilled occupations and variables that broadly reflect disadvantage rather than measuring specific aspects of disadvantage. At the advantage end of the scale, households with high incomes, high education levels, large dwellings, high numbers of motor vehicles, spare bedrooms and professional occupations contribute to a higher score.

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The key indicator in Table 4-3 is the SEIFA index which is the relative indicator of socioeconomic advantage/disadvantage. The SEIFA index for Brimbank is lower than the Victorian average indicating that the population in this area may form a vulnerable group to the effects of air pollution and noise from the Airport expansion.

Table 4-3 summarises the socioeconomic status (SES) of the Brimbank LGA population.

Table 4-3: Socio-Economic Factors – Brimbank and Victoria

Socio-Economic Factors	Brimbank	VIC
Unemployment (%) – PHIDU – June 2020	9.4%	5.4%
SEIFA Index of Relative Socio-economic Disadvantage (Index score based on Australian score of 1000) – PHIDU – June 2016	921	1010
Proportion of low-income households – PHIDU – June 2016	48.9%	40.9%
People who left school at year 10 or below, or did not go to school (Age standardized rate per 100) - PHIDU - 2016	31.2	26.0
Estimated number of people aged 18 years and over who, in the past 12 months, felt that they had experienced discrimination or have been treated unfairly by others (ASR per 100) - PHIDU - 2014	18.7	17.4

Source: PHIDU.

4.4 Health Risk Assessment

4.4.1 Issues Identification

The current State of Knowledge on the adverse health effects of aircraft noise indicates that there are impacts of the current and proposed operations of the airport on the exposed community in Brimbank. The impact of the current operations on the local community as identified during the stakeholder engagement process includes sleep disturbance and anxiety and depression. These are occurring at current flight numbers which are going to increase with the proposed Airport expansion and third runway. Residents stated that they are unable to enjoy the outdoor areas of their homes and the open space in Brimbank, such as Brimbank Park, due to aircraft noise. This is predicted to be worse with the proposed Airport expansion and impact across a larger proportion of the Brimbank LGA. The HRA presented in the following sections, where possible, quantifies the potential impact on the Brimbank community from the aircraft noise predicted for the Airport expansion.

4.4.2 Hazard Assessment

In recent years, evidence has accumulated regarding the health effects of environmental noise. The main health effects associated with environmental noise are:

- Annoyance;
- Sleep disturbance;
- Increase in ischaemic heart disease;
- Cognitive impairment; and
- Psychological effects including anxiety and depression.

An increasing body of literature has shown traffic noise, including aircraft noise, to have adverse short- and long-term health effects (Babisch 2006; Berglund et al. 1999; Bluhm et al. 2007; Stansfeld et al. 2000, 2005). One of the suggested mechanisms by which noise affects non-auditory health is through indirect or direct activation of the sympathetic nervous system and endocrine systems (Ising and Kruppa 2004; Stansfeld and Matheson 2003), resulting in autonomic reactions, including increased blood pressure, heart rate, and arrhythmia (Berglund et al. 1999). Therefore, research has focused on the impact of transportation noise on cardiovascular health.

4.4.2.1 Annoyance

Annoyance is the most prevalent community response in a population exposed to environmental noise. It is not in itself considered to be a health effect (WHO, 2018, 2009; enHealth, 2018, 2004). The term annoyance is used to describe negative reactions to noise such as disturbance, irritation, dissatisfaction and nuisance (Guski, 1999). Annoyance can also be accompanied by stress-related symptoms, leading to changes in heart rate and blood pressure. Acoustic factors, such as the noise source and sound level, account for only a small to moderate amount of annoyance responses: other factors such as the fear associated with the noise source, interference with activities, ability to cope, noise sensitivity, expectations, anger, attitudes to the source – both positive or negative, and beliefs about whether noise could be reduced by those responsible, all influence annoyance responses (WHO, 2000).

The noise metrics associated with adverse health effects are Lden and Lnight. Lden is a weighted measure of day, evening and night noise levels while Lnight is the noise level experienced between 11pm and 6am. Both are annual averages. Exposure to aircraft noise at 60 dB Lden is estimated to be associated with 38% of the population reporting being “annoyed” and 17% being “highly annoyed” (EC, 2002). Exposure to aircraft noise at 65 dB Lden is estimated to be associated with 48% of the population reporting being “annoyed” and 26% being “highly annoyed” (EC, 2002). However,

several studies have suggested that aircraft noise annoyance around major airports in Europe has increased (Babisch et al., 2009; Janssen et al., 2011; Schreckenberg et al., 2010) indicating that the percentage of the population reporting being “annoyed” or “highly annoyed” at each noise exposure level may have increased since these figures were put forward by the European Commission in 2002 (EC, 2002).

Annoyance responses can also increase in relation to a change in airport operations. A study around Zurich airport found that residents who experienced a significant increase in aircraft noise exposure due to an increase in early morning and late evening flight operations had a pronounced over-reaction of annoyance i.e. the annoyance reaction was greater than that which would be predicted by the level of noise exposure (Brink et al., 2008).

Children also report annoyance responses, although it is not known at what age children begin to exhibit annoyance responses. The RANCH study found that children aged 9-11 years of age living near London Heathrow, Amsterdam Schiphol, and Madrid Barajas airports, reported annoyance for aircraft noise exposure at school and at home (van Kempen et al., 2009). For school exposure the percentage of “highly annoyed” children increased from about 5.1% at 50 dB LAeq 16 hour, to 12.1% at 60 dB LAeq 16 hour.

4.4.2.2 Sleep Disturbance

Possible effects of noise on sleep are generally grouped into three categories:

- The immediate effects of noise on sleep (sleep disturbance and physiological effects)
- The secondary effects of sleep disturbances (morning after effects)
- Long term health effects.

Sleep disturbance is defined as any deviation, measurable or subjectively perceived, from an individual’s habitual or desired sleep behaviour. This may include awakenings, sleep quality, medication use to control sleep, total sleep time, time spent in slow wave sleep, arousals and time spent in rapid eye movement sleep (WHO, 2009).

The WHO estimated sleep disturbance to be the most adverse non-auditory effect of environmental noise exposure (Basner et al., 2014; WHO, 2011). Undisturbed sleep of a sufficient number of hours is needed for alertness and performance during the day, for quality of life, and for health (Basner et al., 2014). Humans exposed to sound whilst asleep still have physiological reactions to the noise which do not adapt over time including changes in breathing, body movements, heart rate, as well as awakenings (Basner et al., 2014). The elderly, shift-workers, children and those with poor health are thought to be at risk for sleep disturbance by noise (Muzet, 2007).

The effect of night-time aircraft noise exposure has been explored for a range of sleep outcomes ranging from subjective self-reported sleep disturbance and perceived sleep quality, to more objective measures of interference with ability to fall asleep, shortened sleep duration, awakenings, and increased bodily movements as assessed by polysomnography (Michaud et al., 2007). Most evidence comes from studies of self-reported sleep disturbance. However, self-reported sleep disturbance outcomes are vulnerable to bias, as such measures are likely to be influenced by noise annoyance and other demographic factors (Clark and Stansfeld, 2011).

Reviews have concluded that there is evidence for an effect of night-time aircraft noise exposure on sleep disturbance from community based studies (Hume et al., 2012; Miedema & Vos, 2007). However, some reviews have concluded that the evidence is contradictory and inconclusive (Jones, 2009; Michaud et al., 2007), which might be explained by methodological differences between studies of noise effects on sleep disturbance. A meta-analysis of 24 studies, including nearly 23,000 individuals exposed to night-time noise levels ranging from 45-65 dBA, found that aircraft noise was associated with greater self-reported sleep disturbance than road traffic noise (Miedema and Vos,

2007). However, another study, whilst confirming that aircraft noise was associated with greater self-reported sleep disturbance than road traffic noise, found that when [2]polysomnography measures of sleep disturbance were analysed, that road traffic noise was associated with greater disturbance than aircraft noise (Basner et al., 2011).

There is evidence that aircraft noise influences the time spent in different sleep stages, with aircraft noise reducing slow-wave sleep (NREM Stage 4) and REM sleep and increasing NREM Stages 1, 2 & 3 (Basner et al., 2008; Swift, 2010). This evidence, taken with the increase in REM sleep in the later stages of the night might have implications for early morning (04.00-06.30 hours) flight operations at airports.

A laboratory study compared the potential effects of changes in the night-time curfew at Frankfurt airport on sleep disruption (Basner and Siebert, 2010), using polysomnography on 128 subjects over 13 nights. Three different operational scenarios were compared: scenario 1 was based on 2005 air traffic at Frankfurt airport which included night flights; scenario 2 was as scenario 1 but cancelled flights between 23.00-05.00 hours; scenario 3 was as scenario 1 but with flights between 23.00-05.00 hours rescheduled to the day-time and evening periods. The study found that compared to the night without a curfew on night flights (scenario 1), small improvements were observed in sleep structure for the nights with curfew, even when the flights were rescheduled to periods before and after the curfew period. However, the change in the amount of time spent in the different sleep stages for the different scenarios was small, which might be explained by the small number of night-flights (on average 4 take-offs per hour) in the Frankfurt airport scenarios examined - larger effects may be observed for airports with a greater number of night-flights. The authors concluded that the benefits for sleep seen in the scenario involving rescheduling of flights rather than cancellation may be offset by the expected increase in air traffic during the late evening and early morning hours for those who go to bed before 22.30 or after 01.00 hours.

The WHO Europe Night Noise Guidelines (WHO, 2009) were based on expert-consensus that there was sufficient evidence that nocturnal environmental noise exposure was related to self-reported sleep disturbance and medication use, and that there was some evidence for effects of nocturnal noise exposure on high blood pressure (hypertension) and heart attacks. The WHO Noise Guidelines (2018) state that the target for night noise exposure from aircraft should be 40 dB Lnight, outside. The WHO note that meeting this guideline may not protect vulnerable groups such as the elderly, children, and the chronically ill from the effects of aircraft noise at night on health.

There have been fewer studies on aircraft noise exposure and sleep in children (Stansfeld and Clark, 2015), even though children are a group thought to be vulnerable to the effects of sleep disturbance (Pirrera et al., 2010). Children sleep outside the typical hours used to denote night-time noise exposure around airports (e.g. Lnight is typically 23.00 hours to 07.00 hours), so exposures during the hours of the evening and morning, which would fall within day-time exposure metrics may also be relevant when considering sleep disturbance effects for children.

4.4.2.3 Cardiovascular Disease

In recent years, evidence that aircraft noise exposure leads to increased risk for poorer cardiovascular health has increased considerably. A recent review, suggested that risk for cardiovascular outcomes such as high blood pressure (hypertension), heart attack, and stroke, increases by 7 to 17% for a 10 dB increase in aircraft or road traffic noise exposure (Basner et al., 2014). A review of the evidence for children concluded that there were associations between aircraft

[2] Polysomnography records biophysiological changes that occur during sleep, including brain waves using electroencephalography (EEG), eye movements using electroculography (EOG), muscle activity using electromyography (EMG), and heart rhythm using electrocardiography (ECG).

noise and high blood pressure (Paunović et al., 2011), which may have implications for adult health (Stansfeld and Clark, 2015).

The HYENA study (HYpertension and Exposure to Noise near Airports) examined noise effects on the blood pressure (hypertension) of 4,861 people, aged 45-70 years, who had lived for over five years near seven major European airports including London Heathrow; Amsterdam Schiphol; Stockholm Arlanda and Bromma; Berlin Tegel, Milan Malpensa; and Athens Eleftherios Venizelos (Jarup et al., 2008). High blood pressure was assessed via measurements and medication use. The HYENA study found that a 10 dB increase in aircraft noise at night (Lnight) was associated with a 14% increase in risk for high blood pressure but day-time aircraft noise (LAeq 16 hour) did not increase the risk for high blood pressure (Jarup et al., 2008). The HYENA study did not find an association between day-time aircraft noise and high blood pressure which might be because many residents work away from home during the day-time, leading to potential mis-classification of their day-time aircraft noise exposure. The HYENA study also found that a 10 dB increase in night-time aircraft noise was associated with a 34% increase in the use of medication for high blood pressure in the UK (Floud et al., 2011). The HYENA study is a high quality large-scale study of aircraft noise exposure effects on blood pressure, which includes a population sample around London Heathrow airport.

A further study conducted as part of the HYENA project demonstrated an association between noise and cardiovascular disease risk factors (Floud et al., 2013). The results are consistent with the hypothesis that noise exposure provokes a stress response causing a release of stress hormones, which in turn affect factors such as blood pressure and heart rate and thus cardiovascular disease risk. Night-time aircraft noise was statistically significantly associated with self-reported heart disease and stroke but was reduced and became non-significant after adjustment for confounders. However, there was a significant association for those who had lived for 20 years or more at their current address and aircraft noise. A statistically significant association (25 % increase in risk) was found between exposure to night-time aircraft noise and heart disease and stroke in people who had lived in the same home for 20 years or more, and this association was robust to adjustment for exposure to NO_2 air pollution.

A study around London Heathrow airport examined risks for hospital admission and mortality for stroke, coronary heart disease and cardiovascular disease for around 3.6 million people living near the airport (Hansell et al., 2013). Both day-time (LAeq 16 hour) and night-time (Lnight) aircraft noise exposure were related to increased risk for a cardiovascular hospital admission. Compared to those exposed to aircraft noise levels below 51 dB in the day-time LAeq, 16 hour, those exposed to aircraft noise levels over 63 dB LAeq, 16hour in the day-time had a 24% higher chance of a hospital admission for stroke; a 21% higher chance of a hospital admission for coronary heart disease; and a 14% higher chance of a hospital admission for cardiovascular disease. These estimates took into account age, sex, ethnicity, deprivation and lung cancer mortality as a proxy for smoking. These results were also not accounted for by air pollution, which was adjusted for in the analyses. Similar effects were also found between aircraft noise exposure and mortality for stroke, coronary heart disease, and cardiovascular disease. The study concluded that high levels of aircraft noise were associated with increased risks of stroke, coronary heart disease, and cardiovascular disease for both hospital admissions and mortality in areas near Heathrow airport.

Further longitudinal evidence for an association between aircraft noise exposure and mortality from heart attacks comes from a large-scale Swiss study of 4.6 million residents over 30 years of age (Huss et al., 2010). This study found that mortality from heart attacks increased with increasing level and duration of aircraft noise exposure (over 15 years), but there were no associations between aircraft noise exposure and other cardiovascular outcomes including stroke or circulatory disease. The lack of association between aircraft noise and stroke differs from the findings of the similar study conducted by Hansell et al., (2013) around Heathrow airport, which did find an association of aircraft noise on stroke mortality.

A multi-airport retrospective study of approximately 6 million older people residing near airports in the United States (Correia et al., 2013) found that averaged across all airports and using the 90th centile noise exposure metric, a zip code with 10 dB higher noise exposure had a 3.5% higher (95% confidence interval 0.2% to 7.0%) cardiovascular hospital admission rate, after controlling for covariates. Despite limitations related to potential misclassification of exposure, a statistically significant association between exposure to aircraft noise and risk of hospitalization for cardiovascular diseases among older people living near airports was observed. The most recent meta-analysis of the field (Babisch, 2014) concluded that aircraft noise exposure was associated with increased risk for cardiovascular outcomes such as high blood pressure, heart attack and stroke.

It is biologically plausible that long-term exposure to environmental noise might influence cardiovascular health (Babisch, 2014). The proposed pathways between environmental noise exposure and cardiovascular diseases (Babisch, 2014) include increased stress associated with noise exposure that might cause physiological stress reactions in an individual, which in turn can lead to increases in established cardiovascular disease risk factors such as blood pressure, blood glucose concentrations, and blood lipids (blood fats). These risk factors lead to increased risk of high blood pressure (hypertension) and arteriosclerosis (e.g. narrowing of arteries due to fat deposits) and are related to serious events such as heart attacks and strokes (Babisch, 2014; Basner et al., 2014). The stress that triggers this pathway can operate directly via sleep disturbance or indirectly via interference with activities and annoyance.

To date, few studies have examined whether aircraft noise exposure influences metabolic risk factors for cardiovascular health, such as Type II diabetes, body mass index, and waist circumference. Such factors would lie on the proposed pathway between aircraft noise exposure and cardiovascular diseases. A study of long-term exposure to aircraft noise in Sweden found that exposure was associated with a larger waist circumference but less clearly with Type II diabetes and body mass index (Eriksson et al., 2014). Further studies are required to investigate these associations.

4.4.2.4 Children's Learning and Cognitive Development

Children may be particularly vulnerable to the effects of noise because they may have less cognitive capacity to understand environmental issues and anticipate stressors and they may lack appropriate coping strategies to deal with noise. Additionally, noise may interfere with learning at a critical developmental stage.

The impact of environmental noise on children's learning and memory has been known for many years. Epidemiological studies show effects of chronic noise exposure on tasks involving central processing and language, such as reading, comprehension, memory and attention. Experimental studies investigating acute (short-term) exposures have found similar effects. Exposure during critical periods of learning at school could potentially impair development and have a lifelong effect on educational attainment.

There are several ways in which aircraft noise could influence children's cognition (Stansfeld and Clark, 2015):

- lost teaching time - as a teacher may have to stop teaching whilst noise events occur;
- teacher and pupil frustration;
- annoyance and stress responses;
- reduced morale;
- impaired attention;
- children might tune out the aircraft noise and over-generalise this response to other sounds in their environment missing out on information; and

- sleep disturbance from home exposure which might cause performance effects the next day.

Many studies have found effects of aircraft noise exposure at school or at home on children's reading comprehension or memory skills (Evans and Hygge, 2007). The RANCH study (Road traffic and Aircraft Noise and Children's Cognition and Health) of 2844 9-10 year old children from 89 schools around London Heathrow, Amsterdam Schiphol, and Madrid Barajas airports found that aircraft noise was associated with poorer reading comprehension and poorer recognition memory, after taking socioeconomic factors and road traffic noise into account (Stansfeld et al., 2005).

The exposure-response relationship between aircraft noise at school and reading comprehension from the RANCH study (Clark et al., 2006), showed that as aircraft noise exposure increased, performance on the reading test decreased. Reading began to fall below average at around 55 dB LAeq 16 hour at school. The development of cognitive skills such as reading and memory is important not only in terms of educational achievement but also for subsequent life chances and adult health (Kuh and Ben-Shlomo, 2004). In the UK, reading age was delayed by up to 2 months for a 5 dB increase in aircraft noise exposure (Clark et al., 2006). The UK primary schools in the RANCH study ranged in aircraft noise exposure from 34 dB LAeq 16 hour to 68 dB LAeq 16 hour. The study found that a 20 dB difference in aircraft noise exposure between schools would result in an 8-month difference in reading age.

In the RANCH study, for primary school children, aircraft noise exposure at school and at home were very highly correlated: in the RANCH UK sample, this correlation was r=0.91 (Clark et al., 2006). Such a high correlation makes estimating the impact of aircraft noise exposure in both environments difficult. The RANCH study found that night-time aircraft noise at the child's home was also associated with impaired reading comprehension and recognition memory, but night-noise was not having an additional effect to that of day-time noise exposure on reading comprehension or recognition memory (Clark et al., 2006; Stansfeld et al., 2010). These findings suggest that indices of aircraft noise exposure in the day-time in the school environment should be sufficient to capture effects. Further analyses of the UK RANCH sample found that these associations for aircraft noise exposure remained after controlling for air pollution effects (Clark et al., 2012).

A further study investigating the effects of aircraft noise around Heathrow Airport in the home environments on children's cognition found a significant dose-response relationship between aircraft noise at home and performance on memory tests of immediate and/or delayed recall (Matsui et al., 2004). The study found no associations with other cognitive outcomes.

Two studies of interventions to reduce or remove aircraft noise exposure at school have been conducted. The longitudinal Munich Airport study (Hygge et al., 2002) found that prior to the relocation of the airport in Munich, high noise exposure was associated with poorer long-term memory and reading comprehension in children aged 10 years. Two years after the airport closed these cognitive impairments were no longer present, suggesting that the effects of aircraft noise on cognitive performance may be reversible if the noise stops. In the cohort of children living near the newly opened Munich airport impairments in memory and reading developed over the following two years.

A study of 6,000 schools exposed between the years 2000-2009 at the top 46 United States airports, (exposed to Day-Night-Average Sound Level of 55 dB or higher) found significant associations between aircraft noise and standardised tests of mathematics and reading, after taking demographic and school factors into account (Sharp et al., 2014). In a sub-sample of 119 schools, they found that the effect of aircraft noise on children's learning disappeared once the school had sound insulation installed.

Schools located near airports often also experience high levels of road traffic noise but it is important to note that aircraft noise exposure still influences children's learning, even if road traffic

noise exposure is high. The results presented for the RANCH study are the association for aircraft noise exposure, after taking road traffic noise into account (Clark et al., 2006).

A study conducted by Haines et al. (2002) studied a sample of approximately 11,000 11 year old children from 123 schools surrounding Heathrow Airport. The results of the study showed that chronic exposure to aircraft noise was significantly related to poorer reading and mathematics performance. However, after control for socioeconomic factors these associations were no longer statistically significant.

Children spend a considerable amount of time at school in the playground. Play is thought to be important for children's social, cognitive, emotional and physical development, as well as enabling relaxation between more formal teaching activities. The WHO (1999) established a community noise guideline of 55 dB for school playgrounds, during play, to protect against these effects.

It has been suggested that long-term noise exposure might influence psychological health in children. However, overall, the evidence for aircraft noise exposure being linked to poorer well-being, lower quality of life, and psychological ill-health is not as strong or consistent as for other health outcomes, such as cardiovascular disease. A recent study of 2300 residents near Frankfurt Airport found that annoyance but not aircraft noise levels per se (LAeq16 hour, Lnight, Lden) was associated with self-reported lower quality of life (Schreckenberg et al., 2010).

Several studies of children around London Heathrow Airport have shown no effect of aircraft noise at school on children's psychological health or cortisol levels (Haines et al., 2001a; Haines et al., 2001b; Stansfeld et al., 2009) - cortisol levels are known to be raised in children with depression. However, there may be a small effect of aircraft noise on hyperactivity symptoms. The West London Schools Study of 451 children around Heathrow airport, aged 8-11 years found higher rates of hyperactivity symptoms for children attending schools exposed to aircraft noise levels >63 dB LAeq 16 hour compared with <57 dB LAeq 16 hour (Haines et al., 2001a). A similar effect was observed in the RANCH study where a 10 dB LAeq 16 hour increase in aircraft noise exposure at school was associated with 0.13% increase in hyperactivity symptoms (Stansfeld et al., 2009). However, these increases in hyperactivity symptoms, whilst statistically significant, are extremely small and most likely not of clinical relevance. Aircraft noise exposure does not appear to be causing children to develop hyperactivity problems.

4.4.2.5 Psychological Effects

The health effects linked to aircraft noise exposures have been well studied and reviewed by international researchers and institutions (Baudin et al., 2018; Clark et al., 2011, 2020; Hegewald et al., 2020; Lee et al., 2021; Li et al., 2020; Wright et al., 2018). Most information comes from population-based epidemiological studies that find increases in cognitive disorders, depression, and sleep deprivation, with a particular negative impact on recognition memory and conceptual recall memory in school-aged children.

Several studies conducted in Europe have examined the adverse effects of aircraft noise on annoyance due to aircraft noise and noise sensitivity (Baudin et al., 2018), and self-assessed mental ill health with even minor increases in decibels (Wright et al., 2018). A slight increase in decibels in the UK study indicated that a minor difference, from <54dB up to ≥57 dB, was impactful in mental ill heath by approximately 3% (low noise 9.7% vs high noise 12.4%, respectively). Furthermore, associated to mental health, multiple studies attributed increases in population anxiety and depression to aircraft noise pollution, with a 12% increase in depression (and anxiety) per 10 dB in Lden from aircraft noise exposure (Hegewald et al., 2020) being reported.

These health effects from aircraft noise pollution have a significant impact on children, more so related to night-waking, and the cognitive developmental and sleep-related issues in children. Aircraft noise is more intermittent than road traffic, and studies found more intermittent disruptions

during sleep, even if at lower decibels, are more impactful on sleep in children. Chronic exposure to aircraft noise for children are associated with high levels of annoyance, perceived stress, poor reading comprehension, poor information and comprehension recall, and less sustained attention. Furthermore, an extended 18-month exposure to aircraft noise found a significant decline in the psychological health of children. Children with high levels of noise sensitivity are more likely to suffer from sleep anxiety and parasomnias when impacted by aircraft noise (Clark et al., 2012; Lee et al., 2021).

The HYENA study found that a 10 dB increase in day-time (LAeq 16 hour) noise exposure was associated with a 28% increase in anxiety medication use in adults. Similarly, a 10 dB increase in night-time (Lnight) aircraft noise was associated with a 27% increase in anxiety medication use. However, day-time and night-time aircraft noise exposure were not associated with sleep medication or anti-depressant medication use (Floud et al., 2011). Anxiety medication is prescribed for individuals experiencing levels of anxiety and worry that interfere with their ability to function effectively: they can also be prescribed for sleeping problems. A sub-study of the HYENA study found that salivary cortisol (a stress hormone which is higher in people with depression) was 34% higher for women exposed to aircraft noise > 60 dB LAeq 24 hour, compared to women exposed to less than 50 dB LAeq 24 hour (Selander et al., 2009). However, no association between aircraft noise and salivary cortisol was found for men.

A study by Beutel et al (2016) found that strong noise annoyance due to environmental noise was associated with a two-fold higher prevalence of anxiety and depression in a study of 15,100 adults in Germany living near Frankfurt Airport. When other compared to other sources of noise, such as road traffic noise, aircraft noise affected approximately 60% of the study population and was much more prominent in the study responses for annoyance as well as depression and anxiety. A further study in France found similar results (Baudin et al, 2018). Aircraft noise was associated with in annoyance in a study of 1244 adults. The increase in annoyance was associated with increases in psychological health such as anxiety and depression. Older members of the population may be more vulnerable to the impacts of aircraft noise on depression and anxiety as they have lower residential mobility, spend more time at home and may have higher sensitivity to environmental influences on sleep disturbance and annoyance (Li et al, 2020).

The link between green space in cities and their benefit for mental health is well documented. A study by Engemenn et al (2019) covering >900,000 people found that that children who grew up with the lowest levels of green space had up to 55% higher risk of developing a psychiatric disorder independent from effects of other known risk factors. The association remained even after adjusting for urbanization, socioeconomic factors, parental history of mental illness, and parental age. Stronger association of cumulative green space presence during childhood compared with single-year green space presence suggests that presence throughout childhood is important.

The benefits of green space for health and wellbeing have long been recognised (Maas et al. 2006, Mitchell and Popham 2008, Groenewegen et al. 2006). The positive link between green space and health and wellbeing is most apparent among the elderly, people who spend most of their time at home, and those from lower socioeconomic groups (De Vries et al. 2003). However, people of all ages and socioeconomic status can benefit from exposure to green space and views of nature (Groenewegen et al. 2006). Residents of neighbourhoods with abundant green space tend to enjoy better general health (Maas et al. 2006). Neighbourhoods with comparatively more walkable green space have been correlated with a lower mortality risk (Takano et al. 2002). The percentage of green space in people's living environments, and its proximity to people's homes, are positively associated with self-perceived health (Maas et al. 2006). Contact with green space has been found to be 'restorative', both psychologically and physiologically, reducing blood pressure and stress levels (Hartig et al. 2003, Pretty et al. 2005) and potentially promoting faster healing from surgery (Ulrich 1984). Increased green space can also promote physical activity (Kaczynski and Henderson 2007).

Undertaking physical activity in the natural environment may have greater psychological and physiological benefit than physical activity in other settings (Pretty et al. 2005). The findings of these studies show the importance of green spaces such as Brimbank Park on community health and well-being.

4.4.3 Exposure Assessment

The predicted noise levels presented in the Master Plan are the ANEF contours. The metrics used in the Health Risk Assessment done as part of the Master Plan are the metrics specified by AS2021-2015 which are based on amenity impacts not health impacts. These do not take into account the most recent information on the health effects of noise that has been considered by enHealth and WHO in the update of their noise guidelines in 2018. The Master Plan refers to enHealth 2004 and the guidelines incorporated in that document but not to the updated values recommended by enHealth in 2018. The values used in the HRA conducted as part of the Master Plan are not consistent with the metrics recommended by the WHO (2018) to assess the potential health effects of noise. The WHO guidelines have been developed to protect against long-term exposure to aircraft noise and are expressed as an annual average.

To generate the relevant health metrics T+T engaged Marshall Day Associates to convert the ANEF values to Lden and Lnight values. Lden is a weighted measure of day, evening and night noise levels while Lnight is the noise level experienced between 11pm and 7am. Both are annual averages. The Marshall Day report is in Attachment 1.

Marshall Day used data from various airports in Australia and New Zealand for which they had noise modelling data to derive the association between the ANEF contours and the Lden and Lnight metrics. The results of their analysis is shown in Table 4-4:

Table 4-4: Correlation between ANEF values and Lden and Lnight metrics

ANEF	Lden (dB)	Lnight (dB)
ANEF 20	61	53
ANEF 25	66	58
ANEF 30	71	67
ANEF 35	76	68

The draft ANEF contours for the 2022 Master Plan provided to Brimbank City Council by Melbourne Airport is shown in Figure 4-1.

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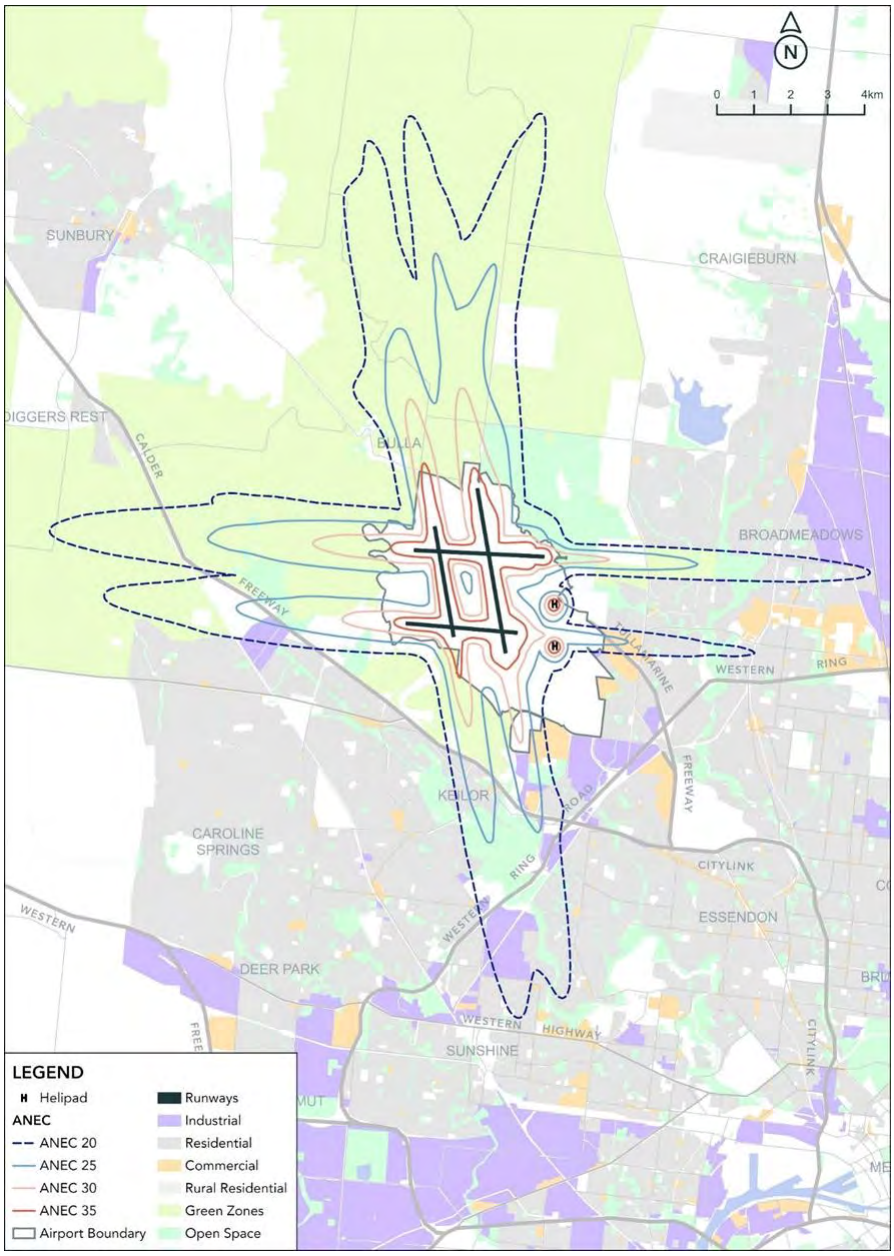
Figure 4-1: Draft ANEF Contours 2022 Melbourne Airport Master Plan



As can be seen from Figure 4-1, the ANEF 20 contour extends as far south as Sunshine North and covers parts of the suburbs of Keilor, Keilor Park, and Kealba. Parts of Keilor and Keilor Park are also included in the ANEF 25 contour. According to the correlations shown in Table 4-4, the annual average noise levels in these areas as Lden and Lnight range between 61 to 66 dB and 53 to 58 dB respectively. These predicted values due to the airport expansion are 16 to 21 dB and 13 to 18 dB above the WHO Lden and Lnight guidelines respectively. The greater area covered by the ANEF 20 and ANEF 25 contours is due to the increased numbers of flights predicted with the airport expansion.

According to the Commonwealth Department of Infrastructure (DOI, 2016) at the 20 ANEF level, it is estimated that approximately 11 per cent of people will be seriously affected by aircraft noise and approximately 45 per cent of people moderately affected by aircraft noise. At the 15 ANEF level, approximately 8 per cent of people will be seriously affected by aircraft noise and approximately 34

Attachment 12.8.1

per cent of people moderately affected. The DOI report also states that while the populations with the highest aircraft noise exposure often live within the 20 ANEF contour, experience shows the majority of noise complaints that are received come from residents living outside the 20 ANEF contour. Traditionally the residents of these areas have been given little information on aircraft noise through the ANEF system other than that the area is considered 'acceptable' for housing. Some people living outside the 20 ANEF contour have been given an expectation of receiving little or indeed no aircraft noise and as a consequence find the levels of noise actually experienced to be unacceptable. It also notes that there is a range of research pointing to the negative health impacts of sleep disturbance and the ANEF gives only limited recognition to the impact of night–time aircraft noise. The National Acoustics Laboratory (1982) study of aircraft noise which is the basis of the ANEF metric suggested that an ANEF value of 20 could be regarded as an 'excessive' amount of aircraft noise.

The population and predicted population growth in these suburbs between 2016 and 2046 are shown in Table 4-5:

Table 4-5: Population data and Predicted Population Growth 2016 – 2046 in Suburbs within the ANEF 20 and ANEF 25 contours Brimbank LGA.

Suburb	2016	2021	2026	2031	2036	2041	Total Change in Population	Annual Average % Increase in Population
Kealba	3,364	3,328	3,338	3,379	3,436	3,496	+132	+0.15
Keilor	6,157	6,366	6,653	6,827	7,009	7,189	+1,032	+0.62
Keilor Park and District	2,886	2,916	2,984	3,052	3,120	3,191	+305	+0.40
Sunshine North	12,123	13,242	15,439	17,533	19,437	21,266	+9,143	+2.27
TOTAL	24,530	25,852	28,414	30,791	33,002	35,142	11,629	+3.8

The data in Table 4-4 show that in 2016 there were 24,530 people living in the suburbs of Kealba, Keilor, Keilor Park and District and Sunshine North which is predicted to increase to 35,142 people by 2041. The ANEF 20 and 25 contours do not cover the entirety of these suburbs. Using the ANEF contours produced by Melbourne Airport Corporation the ANEF 20 contour covers approximately 20% Kealba, 65% Keilor, 60% Keilor Park, 40% Sunshine North. These percentages have been used to estimate the population within these suburbs within the ANEF 20 contour with the proposed expansion. In 2016 there was 11,256 people estimated to be living within the ANEF 20 contour predicted to grow to 15,745 in 2041.

According to the 2016 Census Data, shown in Table 4-1, between 12.5 and 26% of the population in these suburbs were 65 years of age or older and between 17 and 18% were children aged 1-14 years. Both these age groups are more sensitive to the effects of environmental noise including aircraft noise. Based on this data and the population data shown in Table 4-4, in 2016 there would up to 10,792 people in the affected suburbs in Brimbank that would fall into groups that are known to be sensitive to the effects of aircraft noise. This is predicted to increase to 15,463 people in 2041.

In these suburbs there are 8 schools and childcare/early learning centres as well as 4 aged care facilities/retirement villages.

It is generally acknowledged that the significance of the noise level change values are as follows:

- Differences in noise levels of less than approximately 2 dB are generally imperceptible in practice, an increase of 2 dB is hardly perceivable;
- Differences in noise levels of around 5 dB are considered to be clearly perceptible; and
- Increases in noise levels of around 10 dB are generally perceived to be a doubling of the perceived loudness of the noise. An increase of 10 dB is perceived as twice as loud. Therefore, an increase of 20 dB is four times as loud and an increase of 30 dB is eight times as loud etc.

4.4.4 Risk Characterisation

The purpose of the risk characterization is to estimate potential risks associated with exposure to noise from the proposed airport operations. For the assessment of health effects where there is a known threshold for effect, the predicted noise level for each averaging period is compared to the health based guideline values as set by WHO (2018). The ratio of the predicted noise level to the guideline is termed the hazard quotient (HQ):

HQ = predicted noise level / health based guideline

The hazard quotients are estimated for each of the averaging periods relevant to the guidelines for a given health outcome. The hazard quotient approach has been used to assess the potential impact on sleep disturbance and children's learning and cognitive development. It has also been used to assess the increase in risk for people highly annoyed by aircraft noise. The WHO guideline for Lden has been based on the number of people who are highly annoyed which occurs at lower noise levels than other health impacts such as increases in cardiovascular outcomes. Therefore, meeting the WHO guideline for annoyance means that other health outcomes will be protected.

It is accepted by health authorities, including enHealth and WHO, that a hazard quotient of 1 or below is an acceptable risk level. Hazard quotients greater than 1 indicate an increase in risk of adverse health effects and that risk management measures should be considered to minimize risk to acceptable levels.

4.4.4.1 Annoyance

The WHO (2018) reviewed the epidemiological literature relating to the impacts of aircraft noise and percentage of people in a population highly annoyed by noise. The association determined by WHO is shown in Table 4-6. Using the correlations determined by Marshall Day, the ANEF 20 contour corresponds to a Lden value of 61 dB which indicates that 36% of the population within the ANEF 20 contour would be highly annoyed by noise. Forty five percent of the population living within the ANEF 25 contour would be highly annoyed by noise.

WHO derived a guideline value of 45 dB to be protect the population from being highly annoyed by aircraft noise and other adverse health effects such as increases in cardiovascular disease. The WHO acknowledge that at this level there would still be 10% of the population highly annoyed by noise.

The ANEF 25 contour extends across the suburbs of Keilor, Keilor Park, Keilor Village and parts of Kealba. This means that 45% of the population within this contour would be highly annoyed by the aircraft noise. The hazard quotient is 1.5 which is a 50% increase in the population impacted compared with areas that would meet the WHO guideline. As the WHO Lden guideline is derived to protect against increases in annoyance, cognitive development and cardiovascular effects, this would indicate that there would be increases in cardiovascular disease within that population in

addition to annoyance and potentially impacts on cognitive development. As discussed in Section 4.4.2.5, increases in the number of people highly annoyed by aircraft noise has been associated with increases in depression and anxiety in adult populations. Based on the WHO data shown in Table 4-6, in the ANEF contour 45% of the population would be highly annoyed by aircraft noise arising from the proposed Airport expansion which indicates that a significant percentage of the adult population are potentially at risk for increases in depression and anxiety.

The ANEF 20 contour extends as far south as North Sunshine. Based on the Marshall Day analysis, the hazard quotient for the population living within this contour is 1.4 – a 40% increase in people highly annoyed compared with areas that would be compliant with the WHO guideline. As shown in Table 4-4 the total population in the ANEF 20 and 25 contours is predicted to be 15,745 by 2041. Based on the WHO data shown in Table 4-6, this would indicate that approximately 6,300 people would be highly annoyed by aircraft noise in 2041.

Table 4-6: Percentage of Population Highly Annoyed by Aircraft Noise (Source: WHO, 2018)

Lden (dB)	% Highly Annoyed
40	1.2
45	9.4
50	17.9
55	26.7
60	36.0
65	45.5
70	55.5

4.4.4.2 Highly sleep disturbed (HSD)

The WHO (2018) reviewed epidemiological studies linking aircraft noise and highly disturbed sleep. The WHO estimated sleep disturbance to be the most adverse non-auditory effect of environmental noise exposure (Basner et al., 2014; WHO, 2011). Undisturbed sleep of a sufficient number of hours is needed for alertness and performance during the day, for quality of life, and for health (Basner et al., 2014). Humans exposed to sound whilst asleep still have physiological reactions to the noise which do not adapt over time including changes in breathing, body movements, heart rate, as well as awakenings (Basner et al., 2014). The elderly, shift-workers, children and those with poor health are thought to be at risk for sleep disturbance by noise (Muzet, 2007). The WHO (2018) estimated that 11% of the population are highly sleep disturbed at Lnight levels of 40dB. The % of highly sleep disturbed at levels above 40 dB are shown in Table 4-7.

Table 4-7: Percentage of Population Highly Sleep Disturbed by Aircraft Noise (Source: WHO, 2018)

Lnight (dB)	% Highly Sleep Disturbed	95% Confidence Limit
40	11.3	4.72-17.81
45	15	6.95-23.08
50	19.7	9.87-29.60
55	25.5	13.57-37.41
60	32.3	18.15-46.36
65	40	23.65-56.06

The WHO has established a Lnight guideline of 40 dB to protect against highly disturbed sleep. They acknowledge that this guideline is not fully protective of health as it implies that approximately 11% of the population may be characterized as highly sleep disturbed at the Guideline level.

As shown in Table 4-5, the ANEF 25 contour corresponds to a Lnight value of 58 dB. Based on the information in Table 4-7, this would mean that approximately 32% of the population within the ANEF 25 contour would be highly sleep disturbed. For the ANEF 20 contour, approximately 25% of the population would be highly sleep disturbed.

The hazard quotients for the ANEF 25 and ANEF 20 contours are 1.5 and 1.3 respectively. This means that there is a 50% increase in people highly sleep disturbed in the ANEF 25 contour compared to areas that meet the WHO Lnight guideline. For people living in the ANEF 20 contour the increase is 30%.

As discussed in Section 4.4.2.2, possible effects of aircraft noise on sleep are generally grouped into three categories:

- The immediate effects of noise on sleep (sleep disturbance and physiological effects)
- The secondary effects of sleep disturbances (morning after effects)
- Long term health effects including increases in cardiovascular disease and psychological effects such as anxiety and depression.

People in older age groups, > 65 years of age, and children form vulnerable groups in relation to sleep disturbance. For people over 65 years of age exposure to high levels of environmental noise, including aircraft noise can increase the prevalence of cardiovascular disease, in particular ischaemic heart disease, as well as increases in anxiety and depression. The study by Hegewald et al (2020) reported a 12% increase in depression (and anxiety) per 10 dB in Lden from aircraft noise exposure. Based on the correlations between the ANEF contours and Lden metric, in the ANEF 25 contour there is a 21 dB increase in Lden above the WHO guideline. This would indicate that there is potentially a 24% increase in anxiety and depression in the population within the ANEF 25 contour. For the ANEF 20 contour the Lden equivalent is 16 dB above the WHO guideline indicating that there could be an increase of approximately 20% in anxiety and depression in that population. As shown in Table 4-2, 27.8% of the population in Brimbank currently suffer from anxiety and depression. Table 4-2 also shows that the deaths per 100,000 population for ischaemic heart disease and cardiovascular disease are higher in Brimbank compared to the rest of Victoria. This indicates that

the Brimbank community is more vulnerable to the impacts of aircraft noise due to higher rates of existing disease that are exacerbated by exposure to noise.

For children, sleep disturbance can lead to the inability to concentrate the following day which can impact on their cognitive development as discussed in Sections 4.4.2.4 and 4.4.4.3.

4.4.4.3 Cognitive Development in Children

As discussed in Section 4.4.2.3, aircraft noise has been associated with delays in cognitive development in children. WHO (2018) identified that at a Lden level of 55 dB there is a 1 month delay in reading and oral comprehension in children compared to children in lower noise areas. For every 5 dB increase above Lden of 55 dB there is additional 1-2 month delay. The WHO Lden guideline of 45 dB is considered to be protective of adverse effects of aircraft noise on cognitive development in children. Using the 45 dB the hazard quotient for cognitive development is 1.4 and 1.5 for the ANEF 20 and ANEF 25 contours respectively.

For the areas in Brimbank within the ANEF 25 contour, this could result in a delay in reading and oral comprehension of between 3 and 5 months compared to children in lower noise areas. For the population in the ANEF 20 contour the delay is similar. This means that for children in Brimbank living and going to school within the ANEF 20 and 25 contours, the increase in noise resulting from the expansion of the Melbourne Airport as proposed in the 2022 Master Plan would have their cognitive development delayed.

As discussed in Section 4.3.2.2, the proportion of children assessed as being developmentally on track in the language and cognitive skills is notably lower in Brimbank (79.3%) than in Greater Melbourne (85.3%). Compared with other LGAs in Greater Melbourne, Brimbank had the third lowest proportion of children who were assessed as being on track for language and cognitive skills. Aircraft noise has been shown in epidemiological studies to impact on children's cognitive development particularly in reading and oral comprehension. This means that the Brimbank population forms a sensitive population to the impacts of aircraft noise from the Airport Expansion.

As shown in Section 4.4.3, approximately 18% of the population in the suburbs within the ANEF 20 and ANEF 25 contours is between the ages of 1 and 14 years of age. This indicates that there is a significant number of pre-school and school aged children that may have their cognitive development impacted by the noise from the aircraft noise from the proposed Airport Expansion. These effects are due to direct impacts during the day as well as impacts due to sleep disturbance which may occur outside the normal night hours of 11pm to 6am. Exposure during critical periods of learning at school could potentially impair development and have a lifelong effect on educational attainment.

There are several ways in which aircraft noise could influence children's cognition (Stansfeld and Clark, 2015):

- lost teaching time - as a teacher may have to stop teaching whilst noise events occur;
- teacher and pupil frustration;
- annoyance and stress responses;
- reduced morale;
- impaired attention;
- children might tune out the aircraft noise and over-generalise this response to other sounds in their environment missing out on information; and
- sleep disturbance from home exposure which might cause performance effects the next day.

The Lden metric used by WHO (2018) takes into account exposures during the day, evening and night.

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As discussed in Section 4.3 there are 8 schools and childcare/early learning centres within the ANEF 20 and ANEF 25 contours. These facilities are predicted to be exposed to noise levels above the WHO guideline meaning that there is an increased risk of delays in reading and oral comprehension attributable to aircraft noise. This is likely to be worse for children who also live in these areas as they will also be exposed to aircraft noise in their home environment.

5 Risk Mitigation

Multiple airports from Australia and abroad provide examples of aircraft noise mitigation measures for the surrounding population. These mitigation measures can be separated into active and passive noise abatement measures, where active measures relate to internal changes of flight paths, flight times, and aircraft models, and passive measures are more community-focused measures.

5.1 Passive noise abatement

When active noise abatement measures cannot be implemented effectively, or at all, passive noise abatement measures can be used as a replacement. These measures can also be utilised in conjunction with active measures to further reduce airport noise pollution for surrounding communities.

5.1.1 Best Practice

European examples provide a framework for best practice measures to provide good passive noise abatement programs that assist pre-existing homes mitigate the impact of noise on the residents. A Noise Insurance Policy has been implemented by Heathrow Airport in London to compensate residents most affected by any construction and operation of the expanded airport. Heathrow implement three schemes to address differing circumstances for nearby residents:

- Scheme 1 – for eligible properties affected by aircraft noise, a full package of sound insulation to habitable rooms
- Scheme 2 – for eligible properties to address noise from construction, road, or rail sources
- Scheme 3 – a £3000 contribution to a package of sound insulation treatment

With relation to scheme 3, Heathrow plan on seeking powers to be able to carry out noise insulation works compulsorily should that be necessary for properties at the end of the new runway.

Frankfurt Airport cover nearby residents with a similar scheme, labelled the Passive Noise Protection Program, by retrofitting affected homes and properties with noise insulation materials. A budget of €150 million was allocated to the program.

During the expansion of Perth Airport, recommendations were made with respect to manageable aircraft noise levels. Approximately 35dB for sleeping areas and 40dB for living areas were accepted as complying with the requirements of *Statement of Planning Policy No. 5.1 Land Use Planning* in the Vicinity of Perth Airport. Along with the Sydney Noise Amelioration Program, these policies were considered achievable at a reasonable cost with reasonable cost-effectiveness. Some of the key measures for residential developments included:

- Openings: Maximum size of openings (windows and doors) of 20% (of floor area) for sleeping areas and 50% (of floor area) for living areas
- Construction: Slab-on-ground
- Walls: Double brick cavity
- Roof: Pitched, minimum 250 slope, masonry tiles or metal sheet with acoustically sealed sarking (impervious membrane) over rafters
- Ceiling: Plasterboard 10mm minimum thickness, with ceiling joists separate from roof structure, i.e., not attached to rafters or roof trusses
- Insulation: Fibrous thermal insulation R2.5 or greater between ceiling joists
- Windows: Laminated glass 6.38mm or greater with acoustic or resilient flap weather seals to frames

- Doors: Solid core 40mm or greater with acoustic or resilient flap weather seals to frames. Doors with glass panels are to match the standard for windows above
- Note: Where air conditioning or mechanical systems are installed, sound-attenuated ducting will be necessary to limit noise intrusion

The specifications were to be reviewed after two (2) years of operation, with noise measurements to be undertaken to evaluate the efficacy in meeting the noise reduction targets listed above.

In addition, local government provided planning and building advice involving residential developments forecast to be affect by aircraft noise exposure above 20 Australian Noise Exposure Forecast (ANEF), including:

- Potential for noise nuisance and potential for noise nuisance and increases in noise exposure levels
- Noise reduction requirements under *Statement of Planning Policy No. 5.1*
- Limitations on the required noise control measures and the potential for residual indoor sound levels more than those recommended in *AS 2021*
- Need for closure of windows and doors to achieve the benefits of noise control measures, and the associated need for noise-attenuated ventilation and/or air conditioning
- Option to seek independent professional advice as to the building specifications required to achieve the minimum aircraft noise reduction standards identified in this report
- Recommendation in *Statement of Planning Policy No. 5.1* for noise control measures in areas between the 20 ANEF and 25 ANEF contours
- Desirability of supplementary noise control measures or in circumstances where the occupants of the housing are particularly sensitive to aircraft noise.

The Victorian Planning Provisions require noise attenuation that accords with the Section 3 AS2021 – 2015, where land is located in the Melbourne Airport Environs Overlay Schedule 1 and 2 (MAEO 1 & 2). The MAEO 1 & 2 applies to the ANEF 25 and 20 respectively. The VPP's don't extract any noise attenuation requirements from Section 3 AS2021 - 2015, as opposed to the Western Australian Statement of Planning Policy No. 5.1 Land Use Planning, which includes considerable information and detail about aircraft noise and noise attenuation measures. Planning provisions are outside the scope of this HRA, however it is understood that the Victorian Government has appointed a Melbourne Airport and Environs Safeguarding Standing Advisory Committee to provide advice on safeguarding matters.

5.1.2 Previous Australian examples of insulation programs

Such passive noise abatement measures have been implemented in Australia in the past, with two key examples being the Sydney Airport Noise Amelioration Program (NAP) and the Commonwealth Noise Insulation Scheme.

The NAP was introduced in November 1994 and was developed as a program to voluntarily acquire properties and provide financial assistance for noise insulation of residential and institutional buildings in areas most affected by aircraft noise. The total expenditure was estimated to be $300 million over six financial years, and some funds were recouped using a levy on airlines and airline ticket sales. For example, between 1995 and 1997, the airlines recouped $60.8 million from an additional charge on airline tickets. The system was overseen by the Department of Transport and Regional Development; however, the business unit was sold to a private sector buyer in 1997.

The Commonwealth Noise Insulation Scheme was introduced in 2000 as a tool to insulate buildings affected by aircraft noise and was used primarily by Adelaide and Sydney airports. The scheme

provided clear Guidelines on which affected buildings would be targeted for assistance by utilising theAustralian Noise Exposure Index (ANEI) contours:

- Residential properties: 30 ANEI contour
- Public buildings (schools, churches, day care centres and hospitals): 25 ANEI contour

The scheme was funded by a Commonwealth levy on passengers; however, the levy was terminated in 2010, with the final works beginning in 2012, and concluding by 2013. The Commonwealth scheme funded noise amelioration programs for both Sydney and Adelaide airports.

Had the Noise Insulation Scheme been in place today, all affected areas in the Brimbank LGA would be able to apply for the scheme.

6 Conclusions and Recommendations

The outcomes of the stakeholder engagement show that the residents in parts of Keilor, Keilor Park, Keilor Village and Kealba are adversely impacted by the current operations of the Melbourne Airport. Noise from aircraft take-offs and landings is causing sleep disturbance and increased levels of stress and anxiety in the impacted community. People are unable to enjoy their homes and cannot utilise their outdoor areas. This impact is predicted to worsen and affect more people in the Brimbank LGA with the proposed airport expansion. The community feel that their concerns have been dismissed by the Melbourne Airport Corporation and are feeling frustrated and helpless. This is having a significant impact on the health and wellbeing of the impacted community.

The results of the HRA have shown that the proposed airport expansion will lead to significant increases in the percentage of the population that are highly annoyed by aircraft noise. This is due to a combination of issues – larger area covered by the ANEF 20 and 25 contours with the expansion and population growth. It has also shown that there will be a significant increase in sleep disturbance in the exposed community which may lead to increases in health effects such as cardiovascular disease and anxiety and depression. The WHO (2018) guidelines are exceeded across the areas within the ANEF 20 and ANEF 25 contours indicating that there is an increased risk of adverse health effects within the exposed population.

A review of the baseline health profile and socioeconomic indicators for the Brimbank LGA show that the suburbs within the ANEF 20 and ANEF 25 contours are a vulnerable population to the impacts of aircraft noise. They have a lower socioeconomic status that Australia and Victoria as a whole which is a known risk factor for the adverse effects of aircraft noise. The proportion of children assessed as being developmentally on track in the language and cognitive skills is notably lower in Brimbank (79.3%) than in Greater Melbourne (85.3%). Compared with other LGAs in Greater Melbourne, Brimbank had the third lowest proportion of children who were assessed as being on track for language and cognitive skills. Aircraft noise has been shown in epidemiological studies to impact on children's cognitive development particularly in reading and oral comprehension. There are also higher rates of deaths from ischaemic heart and cardiovascular disease in Brimbank compared to the rest of Victoria. All these health outcomes can be exacerbated by exposure to aircraft noise.

School children who live and go to school within the ANEF 20 and ANEF 25 contours are predicted to experience a delay in reading and oral comprehension of between 3 and 5 months compared to children in lower noise areas. These effects are due to direct impacts during the day as well as impacts due to sleep disturbance which may occur outside the normal night hours of 11pm to 6am. Exposure during critical periods of learning at school could potentially impair development and have a lifelong effect on educational attainment. This impact is predicted to occur within a population that is known to be delayed in their language and cognitive skills compared to the rest of Melbourne.

Given the potential adverse effects due to the increase in aircraft noise, mitigation measures should be implemented to minimise the risk to the exposed community. These measures should be based on national and international best practice including:

- Where possible limit the take-offs over the populated area within the Brimbank LGA
- Alternate the direction of take-offs to provide some respite to Brimbank residents from the aircraft noise
- Consideration of a curfew between 11pm and 6am to minimise sleep disturbance that can lead to other adverse health impacts
- If a curfew isn't possible then limit aircraft during these hours to more modern and quieter aircraft

- Implement noise insulation programs in the areas within the ANEF 20 and ANEF 25 contours similar to those previously funded by the Commonwealth Government and implemented in areas impacted by Sydney and Adelaide airports. These programs should be implemented in residential premises, schools, childcare and early learning centres, aged care facilities and public buildings such as libraries and community centres.

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7 Review of Air Quality Report

The Air Quality Assessment for the proposed expansion of Melbourne Airport is presented in Chapter B10 of the Melbourne Airport M3R MDP. It appears that the assessment, including air dispersion modelling, was conducted by Melbourne Airport Corporation and reviewed by GHD Pty Ltd. Scenarios for construction as well as operations in 2026 and 2046 have been modelled and include airport operations and associated increases in traffic on the airport land. Off-site impacts have been modelled for these sources at a limited number of sensitive receptors.

The Environment Protection Act 2017 (the Act), and subordinate legislation came into effect on 1 July 2021 and is designed to drive environmental improvements by ensuring that individual industries take responsibility for the risks they pose to human health and the environment. At the centre of the Act is the General Environmental Duty (GED). This requires all duty holders (businesses, industries, community etc) to understand, abate and manage their emissions so that risks of harm to the environment and to human health are minimised. Complying with the GED means taking proactive steps as well as employing industry best practices to minimise risk to human health and the environment, so far as reasonably practicable.

At the time that the new Act came into force the Environmental Reference Standards (ERS) also came into force. The ERS provide reference standards against which the impact of a development or operating business can be assessed. The ERS for air quality adopted the air quality standards in the National Environment Protection (Ambient Air Quality) Measure. Although the ERS are not compliance standards they are used by Government Agencies in decision making processes around new developments and assessment of meeting the requirements of the GED.

Prior to I July 2021 the State Environment Protection Policies – Ambient Air Quality and Air Quality Management – provided the framework for assessing and managing emissions to air in Victoria. These were revoked on 1 July 2021 and according to the EPA Victoria website have no legal standing in Victoria post that date. The ERS have recently been updated (February 2022) to include the new NEPM NO_2 standards and more stringent standards for SO_2 and O_3.

The EPA has also released the Guideline for Assessing and Minimising Air Pollution in Victoria (2022). The draft guideline was released in 2021. The Guideline includes Guidelines on how to meet the requirements of the GED with respect to air quality assessments, assessing best practice and 'as low as reasonably achievable' emission controls and establishes air quality assessment criteria (AQAC) against which air dispersion modelling results can be compared. The AQAC replace the design criteria in the previous SEPPs.

Although the new EP Act and associated subordinate legislation was in force at the time that the Air Quality Assessment for the Airport Expansion was being prepared it has not been applied as part of the assessment. There is no discussion of the GED and how the emissions/operations are proposed to be managed to minimise the risk of harm to human health or the environment. The SEPP design criteria, which were revoked on 1 July 2021, have been used to assess compliance with air quality requirements in Victoria. This is not valid as the design criteria have had no legal standing in Victoria since 1 July 2021.

The design criteria were developed in 2001. The new AQAC and ERS are more stringent than the previous SEPP criteria. Therefore, the off-site air quality impacts have been assessed as being acceptable against less stringent criteria than those currently applicable in Victoria. If assessed against the ERS or AQAC the outcomes of the assessment may differ. T+T are unable to check this as there is not sufficient detail presented in the Air Quality Assessment conducted by Melbourne Airport Corporation to do a detailed review. It is T+Ts understanding that although the Airport operates on Commonwealth Land, the off-site impacts must be managed to comply with Victorian legislation. This hasn't been done in the reports released by the Airport Corporation. An assessment

of meeting the GED to minimise risk to human health and the environment should have been undertaken and the ERS and AQAC should have been used to assess the outcomes of the air dispersion modelling. A list of potential emission control measures are listed in B10.8.2.3 however they have not been modelled to assess their effectiveness in minimising emissions.

Although the draft Guideline is mentioned in the Air Quality Assessment it is dismissed and has not been followed. Although only available in draft form at the time that the Air Quality Assessment was being undertaken it is the document that EPA Victoria has required to be followed since 1 July 2021. It should have been used to assess the air quality impacts from the proposed airport expansion as it is consistent with the new EP Act requirements.

The main sources of air pollution from airport operations are:

- Ground based operations at the airport including taxiing, take-offs and landings of aircraft, use of ground based vehicles, diesel generators etc
- Overflight emissions
- Increases in road traffic surrounding the airport due to the airport operations.

The Air Quality Assessment has only considered ground based operations within the airport boundary. It does not consider overflight emissions or road traffic surrounding the airport. Overflight emissions usually have minimal impact at ground level therefore excluding them from the modelling is unlikely to significantly change the outcomes of the assessment. However, increases in road traffic in areas surrounding the airport will increase local air pollution and should have been included in the assessment. It is an impact that is directly linked to the proposed airport expansion.

As discussed above, no modelling has been conducted for near road impacts off-site that would be due to increases in traffic on roads external to the airport solely attributable to the airport expansion. Therefore, T+T are unable to provide Council with any assessment of the potential impacts in the Brimbank LGA attributable to increased traffic directly related to the proposed expansion. However, there are significant increases in traffic predicted on Keilor Park Drive and on the Calder Highway west of Keilor Park Drive shown in Table 7-1. Increased traffic and associated congestion are known to increase near road pollution levels. Although not quantified in the air quality assessment, the predicted increases in traffic would result in increased air pollution levels near the affected roads – Keilor Park Drive and Calder Highway. There are no traffic predictions in the air quality report for other roads within the Brimbank LGA.

Table 7-1: Predicted Annual Increases in Traffic Keilor Park Drive and Calder Freeway west Keilor Park Drive No Build vs Build (Source: Tables 10:13 and 10:14 Melbourne Airport Corporation Air Quality Assessment)

Road Traffic Predictions	No Build	Build	Increase in Traffic due to Airport
Keilor Park Drive 2026	6,741,317	7,183,860	442,543
Keilor Park Drive 2046	8,972,253	10,274,506	1,302,253
Calder Fwy 2026	24,992,195	25,427,788	435,593
Calder Fwy 2046	31,602,969	33,199,029	1,596,060

To assess the potential impact on air quality the Airport Corporation has established Significance Criteria. According to Table 10.4 of the Air Quality Assessment an increase in an air pollutant level between 1% and 20% of the project standard is considered a minor impact. An increase of between 20% and 99% of the project standard is considered to be moderate impact. It is unclear how these

numbers were determined. They are not consistent with the current Victorian Guidelines for Air Quality Assessments. According to the EPA Guideline for Assessing and Minimising Air Pollution in Victoria, an increase in air pollution levels less than 4% of the air quality assessment criteria is considered insignificant. Above 4% it is considered a significant impact and requires further assessment. This means that the impact of an incremental increase in pollutant level is being assessed by the Airport that is assessed as minor would be considered as significant by the EPA. Therefore, the impact would be considered greater if assessed by the current Victorian legislation than that used by the Airport Corporation for the same incremental increase.

The approach used by the Airport Corporation to determine the significance of the impact on increases in pollution levels highlights the importance of the selection of air quality assessment criteria used. For example, if a less stringent standard has been used, then 20% of that standard is higher than if a more stringent (lower) standard has been used. This is important as the Airport Corporation has used the old design criteria that were in the SEPPs which are less stringent than the current AQACs and ERS. This combined with the higher percentages of the AQAC used in determining Significance of the impact means that the conclusions drawn that an impact is minor or moderate are unreliable. If assessed using the current Victorian legislation and Guidelines it is likely that the Significance rating of the impact would be higher.

The Air Quality Assessment concludes that comparisons of model results for the No Build and Build scenarios indicated that Build leads to slightly worse air quality impacts overall – which is to be expected given the substantial increases in air and road traffic due to the Build. In all scenarios however, compliance with SEPP(AQM) criteria was achieved, except where background levels were already high (in the case of PM_{10}). The assessed risk levels for the operational case Build 2046 for all pollutants all ranged between negligible and medium. These conclusions would change if the current requirements for air quality assessments in Victoria were used rather than the SEPP (AQM) criteria which are less stringent and have been revoked.

The initial risk level for the M3R construction was assessed as high, but consideration of additional mitigation measures decreased this risk level to medium (Section B10.6). The Air Quality Assessment concludes that the potential for air quality impacts due to dust emissions from construction activities is anticipated to be mitigated to satisfactory levels through the application of dust suppression techniques implemented through the CEMP. The predicted concentration of nuisance dust as shown in Figure B10:13 extend beyond the airport boundary into the Brimbank LGA. The contour extends close to the residential receptor on Overnewton Road. Monitoring should be implemented at this location during the construction to ensure that the impacts are being managed so that any impacts are confined within the airport boundary and not impacting on sensitive receptors within Brimbank.

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- Keilor: https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC21306
- Keilor Park: https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC21311
- Sunshine (Vic.): https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC22383?opendocument
- Sunshine North: https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC22384
- Victoria (state): https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/2?opendocument

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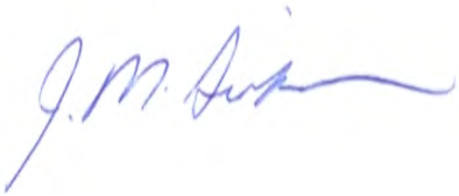
9 Applicability

This report has been prepared for the exclusive use of our client Brimbank City Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Pty Ltd

Report prepared by:	Authorised for Tonkin & Taylor Pty Ltd by:
	
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Dr Lyn Denison	
Technical Lead Environmental – Human Health Risk Assessment	Project Director

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Appendix A: Marshall Day Report

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Australia
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www.marshallday.com

21 February 2022

Tonkin + Taylor
Kings Technology Park
Level 3, 99 Coventry Street
Southbank VIC 3006

Attention: Ms Suk-yi Lo

Dear Suk-yi

MELBOURNE AIRPORT EXPANSION - NOISE EXPOSURE REVIEW

Tonkin + Taylor, on behalf of the Brimbank City Council, is undertaking a health impact study for areas in the vicinity of Melbourne Airport. Specifically, the study is to assist Council with input to their submission on the Melbourne Airport Master Plan 2022.

Aircraft noise information is typically provided in range of formats, including exposure noise metrics (e.g. Australian Noise Exposure Forecast, ANEF) and single event metrics (e.g. maximum noise levels, L_{ASmax}).

The ANEF is the most common published aircraft noise exposure metric in Australia. There is however limited data that correlates ANEF levels and health impacts; rather studies have been focussed on impacts such as annoyance arising from aircraft noise. Further details on community response to aircraft noise is provided in Appendix A.

The aircraft noise metrics adopted by Tonkin + Taylor to inform their health study/review are based on the World Health Organization (WHO) Guidelines, which reference the following noise metrics:

- L_{den}, the day-evening-night equivalent sound level over a 24 hour period with a:
  - 5 dB penalty applied to aircraft operations that occur during the evening period (6 pm – 10 pm)
  - 10 dB penalty applied to aircraft operations that occur during the night-time period (10 pm – 7 am)
- L_{night}, the equivalent sound level over the period of aircraft operations between 10 pm and 7 am

In the absence of publicly available information associated with Melbourne Airport operations in the form of the above metrics, Marshall Day Acoustics (MDA) has estimated a relationship between the ANEF and these metrics. The estimated conversion factors between the metrics are detailed in Table 1. Details on the method to establish these factors is described in Appendix B.

Table 1: Estimated relationships between ANEF and other aircraft noise metrics

Metric	Conversion factor from ANEF	Example for given ANEF value 20
ANEF	n/a	20 ANEF
L_{den}	+ 41	61 dB L_{den}
L_{night}	+ 33	53 dB L_{night}
$L_{Aeq,24hr}$	+ 37	57 dB $L_{Aeq,24hr}$

It is intended that this information can be used in combination with the published aircraft noise information for Melbourne Airport, and interpreted by Tonkin + Taylor to draw conclusions on potential health impacts.

An example of such analysis is the application of the conversion factors in Table 1 to noise contours contained within the Melbourne Airport Master Plan 2022. Specifically, review of the 2019 ANEI and the 2052 ANEF contours, provides an indication on the likely change in aircraft noise exposure from current airport operations and forecast long range future operations. Refer to Appendix C for an example of annotated figures.

We trust this information is satisfactory for your needs at this time. If you have any queries or comments, please do not hesitate to contact us to discuss.

Yours faithfully

MARSHALL DAY ACOUSTICS PTY LTD

Alex Morabito

Senior Associate

APPENDIX A COMMUNITY RESPONSE TO AIRCRAFT NOISE

A large number of overseas studies have been carried out to investigate community response to environmental noise. The general approach of these studies is to question residents (verbally or in writing) as to their level of annoyance due to a particular noise source. The noise level at the respondent's location is then determined by either measurements or by referencing noise modelling outputs, such as noise contours.

In many countries, aircraft noise levels are measured/calculated as L_{dn} – the Day/Night Level, which involves a summation of the noise energy over 24 hours with a 10 dB penalty for noise occurring at night. Land use planning around major Australian airports uses the Australian Noise Exposure Forecast (ANEF) metric for aircraft noise, which is based on a similar noise energy exposure concept to the L_{dn} metric. There is a generally accepted conversion factor between the two parameters of $L_{dn} \approx$ ANEF + 35.

A graph of the percentage of people highly annoyed plotted versus the level of noise exposure, allows a 'dose-response curve' to be produced. In 1978, Schultz[1] provided the first synthesis of various studies into community response to transportation noise (including aircraft noise).

In 2001, Miedema and Oudshoorn[2] examined the aircraft specific studies into community response to noise. Their analysis was based on 20 studies from around the world which included over 40 airports (some studies looked at multiple airports) with 34,214 respondents. Over the past 20 years, the Miedema and Oudshoorn dose-response curve has been regarded as the 'current state of knowledge' into community response to aircraft noise.

In the last 5 years, a number of new comprehensive airport studies have been carried out. The two most significant of these are the FAA Neighbourhood Noise Study 2021[3] and the Guski (WHO) Aircraft Noise Annoyance 2018[4] studies. The dose-response curves from these studies are shown in Figure 1, together with the earlier Miedema 2001 and Schultz 1978 studies.

The findings from the recent FAA and Guski studies indicate that community annoyance to aircraft noise appears to have increased by approximately 10 dB; this is a significant increase in sensitivity.

Australian Standard AS 2021-2015 *Acoustics-Aircraft noise intrusion-Building siting and construction* (AS 2021) was updated prior to the FAA and Guski studies, however the Standard still referred to community response findings from a study in 1979.[5] The findings of that study were broadly similar to the Miedema 2001 study.

Figure 1 shows that at 55 dB L_{dn} (approximately ANEF 20), 30 % of people are expected to be highly annoyed by aircraft noise. It also shows that noise effects occur in locations below 55 dB L_{dn} (ANEF 20), e.g., 20 % highly annoyed at 50 dB L_{dn}.

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[1] Schultz, T. (1978). *Synthesis of social surveys on noise annoyance*. The Journal of the Acoustical Society of America 64 (2): 377-405.

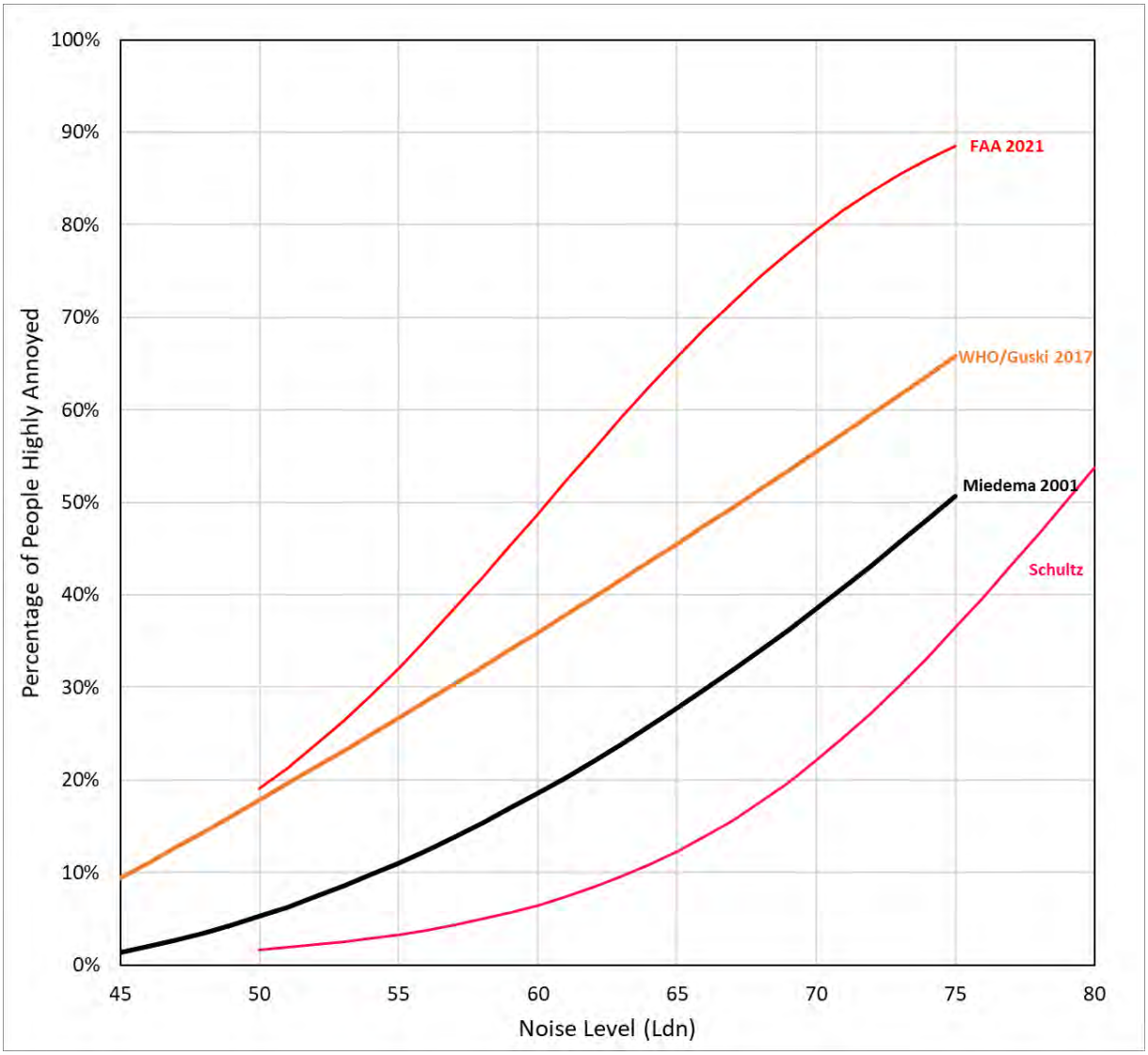
[2] Miedema, H, & Oudshoorn, C. (2001). *Annoyance from transportation noise: relationships with exposure metrics DNL and DENL and their confidence intervals*. Environmental Health Perspectives, 109(4).

[3] U.S Department of Transportation (FAA). (2021). *Analysis of the Neighbourhood Environmental Survey*. National Technical Information Service.

[4] Guski, R., Schuemer, R. and Schreckenberg, D. (2018). *Aircraft noise annoyance - Present exposure-response relations*. Euronoise 2018. Crete: European Acoustics Association.

[5] EDE, A.J. and BULLEN, R.B. (1982). *Aircraft Noise in Australia: A Survey of Community Reaction*, National Acoustic Laboratories Report No. 88. Australian Government Publishing Service, Canberra.

Figure 1: Summary of Dose-response curves



APPENDIX B CONVERSION FACTOR PROCESS

MDA has prepared aircraft noise contours for several airports throughout Australia and New Zealand, ranging in size and operations that occur.

To establish conversion factors between the various aircraft noise metrics, noise model data for airports which are currently similar in size and operation (number of annual movements) to Melbourne Airport has been used. Specifically, the forecast annual noise models prepared for Auckland Airport and Christchurch Airport were recalculated for each noise metric of interest. The noise levels were calculated for a 10 nautical mile (nmi) grid around each airport, at discrete points spaced at 0.2 nmi (370 m) apart.

For each discrete point, the difference between the calculated ANEF value and other respective metrics was determined. An analysis of the differences was undertaken, and an average value used as the estimated conversion factors presented in Table 1.

This process demonstrated good agreement and limited spread in the differences across the grid (±1-3 dB across the 10 nmi study area for the various metrics).

However, it is noted that, ideally, the equivalent process should be undertaken by those responsible for the preparation of the Melbourne Airport noise contours to recalculate and determine the airport-specific aircraft noise levels in the requisite noise metrics.

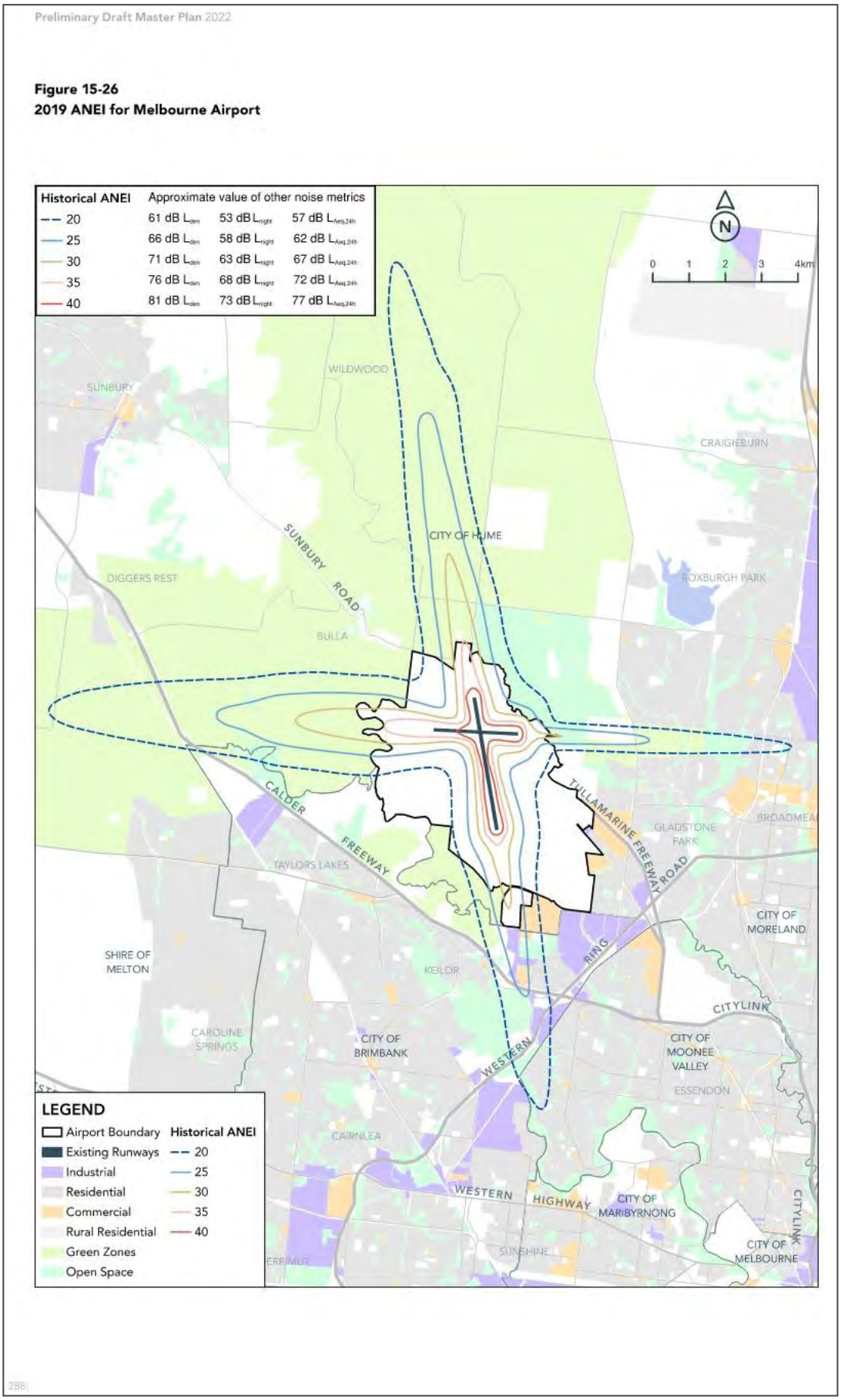
It is noted that the contours in Appendix C do not clearly indicate the extent of areas exposed to aircraft levels below 61 dB L_{den}, 53 dB L_{night} or 57 dB $L_{Aeq,24hr}$. Accordingly, in instances where impacts (health or other) occur at lower thresholds, then further information from Melbourne Airport is required.

APPENDIX C MELBOURNE AIRPORT NOISE CONTOURS

Source: Melbourne Airport (2022), *Preliminary Draft Master Plan 2022,* Australia Pacific Airports (Melbourne) Pty Ltd

MARSHALL DAY Acoustics

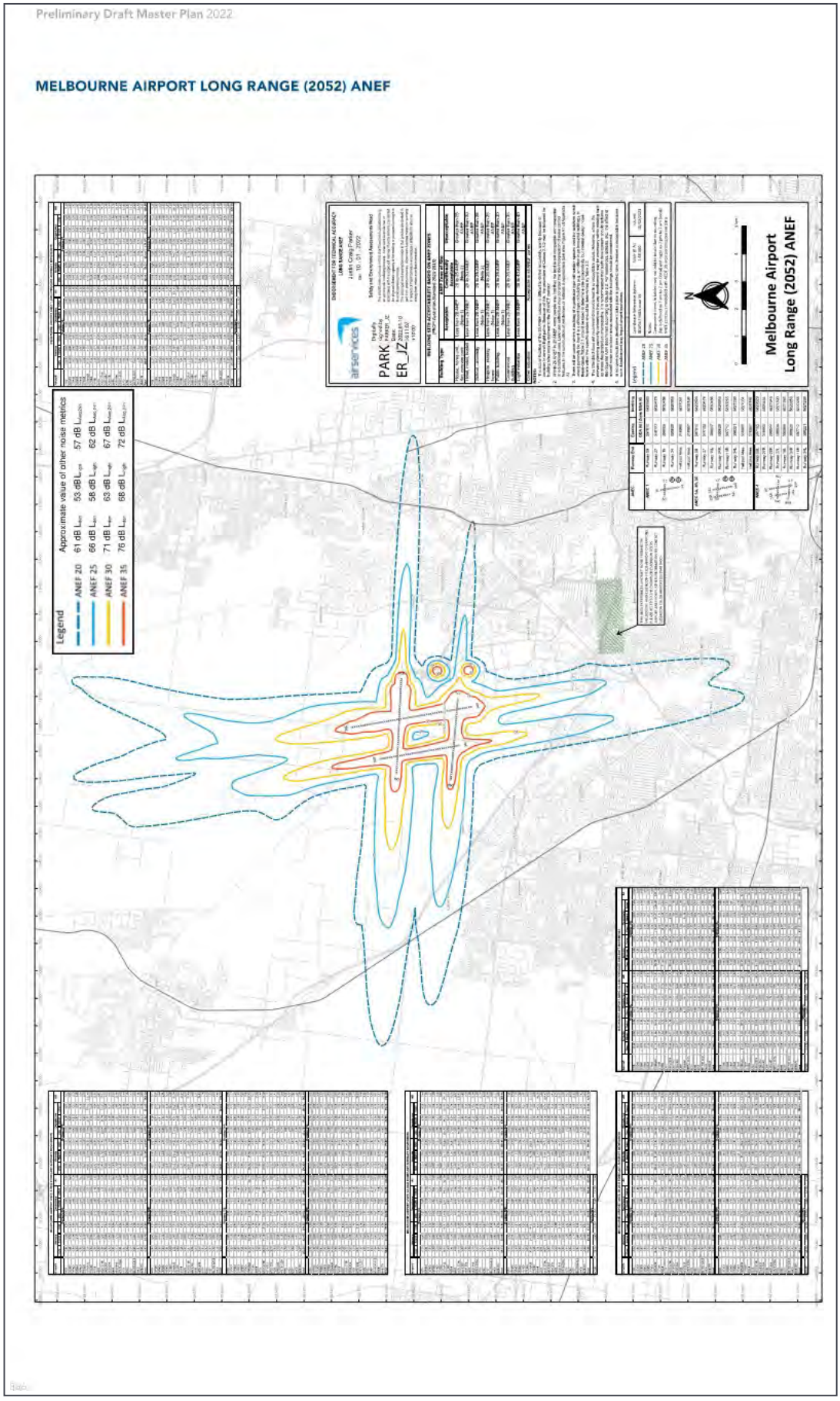
C1 2019 ANEI



Attachment 12.8.1

MARSHALL DAY Acoustics

C2 2052 LONG RANGE ANEF



Attachment 12.8.1

Sustainability Policy

Overview

Our Purpose: Our people, through their leading expertise, create a legacy of outstanding value for our clients, our environment, and our communities.

This Sustainability Policy sets out our aspirations, commitments, and actions to respond to the global and local sustainability challenges facing our natural environment and society. It will support us in credibly delivering on **Our Pathway** (**Purpose and Values**) and demonstrating our contribution to the Sustainable Development Goals in our own operations and through the work we do with our clients. We will be updating the Policy as we develop and implement our strategic response in each of our three impact areas.

Our greatest impacts are in the following three areas:

1. rovision of targeted sustainability services for our clients
2. Our ability to deliver sustainable outcomes across all our projects
3. Our people communities, and the footprint of our operations

In this policy we consider how our collective actions can reduce negative impacts and maximise positive impacts in each of these areas.

Sustainability at Tonkin + Taylor

Sustainability as a service

Our expertise includes sustainability strategy and reporting, along with understanding and managing specific challenges within sustainability, including climate change adaption and resilience, environmental management systems, natural hazards and disaster risk reduction, biodiversity, and water quality. We are committed to ensuring that our people remain at the forefront of approaches to respond to these challenges, and provide strategic, long-term thinking for our clients and our communities.

Delivering sustainable outcomes on all our projects

Through our portfolio of projects, we can influence all aspects of sustainability.

T+T aspires to work with clients that have aligned values and sustainability objectives. We choose projects and clients where our advice will be taken on board, such that our involvement will leave the environment and communities better off.

In addition to providing our clients with the best technical advice and solutions, we care committed to building the ability of all our people to consider the wider context and potential impacts of each and every project. This includes considering the details of the project across its lifecycle, as well as the systematic view of how our contribution might positively influence other sustainability outcomes connected to the project.

Internal sustainability

T+T is committed to 'walking the talk' and integrating sustainability into how we operate.

We are implementing a wide range of sustainability initiatives to minimise our environmental footprint, support our people and communities, and enhance our natural environment.

Areas of our operations that we are targeting include:

- Reducing our carbon footprint
- Reducing consumption and practicing sustainable procurement
- Looking after the health, safety, and wellbeing of our people
- Creating an inclusive and diverse team
- Contributing to the next generation of technical specialists
- Playing an active role in developing our profession
- Contributing to our local communities

12.9	Securing Victoria's Food Supply Inquiry Draft Submission
Directorate	City Futures
Director	Kelvin Walsh
Manager	Leanne Deans
Attachment(s)	1. Brimbank Submission to Legislative Assembly Inquiry - Securing Victoria's Food Supply [12.9.1 - 10 pages]

Purpose

For Council to consider the draft Submission to the Victorian Legislative Assembly Environment and Planning Committee inquiry into Securing Victoria's Food Supply (draft Submission), shown at Attachment 1.

Officer Recommendation

That Council:

a. Notes and endorses the draft Submission to the Victorian Legislative Assembly Environment and Planning Committee inquiry into Securing Victoria's Food Supply, shown at Attachment 1.

b. Submits the draft Submission into Securing Victoria's Food Supply, shown at Attachment 1 to the Legislative Assembly Environment and Planning Committee for their consideration.

Background

On 14 November 2023, the Victorian Legislative Assembly Environment and Planning Committee (the Committee) was referred an inquiry into securing Victoria's food supply (the Inquiry). The Inquiry is focussed on the peri-urban food system, which encompasses the production of food on the urban fringe, including:

- the impacts of urban sprawl and population growth on arable land and the farming industry in Victoria
- the use of planning controls to protect agricultural land in green wedge and peri-urban areas
- the resilience of the Victorian food system, including the production of food, its transportation and sale.

Brimbank contains land outside the Urban Growth Boundary that is used, in part, for agricultural purposes and forms the Brimbank portion of the Sunbury Green Wedge. The Brimbank Green Wedge Management Plan (BGWMP) was adopted by Council in 2010 and provides a vision and objectives for the Brimbank portion of the Sunbury Green Wedge. The BGWMP seeks to achieve sustainable land management and the protection of environmental, biodiversity, cultural heritage and scenic landscape values.

Council has previously made submissions to State Government consultations relating to land use planning within green wedge areas. In 2018 the Department of Environment, Land, Water and Planning (DELWP) now Department of Transport and Planning (DTP) commenced a review of existing policy and legislation in relation to Melbourne's Green Wedges and Agricultural Land. This included a Green Wedges and Agricultural Land Consultation Paper (GWALCP) that proposed planning system reforms to strengthen

planning protections for green wedge and peri urban areas. Council endorsed a submission in response to the GWALCP on 16 February 2021.

Council also endorsed a submission to the Final Draft Western Land Use Framework Plan (draft WLUFP) at the Council Meeting on the 19 October 2022. Direction 5 of the WLUFP seeks to ensure the protection of green wedges and is supported by a range of proposed strategies. In relation to the Brimbank Green Wedge, Council's submission highlighted its role in safeguarding Melbourne Airport and the need to identify viable future uses for the land. Council is yet to be advised about the outcomes of this consultation.

The draft Submission at Attachment 1 draws on previous submissions, as well as more recently adopted State and regional policy related to green wedges and agricultural land. The Committee is expected to report its findings by 31 December 2024.

Matters for Consideration

Options

The following options are available to Council:

a. Endorse the draft Submission to the Inquiry shown at Attachment 1 and submit it to the Committee for their consideration.
b. Endorse the draft Submission to the Inquiry shown at Attachment 1 with changes and submit it to the Committee for their consideration, noting that submissions are due by Friday 26 April.
c. Determine not to endorse the Submission to the Inquiry shown at Attachment 1, with no further action.

The officer recommendation is Option A. The Submission to the Inquiry aligns with previous submissions to the State Government in relation to the Brimbank portion of the Sunbury Green Wedge.

Analysis

The draft Submission responds to the Inquiry's' Terms of Reference and focus areas. It identifies key issues impacting the viability of agriculture in Brimbanks' portion of the Sunbury Green Wedge, as identified in the BGWMP and Council's prior submission to the GWALP. The following is a summary of the key issues and recommendations highlighted in the draft Submission:

- Agricultural land in the Brimbank portion of the Sunbury Green Wedge is constrained by several factors, most notably reliable and affordable access to appropriately treated water for irrigation.
- This situation is likely to be exacerbated by the impacts of climate change, however, areas near Melbourne also could address these impacts if the State government invests in alternative water supplies such as captured stormwater run-off and recycled wastewater.
- There is a plethora of strategic documents and plans that in-part address agricultural production within 100km of Melbourne and sustainable water use (for a variety of urban, non-urban, environmental and cultural purposes). The relationship between these documents and coordination of actions should be prioritised to ensure planning and resourcing by all stakeholders is coordinated and efficient, and benefits are maximised.
- The State Government should adopt a regional/catchment area approach to strategic land use planning for green wedges and peri-urban land that assesses the relative importance and viability of agriculture across the catchment and recognises the 'Waterways of the West' as living entities and Traditional Owners

as their voices. This approach seeks to ensure that the importance of conservation values, habitat corridors, waterway health and landscape qualities in the Brimbank portion of the Sunbury Green Wedge are protected, as well as any viable opportunity for agriculture and recreational pursuits.

- Mapping of State or regional policy areas should be able to be interpreted at the local level to ensure clarity of recommendations.
- The State Government should 'close the loop' on previous consultation activities by publishing proposed actions related to policy reforms and regulation in green wedge and peri-urban areas. Actions should respond to issues identified through consultation and provide clarity and certainty to landowners and decision makers. It is also requested that Council is given the opportunity to review and comment on any draft changes to planning policy or land use planning controls.
- Previously proposed changes to planning policy at the urban-rural interface to encourage uses serving urban populations, such as schools or places of worship may create land use conflict with other aspirations for green wedges, such as agricultural production and conservation and landscape values. On this basis these types of uses should be carefully regulated with consideration to local conditions.
- The State Government should provide funding opportunities and support to landowners to encourage ongoing agricultural uses that are sustainable, innovative, productive and viable.
- In addition to water infrastructure projects the State Government also needs to prioritise road transport projects that will secure the safe and efficient transportation of food across the western region, such as improvements to the Calder Freeway. Council has been strongly advocating for improvements to the Calder Freeway and recently launched further advocacy on its 'Fix the Calder' campaign.

Implementation

Subject to Council's decision, the draft Submission shown at Attachment 1 will be submitted to the Committee by Friday 26 April 2024.

Community Engagement

The Parliament of Victoria has advertised the Inquiry through various methods including its own website, social media and traditional media releases. A letter inviting Council to make a submission was sent to the Council's Chief Executive Officer.

Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2023/2024.

Community: potential impact on community, including public trust and customer service impact
• Yes - The draft Submission canvasses a range of issues that impact landowners, business operators, community groups, residents and visitors in the Brimbank portion of the Sunbury Green Wedge.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• Yes - The draft Submission recommends a range of further work by the State Government, including strategic land use planning activities and possible amendments to planning controls to protect and enhance opportunities for agricultural production in green wedges, as well as the protection of environmental systems and landscape values.

Financial: significant financial impacts
• No – The draft Submission will not have a significant financial impact to Council.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• Yes – The draft Submission proposes a number of options for the State Government to prepare, review or update the legislative and planning policy framework relating to Melbourne's green wedges and agricultural land which could result in new statutory obligations for stakeholders including Council, landowners and planning permit applicants.

Safety: health, safety or duty of care impacts
• No – The draft submission will not have any health, safety or duty of care impacts to Council

Legislation / Council Plan / Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Sustainable and Green - Protect natural environments for current and future generations

3. Opportunity and Prosperity - A future focused, transforming city where all have opportunities to learn and earn - A prosperous place for all
• Growing and Transforming - Optimise community opportunities through infrastructure innovation and investment

4. Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all
• High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community.

This report aligns with the Brimbank Green Wedge Management Plan 2010 and Brimbank Sustainable Water Management Strategy 2013-2023.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Brimbank City Council

Draft Submission to Legislative Assembly Environment and Planning Committee: Securing Victoria's Food Supply

Introduction

Brimbank City Council (Council) welcomes the opportunity to make a submission to the Legislative Assembly Environment and Planning Committee: Securing Victoria's Food Supply inquiry (the Inquiry).

Council acknowledges the importance of the Inquiry given some of Victoria's most productive agricultural land is located within 100 km of central Melbourne. The impacts of climate change are predicted to result in overall dryer and hotter weather patterns, particularly in the north of the State which will impact the productivity of those farming areas making the retention of viable agriculture in southern parts of the State even more important.

Melbourne's green wedges and peri-urban areas are important for their contribution to the economy, food supply, conservation, tourism, cultural and landscape values and recreational pursuits. Council considers that protecting all the significant features and assets found in these locations is important for the maintenance of environmental systems and ongoing economic, cultural, health and wellbeing outcomes for all Victorians.

It is noted that the State Government undertook consultation on proposed reforms to the land use planning framework regarding Green Wedge and Agricultural Land between 2018-2021 and that Council lodged a submission to this and other consultation activities on related matters, which are referred to in this submission.

Context

The City of Brimbank (Brimbank) is located in the western region of Melbourne about 20 kilometres from the Central Business District. It covers 123 square kilometres and is bordered by the western growth area municipalities of Wyndham and Melton, and Hume to the north. Brimbank is a predominantly urban area with some rural land to the north which forms part of the Sunbury Green Wedge.

For this reason the Brimbank Planning Scheme is referenced under Part 3AA of the *Planning and Environment Act* (the Act) 'Metropolitan green wedge protection' as a metropolitan fringe planning scheme and is subject to the provisions of that part of the Act.

The Sunbury Green Wedge is one of 12 green wedges across metropolitan Melbourne and provides a safeguard for Melbourne Airport operations, specifically its flight paths.

The Brimbank Green Wedge Management Plan (BGWMP) was adopted by Council in 2010. It recognises that the Brimbank portion of the Sunbury Green Wedge contains a broad mix of uses including schools, the Calder Park Raceway, recreational facilities, horticultural pursuits, low density housing and environmental assets.

Key directions within the BGWMP seek to identify and protect the environment including areas with conservation value and designated habitat corridors – particularly along waterways. Waterways are also recognised for their recreation potential.

Some land located along the Maribyrnong river flats, known as the Keilor Market Gardens, is identified within the BGWMP as an area where agricultural uses should be maintained and supported. However, it also recognises that agricultural production in this location is constrained due to declining soil quality, lots sizes, low rainfall, a lack of reliable, affordable water sources and the encroachment of non-conforming uses within the Green Wedge.

It is within this context that Council wishes to highlight some of the key challenges and opportunities associated with the viability of agriculture within this part of the Sunbury Green Wedge and make suggestions to enhance protections for a range green wedge values and improve clarity and certainty for land owners and decision makers.

Key challenges facing agriculture in this part of the Green Wedge include;

- the ongoing operations of Melbourne Airport
- legacy contamination issues stemming from the Airport
- lack of direct access off the Calder Freeway
- the condition of the local road network not being suitable for trucks and agricultural vehicles
- future predicted impacts of climate change.

Submission

This submission is drafted around the three identified focus areas of the Inquiry:

- the impacts of urban sprawl and population growth on arable land and the farming industry in Victoria
- the use of planning controls to protect agricultural land in green wedge and peri-urban areas
- the resilience of the Victorian food system, including the production of food, its transportation and sale.

1. The impact of urban sprawl and population growth on arable land and the farming industry in Victoria

Urban sprawl and population growth places greater pressure on arable land and farming activities in green wedge and peri-urban areas in many ways including;

- Encroachment of urban and non-conforming land uses increases land values and land speculation, artificially increasing the cost of agricultural land making it too costly for new land owners to purchase and pursue agricultural uses. Thus, land can be left unused and unmanaged, becoming a breeding ground for weeds and pests.
- Encroachment of urban and non-conforming land uses can lead to conflict, through increased demand on infrastructure and resources (roads, water,

sewerage etc…). Also sensitive uses such as rural residential living and schools may object to off-site impacts associated with agriculture such as truck and vehicle movements, spraying of crops, noise, dust etc…
- Increased hard surface areas associated with urban development surrounding agriculture can also increase stormwater runoff and cause hydrological changes.

In addition to these general impacts, agriculture within the Brimbank portion of the Sunbury Green Wedge is impacted by restrictions imposed due to the Melbourne Airport.

The Melbourne Airport and Environs Overlay Schedule 1 (MAEO1) and Melbourne Airport and Environs Overlay Schedule 2 (MAEO2) restrict residential uses and subdivision but the National Airport Safeguarding Framework (NASF) imposes restrictions on matters such as the type or plants or crops that can be grown to reduce the incident of bird strike, as well as limiting the height of structures and use of airspace for agricultural activities such as spraying.

Former activities at Melbourne Airport have resulted in the leaching of Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) into the Maribyrnong River affecting water quality. The airport also attracts significant volumes of traffic through the Keilor Market Gardens area that places pressure on roads that were not constructed for those purposes.

Farming lots within the Brimbank portion of the Sunbury Green Wedge are generally under 40ha. This is small for commercial-scale agriculture, making it hard for land owners within the Green Wedge to compete with larger land holdings further away from the metropolitan fringe. Existing controls prevent further subdivision, however, it is considered that without supports (such as, establishing farming collectives, programs linking farmers directly to markets and research and investment into alternative crops and farming methods), the financial feasibility and competitiveness of farming in green wedge and peri-urban areas is likely to continue to decline. This in turn fuels pressure for alternative land uses, which do not support green wedge values or food production.

Increased urbanisation and population growth also places greater pressure on natural assets, such as waterways and catchment areas. A growing population means greater demand for open space and recreational areas, as well as a higher reliance on diminishing fragmented remnant habitat to provide refuge for flora and fauna. Increased population also increases the demand for potable water, resulting is water being available for environmental and cultural purposes as well as farming.

Council notes the Waterways of the West Action Plan, which establishes a 50 year community vision for the Waterways of the West (WOW). In relation to rural and agricultural lands the community vision includes the following:

"In the agricultural areas, sustainable farming is part of a thriving ecosystem of healthy waterways. Where Bunurong, Wadawurrung and Wurundjeri Woi wurrung peoples' knowledge and cultural practices have become a part of everyday sustainable farming. Where water is carefully managed, used and re-used rather than being taken out of the rivers and waterways. The waterways in these rural areas are full and flowing, feeding the vital connections between the urban ecosystems and natural and forested environments. Flourishing green corridors co-exist and connect communities with the neighbouring prosperous and sustainable agricultural land."

Securing access to affordable and reliable water that is suitable for a variety of agricultural uses, including horticulture, is already an issue for land owners in the Brimbank portion of the Sunbury Green Wedge. This situation is predicted to get worse in the future as the combined impacts of population growth and climate change place even greater pressure on limited resources.

Council notes the following action within the recently updated Maribyrnong Integrated Water Management Plan (MIWMP).

Place based enabling action 12: Integrated water cycle mass balance plan - Lead agency Greater Western Water

"The Integrated Water Cycle Mass Balance Plan adopts whole-of-water system thinking to develop adaptive pathways for future water investment in Melbourne's west, to address growth, climate variability and change, and growing community expectations in regard to the environment. It explores additional opportunities that might be enabled through alternative uses of water sources (recycled water, stormwater, potable water and surface water) to supply diverse demands such as recreational, environmental flow, agricultural and urban drinking water, and to further enhance capacity to return water to Traditional Owners. Modelling to understand how all sources of water in the Werribee and Maribyrnong catchments can meet these demands over the long term, whilst providing multiple benefits to the community and environment, will help inform the critical decision points for future servicing pathways for the catchments." MIWMP 2024.

Several other State Government strategies and plans also deal with the issue of water resources, catchment management and flood risk. For example, the Central and Gippsland Region Sustainable Water Strategy (CGRSWS), DELWP 2022 also addresses water security and at Chapter 7 'Water for Agriculture' states:

"Across the region, investigations are underway into potential opportunities to extend the supply of recycled water and stormwater to support agricultural production and ease pressure on river water and groundwater supplies. Opportunities under consideration include:

> *3. establishing irrigation networks similar to the Western Irrigation Network, in the northern Maribyrnong catchment or adjacent catchment areas*
> *4. supplying recycled water to agriculture and open space in the Sunbury–Bulla–Keilor areas, including the Keilor Irrigation District (business case funded)"*
> CGRSWS 2022.

Council welcomes and encourages further Government investment in alternative water supply options for agriculture in the Green Wedge. Without urgent public investment in water infrastructure the additional costs associated with smaller production scales and the use of urban water will continue to impact the viability of agriculture in the Green Wedge.

2. The use of planning controls to protect agricultural land in green wedge and peri-urban areas

A potentially significant reform was made to Part 3AA of the Act, Metropolitan green wedge protection, on 28 February 2023 when the Building and Planning Legislation Amendment Bill 2022 (Amendment Bill) received Royal assent. The Amendment Bill strengthened legislative protections for green wedges by:

- introducing a legislative requirement for councils to prepare and review Green Wedge Management Plans (GWMPs);
- enabling the Minister for Planning to issue directions in relation to the preparation and content of GWMPs; and
- enabling the Minister for Planning to require a council to update a GWMP if it is more than 10 years old.

To date Council is not aware of any directions or requirements made as a result of these reforms, however, the DTP website relating to the preparation of Green Wedge Management Plans was updated in September 2023. It describes the role of the DTP as to provide support and assistance to councils by:

- participating in the project steering and working groups as needed
- liaising with the council and groups of councils
- contributing to partnership arrangements or funding programs where possible.

Council considers that every effort should be made to protect Melbourne's green wedges and any viable agricultural land within. However, it contends that given the nature of the issues facing agriculture (and other identified green wedge values), a State lead regional or catchment based plan would provide the best opportunity to address landscape wide considerations across municipal boundaries.

For example, the State Government would be most suitably placed to:

- identify the extent of agricultural land in the region
- consider the availability of water resources within the catchment and predicted future impacts of climate change
- assess the comparable value and utility of land for agricultural purposes as compared to other values and aspirations for the land.

Further to this, the key agencies involved in delivering the WOW Action Plan, MIWMP and CGRSWS etc… are State Government departments or water authorities. On this basis Council submits the preparation and implementation of a GWMP is most appropriately undertaken by the State Government, in consultation with Local Government.

It is suggested that efforts are made to coordinate actions between relevant State/regional strategies and plans to ensure there is clarity of direction, roles and responsibilities and resources are expended efficiently. It is also considered that the State Government should respond to the GWALCP consultation process and advise Councils of any proposed policy or regulatory reforms, providing the opportunity for further comment on draft controls, as appropriate.

In 2018 the Department of Environment, Land, Water and Planning (DELWP), now the Department of Transport and Planning (DTP) commenced a review of existing policy and legislation in relation to Melbourne's Green Wedges and Agricultural Land (GWAL). After an initial round of consultation with Local Government in late 2018/early 2019 a Consultation Paper was released that included proposed planning system reforms to strengthen planning protections for green wedge and peri-urban areas.

Council made a detailed submission to this policy review. The consultation period closed in February 2021 and it is noted that there have been no further updates as to the

outcomes of this review. A number of specific changes were floated in the GWAL Consultation Paper and Councils detailed response is included within that submission. However, a few of the key matters raised, as relevant to agriculture in the Sunbury Green Wedge, are addressed below.

There would be benefit to establishing clear policy requiring stormwater runoff and agricultural runoff to be treated prior to discharge into waterways, with particular regard given to non-rural uses with high pollution potential. Impacts to the water quality of the Maribyrnong River has a harmful impact on the environment and limits the ability to use water for agricultural purposes. This situation further decreases viable agricultural pursuits in an already constrained context. Policy should reflect the need for development to incorporate integrated water management (IWM) and water sensitive urban design (WSUD) measures relative to the type of development, aimed at prioritising the retention of water onsite with any runoff treated.

Consideration should be given to the cumulative impact of discretionary uses and associated development on the ability to achieve the overarching objectives of green wedge areas, adopted GWMPs and any relevant regional framework plans. For example, the approval of one discretionary use (such as a school) may not prejudice objectives seeking to protect and enhance green wedge values, however, the cumulative impact of approving multiple discretionary uses (all of which may individually satisfy relevant decision guidelines and conditions) in close proximity to each other, is likely to undermine broader green wedge objectives and cause conflict with agriculture due to complaints regarding noise, dust, traffic etc… These uses also impact land values and land speculation, which can impact the viability of agriculture.

For those areas adjoining green wedge land as well as land uses with significant impacts located within green wedges, consideration should be given to managing land uses and their impacts on farming and the green wedge as a whole. For example, the expansion of Melbourne Airport has resulted in significant increases in traffic through local roads in the Keilor Market Garden precinct. These roads are not suitable to cater for high levels of traffic.

Clear policy guidance should be provided in Planning Schemes regarding decision making on discretionary uses in green wedge areas, including the explicit direction to consider the cumulative impact of discretionary uses on agriculture (where relevant), as well as other identified values in an approved GWMP. Any new policy relating to the consideration of discretionary uses should address the development and expansion of existing non-conforming uses. The BGWMP does not support the expansion of non-conforming uses.

Every attempt should be made to remove land use conflicts from zones used within the green wedge, to ensure consistency and transparency. It is considered that this would be best achieved through an integrated regional approach to interface areas (such as the Brimbank portion of the Sunbury Green Wedge) and, as above, should be State led, with opportunity for input from relevant councils, to ensure a strategic, equitable and balanced approach.

Council considers that sustainable agriculture and land management practices can work hand in hand with conservation but identifies that the practical achievement of this requires the active participation of land owners, support from government and appropriate planning controls.

Opportunities to use planning controls to protect and secure waterway corridors, including the Maribyrnong River, should be further explored. This would require consideration of land ownership and management arrangements along the waterway corridor. This would have the benefit of supporting the development of a habitat and open space/recreation corridor through the Green Wedge connecting Brimbank Park to Organ Pipes National Park, as noted in the BGWMP and is a recommendation of the Waterways of the West project.

Greater consideration could be given to how the planning framework can explicitly respond to the impacts of climate change on green wedge and agricultural land noting the strategic advantages agriculture in locations close to Melbourne has in a climate constrained environment. Consideration should also be given to the opportunities that green wedge and agricultural land can offer in mitigating climate change impacts, through strengthening existing environmental systems that form part of Melbourne's green wedges. This must be done in a way that's sensitive to existing use and development and coordinated on a regional/catchment level to ensure that the right balance is achieved between protection of agriculture and protection of habitat/biodiversity at a landscape level.

3. The resilience of the Victorian food system, including the production of food, its transportation and sale.

Climate scientists predict generally hotter and drier conditions for Victoria, in particular to the north of the state, as well as more days of extreme heat and bushfire risk as well as more frequent and extreme storm events and floods. The Primary Production Climate Change Adaptation Plan 2022-2026, includes the following directions at Section 2.2 Opportunities from Climate change and adaptation:

- *"building a focus on primary industries' adaptation within regional economic development such as tourism, agri-food and native food initiatives*
- *harnessing the role of urban and peri-urban producers and local food networks to support healthy food production, social, education and biosecurity outcomes*
- *collaborating at the regional level and along value chains on actions that increase the share of local inputs and reuse waste products (the circular economy approach)."*

Council supports State Government measures to diversify, add value to the agricultural industry in Victoria and promote a circular economy. Opportunities such as these may provide a lifeline for agriculture within the Brimbank portion of the Sunbury Green Wedge but also highlight the importance for some flexibility within the land use planning framework for uses or works that are ancillary to farming so long as they do not unduly compromise other identified values of the Green Wedge such as conservation and landscape values.

It is noted that work is underway at the State level to try to anticipate and respond to climate change and its impact on agriculture and water supply. The 'Water Related Challenges and Opportunities for Agriculture in the Central and Gippsland Regions' (prepared for DELWP July 2021) notes the relative strategic advantages of food production in areas within close proximity of Melbourne including:

- Location - main supply of fresh cut vegetables on Melbourne's doorstep
- Export - vegetables as close to Melbourne's transport hubs and ports

- Water - opportunity to irrigate with recycled water achieving supply reliability and growth, while meeting State objectives and community expectation to minimise waste
- Aquaculture - warm groundwater supply opportunity for aquaculture and heating for greenhouse production
- Good soil
- Coastal location - few frosts.

Many of these strategic advantages could apply to areas within the Sunbury Green Wedge, however, a more detailed and nuanced consideration of land suitability for agriculture now and into the future is required. It is considered that this would be best undertaken on a regional/catchment level by the State Government to ensure a fair and equitable approach taking into consideration the relative value of agriculture across the region as well as localised issues.

It is also notes that much of the land considered most suitable for agriculture within the Brimbank portion of the Sunbury Green Wedge is also impacted by the Land Subject to Inundation Overlay (LSIO). While it is this floodplain characteristic that makes the land suitable for agriculture with its alluvial soils, it also poses a risk, one which is likely to escalate subject to predicted increases in the frequency and severity of flooding associated with climate change. Further consideration of options to manage this risk and assistance for land owners in implementation of mitigation measures or with accessing affordable insurance may be required.

The Calder Freeway provides vital transport connections for local communities, with many business owners and residents relying on the highway as a major transport thoroughfare. The Calder Freeway is also a major freight route providing essential access from New South Wales and central northern Victoria to domestic and export markets, and to the key intermodal transport terminals at Melbourne Airport, the Port of Melbourne and the Port of Geelong.

The Calder Freeway services all of western Victoria's agriculture and food manufacturers in a region often referred to as 'Victoria's Food Bowl'. This is largely driven by the haulage of primary produce such as grains, fruits, nuts, fibre and livestock to processing facilities and distribution centres. The growth of Victorian agriculture is fundamentally linked to the ability to efficiently transport produce. State Government resources should therefore be directed to key safety and efficiency upgrades required to maintain the Calder Freeways efficacy in the food supply chain.

Council has been a long-term advocate for improvements to the Calder Freeway. Since the release of the Australian Governments national infrastructure projects review in May 2023, Council has renewed its 'Fix the Calder' campaign, calling on the Victorian Government to increase its funding commitment to the Calder and release the findings and recommendations of the Calder Park Drive Interchange business case.

Traditional Owners

In accordance with WOW and the Brimbank Innovate Reconciliation Action Plan 2019-21 and the State's Reflect Reconciliation Action Plan, May 2023 – November 2024 greater consideration should be given to how cultural heritage values, caring for Country, and

educating and raising awareness of Traditional Owners and Country management can meaningfully shape green wedge planning policy and approaches to sustainable farming and land management activities within.

In addition to advancing self-determination of Traditional Owners, consultation is need with landowners in and surrounding green wedges, in particular those who currently use or own land designated for agriculture. Along with Traditional Owners their insights, knowledge, experience and aspirations need to be addressed for any long-term plan for agriculture in green wedge and peri-urban areas to be successful in the face of existing challenges and anticipate change.

Summary

Agricultural land in the Brimbank portion of the Sunbury Green Wedge is constrained by a number of factors, most notably reliable and affordable access to appropriately treated water for irrigation. This situation is likely to be exacerbated by the impacts of climate change, however, areas in close proximity to Melbourne are also best placed to address these impacts if the State government invests in alternative water supplies such as captured stormwater run-off and recycled waste water.

While there is strong legislative and policy support to retain agricultural land uses in the green wedge and peri-urban areas, it is acknowledged that there are numerous issues faced by land owners and many competing interests for outcomes on this land. On this basis it is considered that the State Government adopt a regional/catchment area approach to land use planning for green wedges that:

- assesses the relative importance and viability of agriculture across the catchment
- recognises the 'Waterways of the West' as living entities with Traditional Owners as their voices.

This approach could address the relative importance of conservation values, habitat corridors, waterway health and landscape qualities in the Brimbank part of the Sunbury Green Wedge, against any viable opportunity for agriculture and opportunities to enhance open space corridors and recreational pursuits.

Policy for the retention of agriculture in the Brimbank portion of the Sunbury Green Wedge needs to be accompanied by State Government research and investment into opportunities for alternative agriculture that is adaptive to the impacts of climate change, with less reliance on water.

The State Government should also provide funding opportunities and support to landowners to encourage ongoing agricultural uses that are sustainable, innovative, productive and viable.

There is a plethora of strategic documents and plans that in-part address agricultural production within 100km of Melbourne and sustainable water use (for a variety of urban, non-urban, environmental and cultural purposes). The relationship between these documents and coordination of actions should be prioritised to ensure planning and resourcing by all stakeholders is coordinated and efficient, and benefits are maximised.

The State Government should 'close the loop' on previous consultation activities by publishing proposed actions related to policy reforms and regulation in green wedge and

peri-urban areas. Actions should respond to issues identified through consultation and provide clarity and certainty to landowners and decision makers. It is also requested that Council is given the opportunity to review and comment on any draft changes to planning policy or land use planning controls.

Previously proposed changes to planning policy at the urban-rural interface to encourage uses serving urban populations, such as schools or places of worship may create land use conflict with other aspirations for green wedges, such as agricultural production and conservation and landscape values. Therefore these type of uses should be regulated carefully and with consideration to local conditions.

Investment in regional infrastructure to enable water re-use and recycling for agricultural uses and, to also release water for environmental flows is strongly supported. In addition to water infrastructure projects the State Government also needs to prioritise road transport projects that will secure the safe and efficient transportation of food across the western region, such as improvements to the Calder Freeway. Further consideration is required regarding the accessibility of land within the Green Wedge and the impacts of Melbourne Airport traffic on agricultural land uses.

Consultation with landowners is strongly encouraged to understand existing and potential opportunities for innovation. Options should be accompanied by incentives and support for landowners to access reliable and affordable water that's fit for purpose and access to relevant information, including how to manage and operate in the context of constraints due to Melbourne Airport and the predicated impacts of climate change.

Further support for weed and pest management at the urban-rural interface and on agricultural land should include consistent enforcement of the *Catchment and Land Protection Act 1994* (CALP Act) to ensure land is not left unmanaged, and that well managed viable agricultural land is not unreasonably impacted by poor land management practices on surrounding properties.

Further support at the State level for Sustainable Land Management activities is also needed to complement *CALP Act* actions. This would help ensure land is not left unmanaged and could therefore contribute to the protection of natural assets for purposes beyond agriculture. In relation to the Maribyrnong River and surrounds, such purposes include healthy land for a biodiversity corridor, water quality protections and recreation.

12.10	Approval of Borrowings
Directorate	Corporate Services
Director	Mark Stoermer
Manager	Andrew Brae
Attachment(s)	1. Addendum to the S5 Instrument of Delegation to the Chief Executive Officer Approval of Borrowings [12.10.1 - 1 page]

Purpose

For Council to consider authorising:

1. The Chief Executive Officer to sign loan documentation
2. The Chief Executive Officer and Mayor to sign and seal mortgage documentation, if required by the lender

To take up a $6 million loan to finance the 2023/2024 capital works, on behalf of Council.

Officer Recommendation

That Council:

a. Notes that the borrowings are in line with Council's adopted Financial Plan and Annual Budget.

b. In the exercise of the power conferred by section 11(1) of the Local Government Act 2020, delegates to the Chief Executive Officer, and any Acting Chief Executive Officer, the power to authorise and execute loan documentation, for the value of $6 million, to fund capital works projects carried out during 2023/2024, in accordance with the Addendum to the S5 Instrument of Delegation from Council to the Chief Executive Officer, at Attachment 1 to this report.

c. Authorises the Chief Executive Officer and Mayor to sign and seal mortgage documentation, if required to secure the loan for the value of $6 million, to fund capital works projects carried out during 2023/2024.

Background

In the 2023/2024 Annual Budget, Council made provision to borrow $6 million to fund capital works projects being carried out during the financial year. The borrowings, together with other factors such as operating surplus and government grants, fund Council's capital works program. It is important that Council maintains a healthy level of capital works expenditure to ensure maintenance of existing infrastructure and building of new infrastructure to meet the changing needs of the community.

These borrowings are included in Council's adopted Financial Plan and approved as part of the annual budget process.

Matters for Consideration

Quotes for a loan amount of $6 million will be sought from Australian banks. The terms of the loan sought will be:

- Amount: $6 million
- Term: Fixed interest rate for 10 years
- Repayments: Principal and interest amortising over 10 years
- Take up date: Early May 2024

The banks will provide a borrowing rate and require Council to accept the loan and sign the loan documentation by 4pm on the day of the offer.

Brimbank City Council has also been approved by the Treasurer of Victoria to borrow funds under the local government lending framework from the Treasury Corporation of Victoria (TCV).

The Treasurer has approved the Council a total borrowing limit from TCV of $103,767,000 (TCV Borrowing Limit), subject to a number of conditions including:

- A guarantee of 0.15 per cent per annum will be charged on Local Council Loan Scheme loans from TCV, which will be recovered by TCV on the State's behalf
- Security is required in the form of a charge over the Council's General Rates
- the Council will be required to maintain compliance against the following financial covenants:
  - Interest Cover Ratio not to be less than 2:1
    - › Interest Cover Ratio = EBITDA: Interest Expense
  - Interest bearing loans and borrowings not exceeding 60 per cent of Own Source Revenue
    - › Interest bearing liabilities / Own Source Revenue
  - Council's Ratios as per the 2023/24 budget:
    - › Interest Cover Ratio 2.37
    - › Interest Bearing loans and borrowings compared to own sourced revenue 39%

The TCV Borrowing Limit is based on a credit assessment of the Council by the Department of Treasury and Finance.

Community Engagement

Consultation with the community occurred through the 2023/2024 budget process.

Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2023/2024.

Financial: significant financial impacts
• Yes - Future interest and principal payments are included in the LTFP.

Legislation / Council Plan / Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

4. Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all
• High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community.

This report complies with *Local Government Act 2020, Local Government (Planning & Reporting) Regulations 2014.*

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

Addendum to the S5 Instrument of Delegation from Council to the Chief Executive Officer

In exercise of the power conferred by section 11(1) of the *Local Government Act 2020 (the Act)*, Brimbank City Council (Council) delegates to the Chief Executive Officer, and any Acting Chief Executive Officer, the power to:

1. Authorise and execute loan documentation with Treasury Corporation Victoria (TCV), to fund capital works projects carried out during 2023/2024, and do all other things and act as necessary to give effect to the loan agreement with TCV, for an estimated value of $6 million.

Authorised by resolution of Council on 16 April 2024.

_____
Cr Ranka Rasic
Mayor

_____
Witness

_____
Name of Witness

_____
Date

12.11	Green Gully Reserve Northern Precinct Enhancement Plan Project Update
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Dominic Di Martino
Attachment(s)	Nil

Purpose

For Council to consider an update on the Green Gully Reserve Northern Precinct Enhancement Plan.

Officer Recommendation

That Council:

a. Notes the status update on Green Gully Reserve Northern Precinct Enhancement Plan.

b. Notes that with rate capping, a growing asset base, increasing asset renewal obligation, various competing priorities for funding and broader ongoing financial challenges facing Council, and an ambitious agenda for Council to deliver assets that support community participation and broader wellbeing, investment in infrastructure must be directed into projects that deliver the greatest value for money and best community outcome;

c. After considering the options available for development of the Green Gully site, and noting the known complexities and uncertainty about the ability to proceed, the uncertainty of the full costs to deliver the project at this site, and the relatively poor value for money represented by this project, determines not to proceed with the planned sports facilities at the site;

d. Subject to the decision not to proceed with the planned sports facilities at the site, refers the site to the upcoming Creating Better Parks Open Space and Playground Policy and Plan update to determine the most suitable informal use of the site in future.

Background

Council's Sports Facility Development Plan 2023 (Sports Plan) identifies the sporting trends and sporting infrastructure needs of the Brimbank community, and establishes ways to provide people of all ages, abilities and gender, the opportunity to access and participate in a range of sporting activities. The Sports Plan identified that the current and future demand for sports facilities outweighs the current provision, with the community requiring a further seven soccer pitches, three AFL ovals and two rugby pitches by 2027. Council has been investing significantly in existing and new facilities to reduce this demand gap.

The Sports Plan includes a rolling program for the development of new sports facilities, with Green Gully Reserve the highest priority for a new sports ground and supporting infrastructure. To ensure the appropriate layout of required facilities in the vacant

Northern Precinct of the Reserve, the Green Gully Reserve Northern Precinct Enhancement Plan (Enhancement Plan) was developed and subsequently adopted by Council at the Council Meeting on 21 July 2020 following a six-week community consultation process on the Draft Enhancement Plan.

The adopted Enhancement Plan provides Council with a proposed site layout of Green Gully Reserve Northern Precinct (the Site) including the following facilities which are recommended to be included to provide additional sporting and recreational opportunities for the Brimbank community:

- Senior size oval to cater for numerous sports
- Multipurpose pavilion with two change rooms
- Sports lighting (100 lux)
- Coaches boxes
- High ball protection fencing
- Car parking (100 spaces)
- Picnic and playground area
- Pathway network
- Road extension (McRae Boulevard)

At the Council Meeting on 18 August 2020 Council considered a report on the Final Draft 2020/2021 Annual Budget, including the Capital Works Budget. The Capital Works Budget included an initial allocation of $1.4M for the implementation of the Green Gully Reserve Northern Precinct Enhancement Plan Project (Project), to fund the commencement of detailed design and fund the procurement of native vegetation offsets required to progress the development of the sports facilities.

At the Council Meeting on 16 February 2021, Council received a report on the status of the implementation of the Project and noted Council's Chief Executive Officer, under delegation, had submitted an Application for a Ministerial Exemption for the procurement of native grass offset. In July 2021, Council received the Ministerial Exemption to enable Council officers to progress the procurement of the native grass offset and finalisation of Commonwealth and State Government approvals to enable development to proceed.

At the Council Meeting on 15 March 2022, Council received a report with an update on the implementation of the Green Gully Reserve Northern Precinct Enhancement Plan and in *the* exercise of the power conferred by section 11(1) of the Local Government Act 2020, delegated to the Chief Executive Officer, and any Acting Chief Executive Officer, the power to execute the agreement with Crichton Properties from Council to the Chief Executive Office, for the purchase of native grass offsets.

During concept design and due to increasing project costs and budget constraints, Green Gully Close access road, a secondary car park on the Green Gully Close access road and storm water harvesting system dam upgrade were removed from the scope of works (A full scope of works and costs can be found at Attachment 1).

Matters for Consideration

Brimbank, like all Victorian councils, have been subject to Rate Capping since 2016. This has had a cumulative impact at Brimbank of in the order of $126M to date and will continue to impact the financial sustainability in future years. Brimbank Council also has a large asset base, a significant obligation to maintain and renew these assets and an ambitious agenda to continue to deliver assets that support community participation and support broader wellbeing. As such, it is critical that capital investments are well considered, and provide good value for money.

It is also important that Council fully understand both the cost of projects and any complexity that risks delivery of the project, cost increases, or both.

Recent developments relating to the Project have raised questions regarding the viability of the Green Gully Project, with Aboriginal artefacts being discovered; these will require further investigations to understand the full implications and the cost. The current cost estimate for the project is $16,150,000, however due to the further cultural heritage investigations, and potential actions required, this could escalate to an estimate of $17,700,000 or more, with the final upper amount unable to be confirmed.

Analysis

Native Grass

Council's consultant Ecology and Heritage Partners (EHP) have provided expertise and advice to assist with this specialist process.

An investigation by EHP consultants identified native vegetation that is protected as per the requirements of Commonwealth Government and Victorian State Government. The native vegetation is an endangered ecological community "Natural Temperate Grassland of the Victorian Volcanic Plain" (NTGVVP), protected under the Commonwealth *Environment Protection and Biodiversity Conservation Act (EPBC Act)* and the "Western (Basalt) Plains Grassland" ecological community, protected under the State Government *Flora and Fauna Guarantee Act 1998 (FFG Act – Victoria).*

In cases where protected native grass is identified, the development can only proceed if it is 'offset' as per Commonwealth and State Government requirements. Given the limited native grass offset sites available i.e. only one suitable site identified to meet requirements, and the *Local Government Act 1989* procurement requirements for tendering of goods and services, a Ministerial Exemption was required to progress the procurement of native grass offset exempting tendering process. Based on this, Council's Chief Executive Officer, under delegation, submitted an Application for a Ministerial Exemption in November 2020.

In July 2021 Council was notified by the Minister for Local Government that the request to enter into a contract with landowners identified on the Department of Environment, Land, Water and Planning's (DELWP) Victorian Native Vegetation Credit Register, for the management and purchase of native vegetation offsets at Green Gully Reserve Northern Precinct in Keilor Downs, was successful.

Upon review of all parties, it was submitted to Commonwealth Department of Agriculture, Water and the Environment (DAWE) for review. After extensive reviews and two rounds of community consultation, the Preliminary Document and Offset Management Plan was finalised. During this process, a variation to the submission was submitted to omit Stage 2 of the development, as securing costly offsets at this stage was not viable.

The Planning Permit was approved August 2023, following over 12 months of extensive negotiations with Department of Energy, Environment and Climate Action (DEECA).

Until DEECA confirmed the scope of the native grass removal, detailed design for the precinct was unable to progress, as site design set out could not be confirmed.

Following Planning Permit approval, native grass offsets were required to address State Government requirements and were secured October 2023.

An agreement was formed with Crichton Properties Pty Ltd and DELWP which required Council to pay $1.477 million for the purchase or native grass offsets.

Cultural Heritage

As part of the Project site is an 'area of cultural heritage sensitivity', Council undertook a CHMP, as part of a best practice approach and to mitigate potential risks to the project. If the project was undertaken without a CHMP it could risk damaging a cultural significant site; in addition, if any artefacts that were subsequently discovered during construction, the project would be required to immediately cease until those artefacts were recovered and appropriate approvals obtained, resulting in significant delays and costs to the Project.

An on-site archaeological investigation (standard & assessment) survey commenced October 2023, following the approved Planning Permit and approval for removal of the native grass. Artefacts were found during fieldwork, in four separate locations, in ground and on the surface, and as a result a further phase of archaeological fieldwork are required. Should additional Aboriginal cultural heritage items be discovered in the next phase of testing, further phases of excavation would be required until no further artefacts are found. The programming of the next phase of fieldwork can take months to secure in a booking.

Following the completion of the fieldwork, a meeting with the Registered Aboriginal Party (RAP) would be required to discuss the results and proposed management conditions. The RAP has long lead times for both fieldwork and meetings and this process could take up to 5 months.

If a Cultural Heritage Management Plan (CHMP) is undertaken to progress the planning for this project, on completion of the fieldwork a CHMP will be submitted for approval and proceed to register the Aboriginal Place(s), which can take up to nine months. For any salvage work undertaken, the Heritage Archaeologist is required to prepare a separate Salvage Report. If the Aboriginal Place/s discovered during this time cannot be protected from harm, salvage requirements may be required by the Registered Aboriginal Party.

Salvage would be endorsed during the CHMP process and would need to occur before any works could occur onsite. This process can add an additional 12 months to the project timeline, also resulting in significant costs. Council officers cannot confirm possible salvage costs at present because they do not know what the final size of each registered Place will be until after the fieldwork is complete, making the cost and timeframe uncertain.

Cost Analysis

To address budgetary considerations for this project, Council at the August 2022 Council Meeting endorsed extending the project timeline by an additional twelve months, with the revised completion date June 2025.

Financial Year	Allocated Budget	Expenditure
2020/2021	$1,400,000.00	$381,659.22
2021/2022	$1,400,000.00	$11,612.58
2022/2023	$4,700,000.00	$183,339.20
2023/2024	$3,850,000.00	$1,613,942.82
Total	$9,950,000.00	$2,190,553.82

The current Stage 1 Precinct Plan includes the development of one multipurpose ground, car parking, landscaping, footpath network and road access from McCrae Boulevard. The cost of this development is estimated to be $16,150,000 (See Attachment 2). However, due to the cultural heritage of the site, could escalate to an estimate of $17,700,000 or

more. Unfortunately, with the current level of site complexity and uncertainty, officers cannot provide an upper limit to the potential cost of the Project.

The Project has had only one confirmed potential funding opportunity, being Sport and Recreation Victoria's Local Sports Infrastructure Fund, with an application currently submitted for $300,000. The Grant, whilst welcome, would cover only a very small portion of the project cost, if Council were successful with its application. This is also a highly competitive grant program with limited funding available, with the complexities around native grasses and cultural heritage likely to make this a less attractive project to fund. As such, the majority it not all funding for the project will be required from Council's Annual Capital Works budget. Given that costs are now significantly higher than anticipated when initially approved by Council, and with the upper limit currently unknown, Council would be required to reallocate fund in future years Capital Works Program for this Project, which would necessarily be at the expense of other high priority projects.

From a cost benefit perspective, if Council were to proceed with the Project, this investment will provide for one winter tenant and one summer tenant. Officers note an investment of this level (circa $17M) at other sites identified in the Sports Facility Development Plan, could deliver 4-5 new sportsgrounds and provide significantly greater benefits for the community.

The new sportsground priority order (in the adopted Sports Development Plan) includes, Keilor Park Reserve, new synthetics in the South, outdoor netball courts, Sassella Park Pitch 1 Deer Park, Keilor Lodge Pitch 4 Taylors Lakes with an expected cost of $15,000,000 to deliver all 5 facilities, which officers believe would benefit the wider Brimbank community.

The current Project site at Green Gully has no current infrastructure and requires a complete redevelopment; whereas the alternative priority sites identified in the Sports Facility Development Plan are project ready and do not have any significant overlays that would prevent future development.

Options

Option A (Recommended)

A. Upon a thorough analysis and careful consideration, the Project does not proceed due to financial constraints and extensive feasibility issues, resulting in significant delays. Noting that there may be some future community use of the site, and that this future use can be referred to Council's Creating Better Parks Open Space and Playground Policy and Plan for consideration. Noting also however that the Design Development stage of this project is complete, and a cost plan has been developed, and Preliminary Contract Documentation has commenced (Architectural only), with base documentation created; this would provide the basis for the project to be revisited in future if deemed necessary and good value.

Option B (Not recommended)

B. Proceed with planning for the Project, be undertaking the second phase of archaeological fieldwork, noting that should additional cultural heritage items be discovered, subsequent phases of excavation will be required, extending the process by at least 12-18 months or more and increasing costs. Noting also that if there is a discovery of critical artefacts, salvage treatments and recommendations would be made, which would impact construction commencement, which would be delayed until April 2025 or later; there is also

potential for these recommendations to have considerable impact on the ability to deliver the proposed Stage 2 in this precinct. If Council determined to proceed with the Project, cognisant of the various risks outlined in this report, the project contract documentation would be completed, with a further cost increase reflected in the Design Consultant Contract.

Implementation

Option 1 – Not proceed

Based on Council decision to proceed with Option 1, Council will formalise the Deed of Termination and Release with the Design Consultant, eliminating any further design costs and cease CHMP investigations.

Communications with relevant stakeholders and the broader community will take place to explain the decision not to proceed.

Given the complexity of Green Gully Reserve regarding its environmental and cultural values and its size, making improvements will require time and careful consideration; this will be guided by the Green Gully Northern Precinct Master Plan. To date there have been delays and budget constraints in delivering on elements of the Master Plan; however detailed design and Cost Plan C (Design Development Stage) has been completed. Preliminary Contract Documentation (architectural only) has commenced so that it can be ready if Council make a decision to proceed with the project (subject to design consultants contract fee being revised to reflect the project budget increase).

Option 2 - Proceed

On the basis of Council decision to proceed with Option 2 and based on the current information and advice received to date, the completion of the CHMP due to the many variables and a salvage type process could push the timelines out as follows:

- Next phase of Archaeological fieldwork April 2024
- CHMP process thereafter, based on a 9 month period January 2024
- RAP determines salvage required, additional 12 months December 2025
- Construction commences** April 2026

**Assumes the Tender and Tender evaluation process occurs during the CHMP or salvage process.

Note: The timelines may change if there are unforeseen delays in the CHMP process, and any decision to tender the project would need to be reviewed/re-evaluated.

If Council decided to support this option and proceed with further archaeological work and the CHMP process in 2024/25, officers would need to budget for this work in 2024/25 and this would require an amendment to the draft 2024/25 Capital Works Program; this would necessarily be at the expense of other projects currently listed in the draft 2024/25 Capital Works Program.

In addition, a variation of $388,876.40 excluding GST would be required for Contract No. 21/430211 Design and Consultancy Contract due to the revised project budget. It is highly likely that this Contract will continue to increase in costs as the design and investigations progress leading to further variations required.

Green Gully Reserve Northern Precinct Enhancement Plan - Stage 2
The Green Gully Site includes an additional land parcel designated for potential future development, pending further investigations and approvals. However, given the

prolonged and intricate approval processes endured, such as securing Commonwealth and State native grass approvals and obtaining cultural heritage approval, coupled with the future development area being situated within a high voltage electricity power line easement, its development potential is significantly constrained. And whilst the costs to achieve sporting use is unknown, based on current knowledge is likely to be significant (assuming approvals can be received), and poor value for money.

During the initial Stage 1 consultation process with Department of Energy, Environment and Climate Action (DEECA), the scope of native grass removal was reduced by over 4,000m2 and it is expected that there would not be support for the removal of the remaining native grass located in Stage 2; and if approval was received, it would come at a substantial cost, given that suited sites are scarce for Commonwealth protected native grasses.

Expert advice has indicated that due to the location of the future playing fields being within the 'area of cultural heritage sensitivity', and over an existing 'Heritage Place', a new Cultural Heritage Management Plan for Stage 2 would be required. With artefacts found within the proposed development area (existing heritage Place), the likelihood of finding further artefacts is increased.

Stage 2 includes an overhead transmission easement making it challenging for an additional competition sportsground due to the overhead restrictions that will restrict the optimum location of floodlighting. Without being able to achieve optimum levels of lighting, this site would likely restrict any future sportsground be training grounds only.

Considering these limitations, particularly in floodlighting installation and the need to navigate extensive approval processes including a new Planning permit, the viability of the future development option of Stage 2 appears to be increasingly untenable.

Alternative Use

The Master Plan includes existing Council strategies, policies and plans and frameworks were reviewed and considered in the development of this Project. The key documents that have influenced the development of the project include, Sports Facility Development 2018, Cycling and Walking Strategy, Creating Better Parks Policy and Plan, Urban Forest Strategy, Biodiversity Strategy, Habitat Connectivity Plan, ESD Framework and Sustainable Water Management Strategy.

Subject to Council agreeing with the recommendation not to proceed with the Pavilion and Sportsground project in this location, future alternative use of the site would be referred to Councils' Creating Better Parks Open Space and Playground Policy and Plan (CBP) for consideration.

Community Engagement

During the development of the Green Gully Northern Precinct Enhancement Plan, extensive consultation with the community and key internal stakeholders was carried out.

Council will continue to engage with stakeholders and the community to inform the future use of the site following Council's decision if the recommended option is adopted. Communications with the community will take place following Council's decision on this matter via Council's website and other methods as appropriate.

The Project is at high risk, of significant delays and uncontrollable cost escalations. If Council accept officers' recommendation not to proceed, officers will inform stakeholders and the broader community of the decision and rationale; if the recommended option is not endorsed Council will provide status updates via Council's website to ensure the Community is kept informed of the Project progress.

Resource And Risk Implications

The resources required for current planning and design can be met within the Annual Budget 2023/2024, however noting that Option 2 would have a significant impact on multiple years budgets and a direct impact on the ability to deliver prioritised projects. Refer to Confidential Attachment 2 for project financials.

Community: potential impact on community, including public trust and customer service impact
• Yes - The Sports Facility Development Plan identifies that additional sports facilities are required in order to meet current and future demand. However, there would be substantially more community benefit from investing the likely cost of proceeding with the sports facilities at Green Gully Reserve, in other high priority sportsground projects at other sites. It is highly likely that investing upwards of $16-17M for one winter and one summer tenant would not be considered by many in the community as a wise investment of Council funds.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• Yes - Environmental investigations have been undertaken to provide Council with a clear understanding of the site and the required actions to develop the site. These investigations have revealed the site has high native flora and cultural heritage values that is resulting in it being a very complex site for development for sports facilities.

Financial: significant financial impacts
• Yes – If the project were to proceed, it will require additional funding in future years over the allocated and approved budget of $9,950,000.00. The cost estimate at this stage, whilst still not finalised is currently approximately $16,150,000, with the potential for the project cost to be $17,700,000 or more. On that basis, officers' advice is the project represents a financial risk and does not represent good value for money.

This report addresses the financial risks with this project and endorsement of Officer Recommendation outlines that Council is managing its budgets in a sustainable and responsible manner and look to invest in sites less complex resulting in a better outcome for the community.

There are no regulatory or safety implications of note.

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

1. People and Community - A welcoming, safe and supported community - An inclusive place for all
• Wellbeing and Belonging - Responsive services that support mental and physical wellbeing

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around.

This report complies with Council Plan 2021-2025, Community Vision 2040, Sports Facility Development Plan 2018, Creating Better Parks Policy and Plan 2016, Sustainable Water Management Strategy 2013-2023, Community Services and Infrastructure Plan 2018 and Cycling and Walking Strategy 2016.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

12.12	Proposed Additional Accessible Parking in front of Brimbank Community & Civic Centre
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Adrian Ashford
Attachment(s)	Nil

Purpose

To provide a report in response to the Notice of Motion adopted at the Council meeting of 17 October 2023, seeking advice on the feasibility, costing and options for the redesignation of the existing parking bays at the entrance to the Brimbank Community and Civic Centre (BCCC) to accommodate an additional accessible parking bay.

Officer Recommendation

That Council:

a. Notes this report has been provided in response to a Notice of Motion endorsed by Council in October 2023;

b. Notes the findings of the feasibility, costings and options report;

c. Endorses Option C in this report, which would retain the existing parking bays along Hampshire Road (comprising of one accessible bay and two short term parking bays).

Background

This report has been drafted in response to a Notice of Motion adopted at the Council meeting of 17 October 2023.

The Brimbank Disability Advisory Committee (DAC) has been established to provide input and advice to Council and to champion accessibility and inclusivity for people with disability. The DAC has advocated for additional accessible parking at the entrance to the Brimbank Community and Civic Centre (BCCC).

As part of the construction of the BCCC (opened in July 2016), three parking bays were provided along Hampshire Road to provide short term parking (15 minutes) and opportunities for loading and unloading.

Since the opening of the BCCC, people with a disability have raised concerns at the lack of parking at the entrance. In November 2016, one of the car parking bays along Hampshire Road (outside the BCCC) was converted to an accessible car parking bay and additional accessible car parking bays were constructed outside Visy Hub.

On 12 September 2023, DAC members encountered misuse and disregard for the existing accessible bay, creating a barrier for people with a disability wanting to enter the building. This is an ongoing issue that has been raised at previous DAC and Brimbank Disability Network Group meetings.

At Council's meeting held on October 17, 2023, the following motion was moved:

> *That Council receive a feasibility, costing and options report for the redesignation of the existing parking bays at the entrance to the Brimbank Community and Civic Centre (BCCC) to accommodate an additional accessible park.*

Matters for Consideration

Options

A. Convert one existing short term car parking bay to an accessible car parking bay. This would allow for two accessible car parking bays and one short term parking bay. To accommodate these works, modifications to the kerbing and streetscape along Hampshire Road would be required as the parking bays would need to be widened to comply with the Australian Standards. The existing accessible car parking bay would also be required to be modified as it currently does not comply with the Australian standards. The cost estimate for this option is $85,000.

B. The existing short term parking bays (x2) are converted to accessible car parking bays. This would require modifications to the kerbing and streetscape as the parking bays would need to be widened to comply with the Australian Standards. The existing accessible bay would also need to be modified as it currently does not comply with the Australian standards. This would result in three accessible car parking bays with no provisions for short term parking for members of the community who are not a holder of a disabled parking permit. The cost estimate for this option is $100,000.

C. Existing parking bays along Hampshire Road (comprising of one accessible bay and two short term parking bays) remain as they are, with enforcement to ensure appropriate use. The current parking conditions allow for short term parking for members of the community to access the BCCC and library while also providing a parking space for someone with a disability. Holders of a disabled parking permit are permitted to park for longer periods within the short-term parking bays. There is no additional cost for this option.

Analysis

As part of the construction of the BCCC, three parking bays were constructed along Hampshire Road to provide short term parking opportunities for members of the community accessing the BCCC and Library. In November 2016, one car parking bay was converted to an accessible car parking bay to allow for parking opportunities for people with a disability. As part of these works, additional accessible parking spaces were also constructed outside Visy Hub.

There are currently eight accessible carparks within close proximity of the BCCC and further accessible car parking bays in the shopping precinct. A Parking Occupancy survey from 2019 for the Sunshine Town Centre showed that the occupancy rate for disabled bays was 74% across the Centre.

Anecdotal evidence suggests there is high demand for short term parking in this location and that these parks are highly valued by those accessing shops and services in the

area, including by members of the community with mobility issues that do not have a permit to park in bays designated as disabled parking.

Council officers have undertaken a feasibility costings and options study for the conversion of the existing car parking bays to allow for an additional accessible car parking bay. To ensure the accessible car parking bay is constructed in accordance with the Australian standards, the street furniture along Hampshire Road would need to be removed to allow for the parking bay to be widened and the pram ramps constructed. The existing accessible car parking bay would also be required to be upgraded to the current Australian Standards. In addition, service relocation works would be required to accommodate the installation of the accessible car parking bays.

The cost to convert one short term car parking bay, upgrade the existing accessible car parking bay and associated works is estimated at $85,000, resulting in two accessible car parking bays and one short term car parking bay.

As part of the study, an alternative option was considered where the existing two short term car parking bays are converted to accessible car parking bays. This would result in three accessible car parking bays, limiting the car parking outside the BCCC to only disabled parking permit holders. The cost to undertake these works is estimated at $100,000.

The third option is for the car parking arrangement to remain as it is, which provides one accessible car parking bay and two short term car parking bays. Note, Disabled parking permit holders are permitted to stay for longer durations within the short-term car parking bays.

Implementation

Given the estimated $85,000 cost of converting one short term parking bay to disabled parking, or $100,000 to convert two short-term parking bays to accessible parking bays, and noting there seems to be sufficient disabled parking bays in the Sunshine Town Centre to accommodate the demand at most times, it is recommended that the existing parking restrictions remain.

Community Engagement

Report back to the DAC and Brimbank Disability Network Group meeting with the outcome of the Council decision.

Resource And Risk Implications

No additional resources are required.

Community: Ongoing concerns from DCA due to lack of accessible car parking outside the BCCC if an additional accessible car parking bay is not provided.

There are no Environmental, Financial, Regulatory or Safety impacts.

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all

• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around.

This report complies with the *Local Government Act 2020*.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

12.13	Municipal Maintenance Agreement (Department of Transport formerly VicRoads)
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Tom Razmovski
Attachment(s)	Nil

Purpose

For Council to consider the cost and implications of maintaining the Department of Transport and Planning (formerly VicRoads) assets; and seek an increased contribution for the maintenance responsibilities on various Urban Arterial Roads included in the Municipal Maintenance Agreement between the Department of Transport and Planning, formerly VicRoads and Brimbank City Council.

Officer Recommendation

That Council:

a. Requests the CEO to write to the Secretary of the Department of Transport staff seeking an increased contribution towards the upkeep of various arterial roads included in the Municipal Maintenance Agreement between the Department of Transport and Planning and Brimbank City Council, requesting a response be provided before 30 June 2024.

b. Writes to the Hon. Minister Roads and Road Safety, and local members (State Government) seeking an increased contribution towards the upkeep of various arterial roads included in the Municipal Maintenance Agreement between the Department of Transport and Planning and Brimbank City Council, requesting a response be provided before 30 June 2024.

c. Receive a further report detailing the responses from senior Department of Transport and Planning staff, Hon. Minister for Roads and Road Safety, Secretary of the Department of Transport and local members (State Government), and officer advice in response.

Background

In 2014, Brimbank Council entered into a Municipal Maintenance Agreement (MMA) with VicRoads (now Department of Transport and Planning) whereby Council took over specified maintenance responsibility (mainly grass cutting and associated works) for those parts of the Urban Arterial Road Network (mainly medians) for which DTP is the Responsible Road Authority. Around the same time, other councils where also entering these MMAs for similar reasons.

The MMA covers Urban Arterial Roads north of Ballarat Road, while Urban Arterial Roads south of Ballarat Road continue to be maintained by DTP's contractor Ventia (formerly Broad Spectrum).

In summary the MMA requires Council to provide all labour, plant/ equipment, traffic management, etc. to undertake the following activities:

- Grass Mowing;

- Edge Trimming;
- Grass and Weed Control;
- Tree and Shrub Management;
- Noxious Weed Control; and
- Litter Control.

Council's delivery against the MMA has improved the presentation and appearance of these roads by delivering a higher level of service because Parks Services has delivered a more frequent and higher quality service than was otherwise being provided by DTP.

The DTP service specification for this work, captured within the MMA, only requires 3-4 cuts per year, whereas Council aims to provide around 12 cuts per site per year in line with the level of maintenance it provides in the areas 'behind the back of kerb' where Council has maintenance obligations as the Responsible Road Authority.

Council's current total annual spend to deliver the MMA is around $475,000 (excl. GST) and DTP currently contributes around $109,090 (excl. GST), leaving a net cost to Council of around $355,000 (excl. GST). With increases to relevant service Contracts, this difference is likely to increase in coming years if there is no change.

Over the period since this agreement was signed, and in response to fatalities and 'near misses' elsewhere on the DTP road network, DTP has acted to mitigate the risks associated with the traffic management arrangements being adopted for works on the DPT road network. These measures include:

- A more robust works approvals process;
- Placing restrictions on the spread of hours during which works are permitted, including a requirement for certain works to be done of an evening;
- The nomination of DTP 'prequalified' traffic management service providers to provide traffic management for works on the DTP road network, including all applications for approvals and Memorandums of Authorisation; and
- DTP no longer deals directly with councils in relation to these approvals.

These improvements have improved safety but have also added significantly to Council's costs to deliver the MMA. However, while the payment received by Council from DTP is indexed annually, the MMA makes no provision for these additional costs to Council.

Under similar increasing cost pressures, some councils who have these MMAs with DTP have made a conscious decision to stop maintaining these DTP assets, handing them back to DTP to manage, along with any complaints and service requests received from the community.

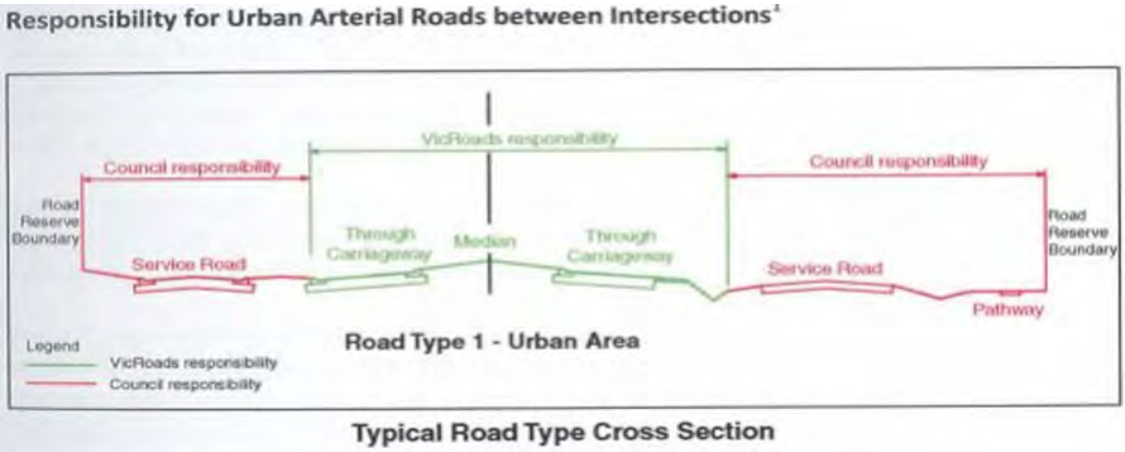
Matters for Consideration

Analysis

Roles and Responsibilities under the *Road Management Act*

Notwithstanding the MMA Council has with DTP to maintain parts of the Urban Arterial Road Network for which VicRoads is the Responsible Road Authority (under the *Road Management Act*), Council is likewise the Responsible Road Authority, and has maintenance responsibilities, for the areas within the road reserve either side of the through carriageways (the diagram below describes this arrangement).

For certainty, it should be noted, the area that Council maintains on behalf of DTP, which is the subject of this report, is the median, and is within the area identified as VicRoads responsibility under the RMA.



Municipal Maintenance Agreement

Council first signed a Municipal Maintenance Agreement (MMA) to maintain DTP assets in 2014. This has been renewed several times, with the last Agreement signed in 2020. This Agreement remains in place unless varied by one of the parties to the Agreement.

The level of service provided for by DTP under the MMA (being 3-4 cuts per year) does not meet community expectations. Council has intervened to provide what it believes is an acceptable level of service. There is a risk that Council retaining responsibility for the maintenance of DTP assets but reducing the frequency of service and simply delivering according to the MMA schedule, would leave Council open to criticism for not sufficiently maintaining amenity – on that basis, this approach is not recommended.

The following schedule of roads forms part of the signed MMA between DTP and Brimbank City Council:

- Furlong Road
- Keilor Park Drive
- Keilor-Derrimut Road
- Keilor-Melton Road
- Kings Road
- Main Road
- McIntyre Road
- Melrose Drive
- Melton Highway
- Sharps Road
- St Albans Road
- Sunshine Avenue
- Federation Trail

NOTE: This is not a complete list of the Urban Arterial Roads within the municipality of Brimbank. It is a list of the Urban Arterial Roads which forms part of the signed MMA between DTP and Brimbank City Council.

The MMA is not the only agreement Brimbank has with DTP regarding maintenance on Urban Arterial Roads. There are numerous other agreements in respect of Council's urban design type projects such as gateway landscaping, roundabouts, etc. These arrangements are separate to the MMA, there is no changes proposed to these arrangements at this stage.

Traffic Management and the Approvals Process

The DTP is the Coordinating Road Authority for the Urban Arterial Network and as such is responsible for the safety of road users. It is therefore DTPs statutory prerogative to

introduce policies and procedures around who undertakes traffic management on its roads and the conditions attached to this activity.

One such requirement is that any application to the DTP for the approval to undertake traffic management can only be made by a DTP 'prequalified' traffic management service provider. A list of these providers is published on the DTP website.

Notwithstanding that Brimbank has its own traffic management powers and duties, it is not a DTP 'prequalified' service provider in this space. Therefore, Brimbank uses an accredited and 'prequalified' traffic management company to provide this service, at a cost.

The roads Brimbank Council maintains on behalf of DTP require significant traffic management, as a condition of the MMA, and to ensure safety of those performing the works. This contributes to the complexity and cost of maintaining these roads on behalf of DTP.

Restrictions on Hours of Work

The MMA includes a condition that no work shall be carried out on the Site outside the period between 7.00 a.m. or sunrise, whichever is the later, and 6.00 p.m. or sunset, whichever is the earlier. However, an overriding requirement for all sites is the need for a DTP approved Memorandum of Agreement (MOA) to undertake works on each site.

The MOA approval generally is provided for a 12-month period.

Currently, the DTP restricts mowing and other associated landscape maintenance on Urban Arterial Roads to generally between the hours 9.30am and 2.30pm (Monday to Friday). This requirement is not ideal for Council in terms of facilitating productivity and/or efficiency.

Furthermore, DTP is now hesitant to grant approvals for certain works (where the DTP deems it unsafe to impede traffic) to be carried out during normal working hours. In these instances, works can only be carried in the evening between 8pm and 4am. At this stage no roads on the MMA are impacted by this requirement.

Advice from Department of Transport and Planning, formerly VicRoads (DTP)

In October 2023, senior staff at the DTP advised Council officers that there would be no additional funding for an increased maintenance response (at least in the next 2 financial years), and that if Council did not wish to continue under the current arrangements, the agreement could be terminated, resulting in Council handing back the maintenance responsibilities. The DTP further advised that their maintenance response prioritised risk mitigation, rather than amenity.

Termination Clause

The MMA includes a termination provision that either party may, in its sole and unfettered discretion, terminate the Agreement upon giving the other party six month's written notice.

DTP Contractor Maintenance south of Ballarat Road

The standard of maintenance provided by DTP's contractors south of Ballarat Road (which are the responsibility of DTP) is considered satisfactory. Council has received significantly less service requests (relating to long grass and litter) for roads maintained by contractors on behalf of DTP on arterial roads south of Ballarat Road, than for the arterial roads maintained by Council on behalf of DTP for arterial roads north of Ballarat Road (204 compared to 88 for the last 2 years).

It should be noted that the length of arterial roads to the north is significantly higher in comparison to the south; however proportionally the number of service request received is higher for the north than the south of Ballarat Road. This appears to indicate the contractors engaged by DTP are maintaining these roads to an acceptable standard.

Other council's

Several other councils with similar MMAs have made the decision to hand back the maintenance responsibilities back to the DTP due to the cost/benefit inadequacies of the current agreements. Officers understand a number of other Councils are considering taking similar action.

Financial Impacts and Risks

Annual Costs

The following cost estimates relates specifically to delivering the Municipal Maintenance Agreement:

Wages	$ 150,000
Plant & Equipment	$ 55,000
Traffic Management	$ 240,000
Edging (4 cuts annually)	$ 30,000
Annual Total Spend	$475,000
Less Income (DTP Contribution)	($109,090)
Net Estimated Annual Total Spend	$365,910

Notwithstanding the costs associated with delivering the MMA, Council also spends around $775,000 annually on roadside maintenance (grass cutting and associated works) including roadside maintenance on that part of the Urban Arterial Road Network for which Brimbank has maintenance responsibilities as the Responsible Road Authority. There would be no change to this responsibility if Council handed back responsibility for maintaining the DTP assets covered under the MMA.

Implementation

Subject to Council approval, correspondence would be sent to senior Department of Transport and Planning staff, Hon. Minister for Transport and Infrastructure, Secretary of the Department of Transport and local members (State Government) with a request for Brimbank Council to receive an additional contribution to the upkeep of various arterial roads included in the Municipal Maintenance Agreement between the Department of Transport and Planning and Brimbank City Council.

Council officers propose to draft a subsequent report to Council detailing the responses (if any) and proposed next steps.

Community Engagement

Consultation in relation to the Municipal Maintenance Agreement was undertaken with relevant Council officers to ensure the maintenance requirements meet community needs and expectations.

Resource And Risk Implications

Council currently contributes an additional net cost of around $355,000 (excl. GST) to achieve a desired standard of maintenance for the arterial network north of Ballarat Road. It is anticipated this additional contribution is likely to increase in coming years.

The works associated with the Municipal Maintenance Agreement are currently part of the Parks and Public Realm Operational Program approved by Council as part of the Annual Budget process.

Community: potential impact on community, including public trust and customer service impact
• Yes – Potential complaints and service requests, where maintenance standards do not meet community expectations.

Financial: significant financial impacts
• Yes - Budget expenditure is from Council funding; the Operational budget is subject to Council approval.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• Yes – The Municipal Maintenance Agreement transfers specified maintenance responsibilities for those parts of the Urban Arterial Road Network to Council for which DTP is the Responsible Road Authority.

Safety: health, safety or duty of care impacts
• Yes – Works carried out as part of the Municipal Maintenance Agreement are required to maintain sites to required safety standards, including appropriate traffic management.

There are no Environmental risks identified.

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around

4. Leadership and Governance - A high performing organisation that enacts the vision and decisions of Council through the delivery of quality and innovative services - A fairer place for all
• High Performing and Accountable - Our workforce strive to enhance services and liveability for the Brimbank community.

This report complies with Council's Road Management Plan and *the Road Management (General) Regulations 2016* through a Municipal Maintenance Agreement that transfers specified maintenance responsibilities for those parts of the Urban Arterial Road Network to Council for which the Department of Transport and Planning is the Responsible Road Authority.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

12.14	Final Draft Alfrieda Street Public Realm Master Plan
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Lisa Davis
Attachment(s)	1. Draft Alfrieda Street Public Realm Master Plan Revised Following Feedback March 2024 [12.14.1 - 38 pages] 2. Draft Alfrieda Street Public Realm Master Plan Respondent Feedback Summary [12.14.2 - 5 pages]

Purpose

For Council to consider adopting the Final Draft Alfrieda Street Public Realm Master Plan (the Final Draft ASPRMP), at Attachment 1.

Officer Recommendation

That Council:

a. Having considered feedback received as part of the consultation process for the draft Alfrieda Street Public Realm Master Plan, adopts the Final Draft Alfrieda Street Public Realm Master Plan, at Attachment 1.

b. Notes the intent to, as far as practicable within site conditions, create footpath widths that are of approximately equal size on both sides of Alfrieda Street within the Civic Walk section.

c. Consider funding for implementation of the Final Draft Alfrieda Street Public Realm Master Plan in future budget processes.

d. Writes to St Albans Business Association thanking them for their feedback on the draft Alfrieda Street Public Realm Master Plan and advising of Council's decision.

Background

The Draft ASPRMP is a strategic document outlining the future direction for the main street of the St Albans Activity Centre. St Albans is situated within the Sunshine National Employment and Innovation Cluster (SNEIC) and Alfrieda Street is positioned to become a vital community hub.

This Final Draft ASPRMP has been developed over the past three years, with input from local businesses, industry, and residents, to guide the future of Alfrieda Street so that it supports local economic growth, enhances public spaces, and improves connectivity.

The Final Draft ASPRMP encompasses the streetscape from Main Road West to Taylors Road and identifies three distinctive zones: The Civic Walk, covering the shopping strip within the activity centre, and the Nature and Neighbourhood Walks, situated within the residential areas, each possessing a unique typology.

The development of the Final Draft ASPRMP is an action (7.4.1) in the Go St Albans Plan 2019-2024: *"Consider preparing a centre wide Streetscape Master Plan to establish the*

design and preferred connections with an initial focus on Alfrieda Street but also including Main Road East, Main Road West, St Albans Road and select laneways."

Matters for Consideration

Options

The Final Draft ASPRMP is has been prepared for consideration following three rounds of consultation:

A. Option 1: (Officer Recommendation): the Final Draft ASPRMP be adopted to guide the planning, design, maintenance and associated budget allocations for Alfrieda Street

B. Option 2: Do not adopt the Final Draft ASPRMP and plan for maintenance of the existing public realm only.

Analysis

The Final Draft ASPRMP covers the entire length of Alfrieda Street and is divided into three sections – the Civic Walk Precinct, Nature Walk Precinct and Neighbourhood Walk Precinct. It outlines the community's aspirations and embeds the shared objectives for the street for the next 10 years. The shared objectives that have been informed by 3 rounds of community and stakeholder engagement are outlined below.

For the Civic Walk Precinct:

- Wider footpaths, outdoor dining and trading
- Shade trees and planting
- Seating, drinking fountains, bins/recycling
- Spaces for community gatherings/events
- Easy access to car parking

For Nature Walk and Neighbourhood Walk Precincts:

- Shade trees and greenery
- Spaces for community events and gatherings
- Wider footpaths, outdoor dining and trading
- Connection to public transport, safer crossings
- Adequate car parking

Two key Projects that deliver on these shared objectives have been identified for each of the three sections, as shown in the Table 1 below.

The cost estimates shown are based on 2023 prices and are anticipated to rise. All project timeframes are subject to Council approval and budget allocation, as part of the annual budget process. Potential additional costs such as dealing with contaminated material and rock removal and disposal that are required as part of project implementation have not been costed or included at this stage. Further work will be required, as part of a subsequent stage, to understand these costs.

Table 1: High level implementation overview and cost estimates

Precinct	Project	Improvement Linked to Consultation Feedback	Delivery	Additional Annual Upkeep	Design and Delivery*
Civic Walk	Community Activation Space	Increased pedestrian and trading space Increased greening and canopy cover Increased public space and amenities Minimal loss of car parks and improved access to Collins Street car park	$2.1M	$65K	2027-2030
	Footpath Expansion		$2.2M	$52K	2028-2032
Nature Walk	Shared User Path	Increased pedestrian and cycling space Increased greening and canopy cover Improved public space amenities	$450K	$9K	2027-2030
	Suburban Park		$1.8M	$22K	2027-2030
Neighbourhood Walk	Shared User Path	Increased pedestrian and cycling space Increased greening and canopy cover Improved public space amenities	$1.3M	$5K	2027-2030
	Local Park		$150K	$3.5K	2029-2030

*Timeframes are estimates and will be subject to priority and affordability, which will be confirmed as part of Council's annual budget process.

These six Projects were highlighted as the most critical in addressing the main issues and opportunities identified during the master planning and engagement process. The delivery of these Projects would bring about a tangible transformation, making Alfrieda Street a more appealing and functional space for all.

Community Engagement

Three rounds of community engagement have informed the development of the Final Draft ASPRMP. Translated material has been provided and translators were included in the engagement processes.

Round 1 2021:

The first round of consultation was undertaken from 5 March to 9 May for the purpose of gathering information from the community around current sentiment, issues and opportunities. This information was used to inform the development of the Final Draft Master Plan. In Round 1, approximately 440 people provided feedback across the various

engagement methods, which included listening posts, targeted consultation and online surveys.

Round 2 2022:
The second round of consultation was undertaken from 7 November to 2 December for the purpose of obtaining feedback on the Draft Master Plan. In Round 2, approximately 350 people provided feedback across the various engagement methods, which included listening posts, targeted consultation and online surveys. There was 66% support for the draft Master Plan vision.

Council received a petition from the St Albans Business Association with 848 signatures objecting to the removal of the centre street carparking that had been proposed.

Round 3 2024:
The third round of consultation was undertaken from 19 February to 18 March for the purpose of obtaining feedback on the Revised Draft ASPRMP.

Consultation included:

- Making the Draft ASPRMP available on Council's 'Have Your Say' Web Page
- Attending the St Albans Business Association Meeting on 19 February and presenting the Draft ASPRMP
- Face to face targeted engagement with all traders on Alfrieda Street on 29 February with a Vietnamese Translator and translated engagement collateral
- Attending the St Albans Partnership Group meeting on 4 March and presenting the Draft ASPRMP

The feedback received has been provided at Attachment 2 and has been summarised below under the relevant key project:

Footpath Expansion

- Loading zones required for businesses (rear and in front) and short-term parking for takeaway delivery drivers (3 mentions)
- Does the master plan allow for the setup requirements of St Albans Lunar Festival (1 mention)
- Loved the idea of more greenery and in particular bamboo plants to provide shade to grocers on the eastern side. Shade is really important as it protects produce. Do not want any loss of car-parking at all (2 mentions)
- Loved the idea of having more opportunity for outdoor dining (3 mentions)
- Loss of parking on the sides of the road are not an issue, want to see middle parking kept (1 mention)
- Look at the parking times to make sure they are suiting all businesses (1 mention)
- Concerned that making the road more narrow means that cars cannot overtake cars that are waiting for a park or double parked to enter shops (1 mention)

Community Activation Space

- Request for more public toilets (1 mention)
- Will encourage more people to congregate and drink like the other one (1 mention)
- Current Civic Plaza may look good, but it is not being maintained – want to ensure better maintenance (1 mention)
- Closure of Elaine St will create circulation problems, keep access from Alfrieda St into Elaine St, egress can be removed if required (1 mention)
- The current layout doesn't allow vehicles to do a loop of Alfrieda St again if looking for car parking (1 mention)
- Don't repeat mistakes from Sunshine (Civic Green) because no one uses this area and businesses there are struggling as a result (1 mention)

In addition to the above feedback, the feedback below relates to the existing Collins Street Car Park and improving the community's use of this:

- To increase the use of the carpark lighting and safety of the car park and the laneways needs to be increased (6 mentions)
- Signage advising motorists of available car spaces in Collins St is a great idea (1 mention)

Modifications to Draft ASPRMP in response to feedback

Modifications have been made to the Draft ASPRMP based on feedback received from the community, as summarised below:

- P25 text updated on the plan: Increase pedestrian and trading with dedicated zones for outdoor dining, trading and events, featuring shade trees, landscape plantings and structural soils to support healthy tree growth. Ensure parking spaces are allocated in appropriate locations for short term (including delivery vehicles) and longer stays
- P28 text updated: The revised plan proposes the removal of 41 car parking spaces along the Civic Walk. To mitigate this, approximately 15 new spaces will be added on Nature Walk, leading to a net loss of 26 spaces.
- P25 text added: Strategically place amenities like seating, bicycle parking and toilets to enhance convenience and comfort.
- P25 text added: Ensure the area is designed to feel welcoming for all, is well lit and promotes a safe environment at night
- P25 text added: added bullet point - Investigate opportunities to improve pedestrian safety and amenity in adjacent laneways and car parks

Additional change proposed below in preparing the master plan document as final:

- P36 – rename page to “Staging and Implementation” and remove “Next Steps” and remove bullet points

The Final Draft ASPRMP sets out the community’s vision for the transformation of Alfrieda Street’s public realm into a greener, safer and better-connected urban environment. This strategic document outlines the transformation of Alfrieda Street over the next decade underpinned by sustainability principles and community-focused urban design.

Incorporating feedback from three rounds of community consultation, the Final Draft ASPRMP emphasises the need for more greenery, safer pedestrian crossings, and better cycling infrastructure, while addressing key community concerns about car parking and support to local businesses.

Throughout the master planning process, the following external stakeholders have been engaged to provide information about the Project and to ensure there is consideration of potential alignment: Department of Transport, Powercor, CDC Buses and Greater Western Water.

An internal working group with representatives from the following departments has been engaged at key stages of the master planning process including prior to each phase of community engagement; City Strategy, Engineering Services, Asset and Property Services, Climate Emergency and Environment, Community Learning and Participation, Community Strengthening and Social Planning, Community Wellbeing (including Youth Services), Leisure and Community Facilities, Parks and Public Realm, Park Services, Communications and Community Engagement.

Evolution of the project

The Civic Walk section of the Master Plan underwent significant transformation in response to community feedback received in the second round of consultation. The Final Draft ASPRMP that is being presented for adoption has been adapted to better meet the needs and desires of local residents, traders, and visitors.

The initial Draft ASPRMP that was presented in the second round of consultation in 2022, aimed for a complete upgrade of the street, which included the removal of 91 car park spaces to facilitate a significant expansion of public space. However, this option was met with concerns, particularly regarding the loss of parking spaces and the potential impact on local businesses. The estimated cost of such a Project was also determined to be beyond Council's capacity.

Implementation
Implementation of the Draft ASPRMP has been included in the 10 Year Capital Works Plan to align with other projects and strategy implementation, including the redevelopment of the St Albans library, the implementation of the Public Toilet Strategy, Cycling and Walking Strategy and the Creating Better Parks and Plan and the Annual Road Rehabilitation Program. Implementation will be subject to annual funding allocations.

Resource And Risk Implications

Environmental:
Implementation of the Final Draft ASPRMP seeks to reduce car travel, providing a safer street for pedestrians and cyclists while increasing biodiversity, tree canopy cover that is supported by stormwater harvesting and treatment, where possible.

Financial:
Implementation of the Final Draft ASPRMP will require significant allocation of funds in the forward Capital Works Program. Funding for implementation of the various projects is subject to Council approval and will be considered as part of future Council Plan and Budget processes.

There are no Community, Regulatory or Safety risks identified.

Legislation/Council Plan/Policy Context

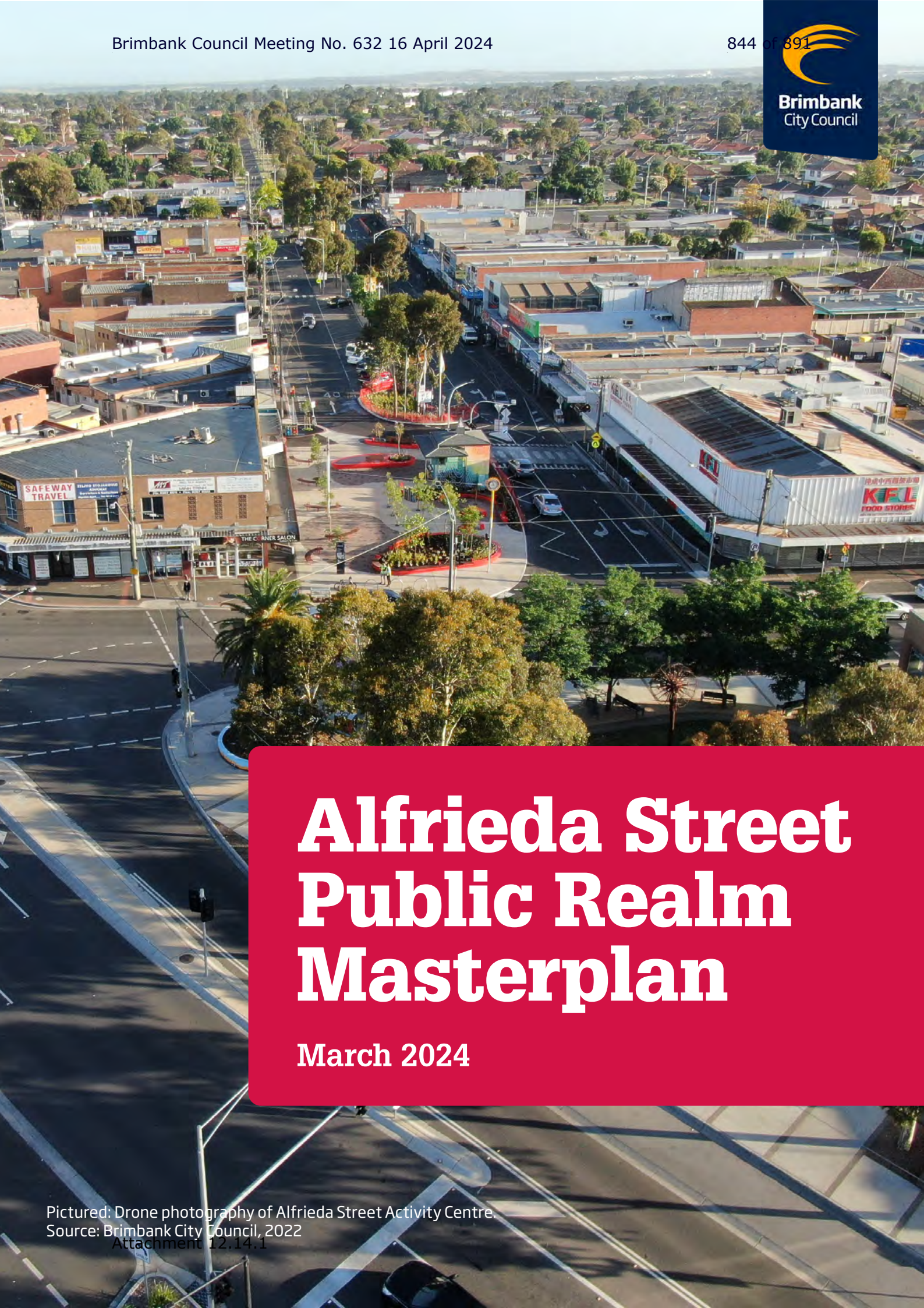
This report supports the Council Plan 2021-2025 strategic direction and objective of:

1. People and Community - A welcoming, safe and supported community - An inclusive place for all
• Wellbeing and Belonging - Responsive services that support mental and physical wellbeing

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around
• Sustainable and Green - Protect natural environments for current and future generations.

This report complies with the Council Plan 2021-2025, Brimbank Climate Emergency Plan, St Albans Structure Plan, Go St Albans Action Plan, Brimbank Activity Centre Strategy, Brimbank Cycling and Walking Strategy 2016, Brimbank Creating Better Parks Policy and Plan.

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.



Alfrieda Street Public Realm Masterplan

March 2024

Pictured: Drone photography of Alfrieda Street Activity Centre.
Source: Brimbank City Council, 2022

Pictured: Wurundjeri artwork in Brimbank Council Chamber by Thomas (Tom) Day, May 2022
Source: BCC News

Acknowledgement of Country

Brimbank City Council respectfully acknowledges and recognises the Wurundjeri and Bunurong Peoples as the Traditional Custodians of this land and its waterways, and pays respect to their Elders, past, present and future.

We pay our respect to their Elders past, present and emerging. Council also acknowledges local Aboriginal and Torres Strait Islander residents of Brimbank and their Elders for their ongoing contribution to the diverse culture of our community.

The City of Brimbank holds great significance as a historical trading and gathering hub for the Traditional Owners.

This region boasts a profound Aboriginal cultural and physical heritage. Within the municipality, there are 427 documented sites of cultural heritage significance, as recorded in the Victorian Aboriginal Heritage Register, under the stewardship of Aboriginal Victoria and the Aboriginal Heritage Act 2006. These places, landscapes, and objects embody the intricate and evolving way of life of Aboriginal peoples over thousands of years.

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Pictured: Street Piano by Tadros Hanna at Alfrieda Street Civic Plaza. Source: Brimbank City Council, 2022

Executive Summary

The Alfrieda Street Public Realm Masterplan sets out the community's vision for the transformation of Alfrieda Street's public realm into a greener, safer and better connected urban environment. This strategic document outlines the transformation of Alfrieda Street over the next decade underpinned by sustainability principles and community-focused urban design.

Vision and Objectives

The Masterplan envisions Alfrieda Street as a vibrant community-focused corridor that prioritises pedestrians and active living, enhances public spaces, and fosters ecological resilience. It focuses on improving mobility and safety, fostering social cohesion, and supporting biodiversity.

Community Engagement

Reflecting on two extensive rounds of community consultation, the plan incorporates feedback that emphasises the need for more greenery, safer pedestrian crossings, and better cycling infrastructure, while addressing key community concerns about car parking and support to local businesses.

Key projects

Civic Walk
This commercial heart of Alfrieda Street will see widened footpaths, enhanced public amenities, and increased greening, with a focus on pedestrian zones and outdoor dining.

Nature walk
A green and water sensitive corridor that is friendly for pedestrians, cyclists, and local biodiversity.

Neighbourhood Walk
The residential stretch will be reimagined to encourage walking, with safe and accessible routes to transport and local amenities, as well as increased tree canopy cover.

Section	Project	Improvement linked to consultation feedback	Cost Estimate Delivery	Annual Upkeep	Design & Delivery
Civic Walk	Community Activation Space	-Increased pedestrian and trading space -Increased greening and canopy cover -Increased Public Space and amenities -Minimal loss of car parks and improved access to Collins Street car park.	$2.1M*	$65K*	2027-2030
	Footpath Expansion		$2.2M*	$52K*	2028-2032
Nature Walk	Shared User Path	-Increased pedestrian and cycling space -Increased greening and canopy cover -Improved public space amenities	$450K*	$9K*	2027-2030
	Suburban Park		$1.8M*	$22K*	2027-2030
Neighbourhood Walk	Shared User Path	-Increased pedestrian and cycling space -Increased greening and canopy cover -Improved public space amenities	$1.3M*	$5K*	2027-2030
	Local Park		$150K*	$3.5K*	2029-2030

*Costings based on 2023 prices. All timeframes are subject to Council approval and budget allocation. Additional costs such as traffic management during project implementation are excluded from costs.

Attachment 12.14.1

Pictured: St. Albans Lunar Festival
Source: Brimbank City Council 2021.

Introduction

Shaping the Heart of St Albans

Alfrieda Street is the commercial and cultural hub of St Albans, recognised as one of the largest traditional strip shopping centres in Brimbank, known for its authentic food, strong arts and culture and its annual St Albans Lunar Festival.[1]

The Alfrieda Street Public Realm Masterplan (The Masterplan/the Plan) is a strategic document outlining the future direction for one of the most significant Activity Centres in Brimbank. Situated within the Sunshine National Employment and Innovation Cluster (SNEIC), Alfrieda Street is positioned to become a vital community hub, enriched by the diversity and energy of St Albans.

Brimbank City Council (BCC) has prepared this Masterplan with input from local businesses, industry, and residents. The goal is to guide a future of Alfrieda Street that supports local economic growth, enhances public spaces, and makes getting around easier. The Masterplan seeks to make Alfrieda Street a place where people can live, work, shop, dine, recreate and play, underpinned by the principles of accessibility, inclusivity, and environmental sustainability. This Masterplan is a demonstration of how community ideas, combined with best practice urban design and planning can lead to an exciting, vibrant, and well connected precinct.

Encompassing the streetscape from Main Road West to Taylors Road, the plan identifies three distinctive zones: The Civic Walk, covering the shopping strip within the activity centre, and the Nature and Neighbourhood Walks, situated within the residential areas, each possessing a unique typology.

What is the purpose of this Masterplan?

The objective is to deliver a 10-year strategic blueprint for the future of Alfrieda Street. The Masterplan, along with the projects it introduces, will be reassessed in five years to guarantee ongoing relevance and effectiveness. As a non-statutory document, the Masterplan outlines a vision, guiding principles, objectives and strategic opportunities to inform the delivery of public realm capital works, including upgrades to existing footpaths, streets, landscapes, as well as cycling and pedestrian links. All while preserving and enhancing the unique character and lifestyle of Alfrieda Street. The key goals of this plan include:

- Establishing Alfrieda Street as a central hub for the St Albans community, reinforcing its significance in the daily life and cultural fabric of the area.
- Directing the design and development of the street to create a vibrant, safe, and inclusive environment that caters to the diverse needs of residents and visitors.
- Facilitating advocacy and delivery of capital investment and strategic projects that will bring about a tangible transformation, making Alfrieda Street a more appealing and functional space for all.

[1] St Albans Activity Centre Precinct Structure Plan 2011 (Revised 2015)

How to read this document?

This Masterplan has been developed with multiple audiences in mind. For the community of St Albans, It acts as a platform for collective thought and discussion about the future of Alfrieda Street. For landowners and developers, this document offers insight into the potential of Alfrieda Street's transformation underpinned by community aspirations and Council's objectives. For Council, this is an instrument to continue advocating for design excellence in the revitalisation of Alfrieda Street. It serves as a reference point for future public realm upgrades and a benchmark for reviewing new project proposals.

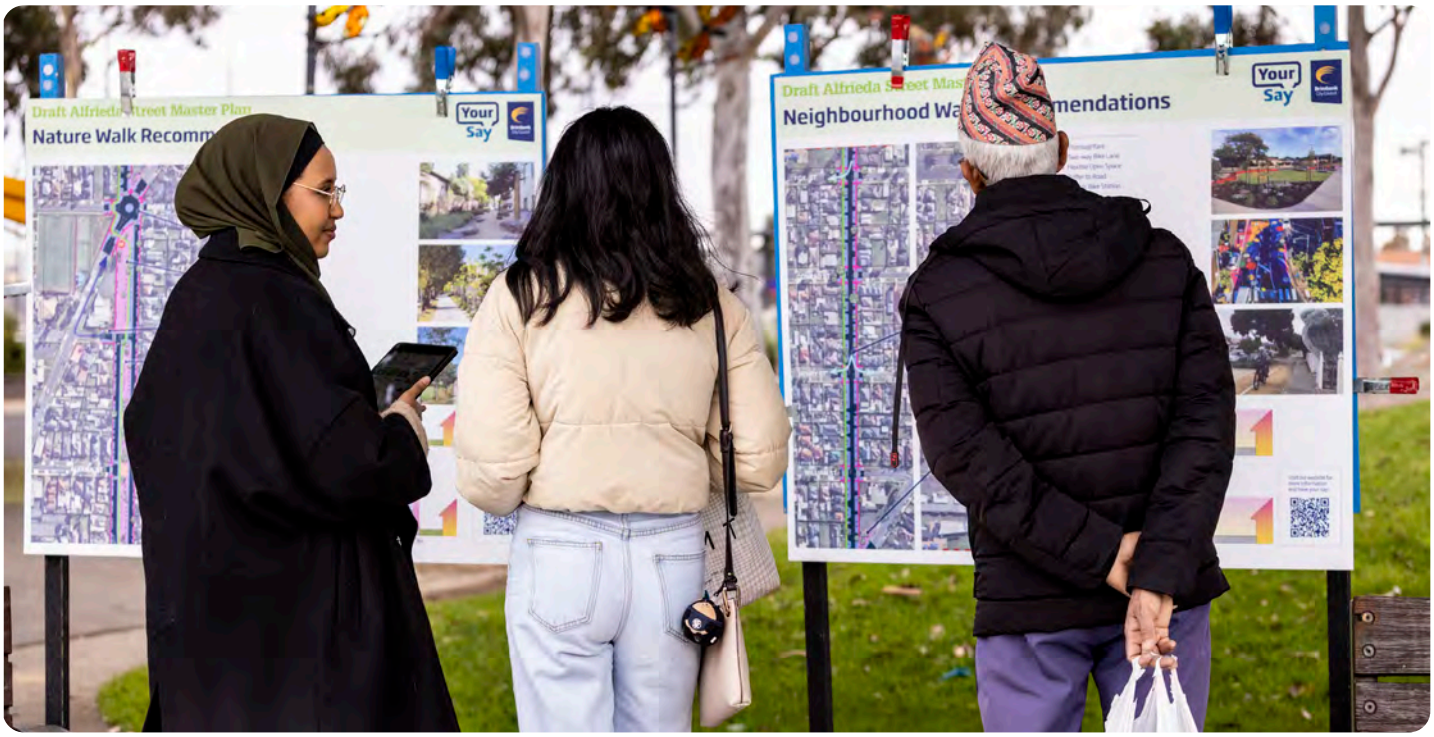
Inside this masterplan:

- The Vision: Outlines the long-term aspirations for Alfrieda Street.
- Historical, Contemporary, and Strategic Context: Offers background information, setting the stage for the proposed changes.
- Community Engagement Summary: A snapshot of the community aspirations and feedback and how they have shaped the Masterplan.
- Urban Context Analysis: A look at the current state of Alfrieda Street, considering social, economic, and spatial factors.
- Strategic opportunities: Presents a design blueprint for enhancing Alfrieda Street's public realm.

Who was involved in the development of this Plan?

The Alfrieda Street Public Realm Masterplan is the result of a collective effort that began in 2021, led by Council's Urban Design Team and supported by a range of council teams, including: Engineering Services, Environment, City Planning, City Strategy, Community Projects, Community Strengthening & Social Planning, Leisure & Community Facilities, Youth Services, Community Learning & Participation, Transforming Brimbank, as well as the St Albans Place Manager. Specialist consultants also provided expertise in areas like movement and place analysis, integrated water management, placemaking, and community engagement.

Importantly, this document encapsulates the perspectives of St Albans local community, garnered through two extensive phases of public consultation in March-May 2021 and November-December 2022. It also integrates insights from key government authorities such as the Department of Transport and Planning (DTP), Department of Environment, Land, Water and Planning (DELWP), Department of Jobs, Precincts and Regions (DJRP), and Melbourne Water, ensuring a comprehensive approach to the development of Alfrieda Street.



Pictured: Community members during Community Consultation Round 2. Source: Artificial Studios, 2022

What is NOT within the scope of this Masterplan?

The Masterplan does not contain actions or guidelines that influence private land development. These aspects fall under separate regulatory frameworks such as the St Albans Activity Centre Precinct Structure Plan and are not addressed in this document.

This Public Realm Masterplan identifies and explores a number of key moves and opportunities to enhance the quality of the streetscape within Alfrieda Street. However, its purpose is only to set the stage for future projects and does not provide detailed designs for their delivery. If Council decides to advance in the implementation of the ideas presented here, they would be subject to additional detailed design processes, including possible further rounds of community engagement.

[2] Mayor's Design Advisory Group, Public London: Creating the best public realm, London, 2016, pp.

What is the Public Realm?

The public realm encompasses openly accessible spaces such as streets, squares, parks, and footpaths. It includes the areas between and within buildings that are freely available to everyone. Beyond its physical presence, the public realm serves as the 'glue' that holds cities together. It is the places where people meet, interact, relax, and engage in community activities.[2]

Pictured: Hampshire Road Public Realm.
Source: Brimbank City Council

The Journey

Background Study
-Detailed study of existing Plans, Strategies, and Policy
-Analysis of planned works in and around the study area
-Analysis of site conditions, existing issues, and opportunities

Internal Stakeholder Engagement - Round 1, March 2021
-Collaboration with various teams and insights from specialised consultants

Community Engagement - Round 1, May 2021
-Gathering information on the strengths and weaknesses of the existing environment
-Identification of key issues, priorities, objectives, goals, and possible actions

Internal Stakeholder Engagement - Round 2
-Review of Draft Master Plan prior to community engagement

Draft Masterplan
-Preparation of Draft Master Plan

Community Engagement - Round 2, November 2022
-Council Meeting Endorsement to Consult.
-Community engagement to obtain feedback on Draft Masterplan

Revised Master Plan 2024

Community Engagement - Round 3, February 2024
-Obtaining feedback on the revised Master Plan.

The Vision
For Alfrieda St

Alfrieda Street is established as a vibrant green heart of St Albans, a dynamic and prosperous corridor that promotes active living.

It integrates culture and tradition with emerging technologies, and continues to be a bustling Activity Centre, Alfrieda Street is full of people and vibrancy during the day and night, all year round. It's a place where businesses flourish, and people of all backgrounds feel safe and welcome.

Alfrieda Street is a resilient, nature-focused urban environment where local flora and fauna thrive. It exemplifies modern urban places , blending community well-being, environmental sustainability, and cultural richness into a distinctive and engaging street.

Pictured: Alfrieda Street outdoor trading
Source: Brimbank City Council

Design Principles

The vision for Alfrieda Street is underpinned by the following principles:

People

Equitable
Ensures public spaces are safe, accessible, and welcoming for everyone.

Prosperous
Creates opportunities for local business growth, encouraging community interaction and support for local commerce.

Active
Encourages the use of walking, cycling, and public transport as primary modes of daily travel.

Culturally Rich
Celebrates St Albans' multicultural heritage, offering spaces for cultural expression and community celebration.

Place

Innovative
Integrates smart technologies for an intelligent urban ecosystem, enhancing quality of life, environmental health, and economic vitality.

A Destination
Offers free experiences and activities with a distinctive cultural profile. Visitors choose to stay longer, return, and invest in the area.

Planet

Resilient
Adapts to climate-related stresses and shocks, promoting a sustainable and thriving environment.

Permeable
Implements integrated water management to enhance groundwater quality, reduce flooding, and enrich urban biodiversity.

Nature-Focused
Prioritises nature in design, transforming the street into a park-like environment where nature is considered a stakeholder.

Understanding Alfrieda Street

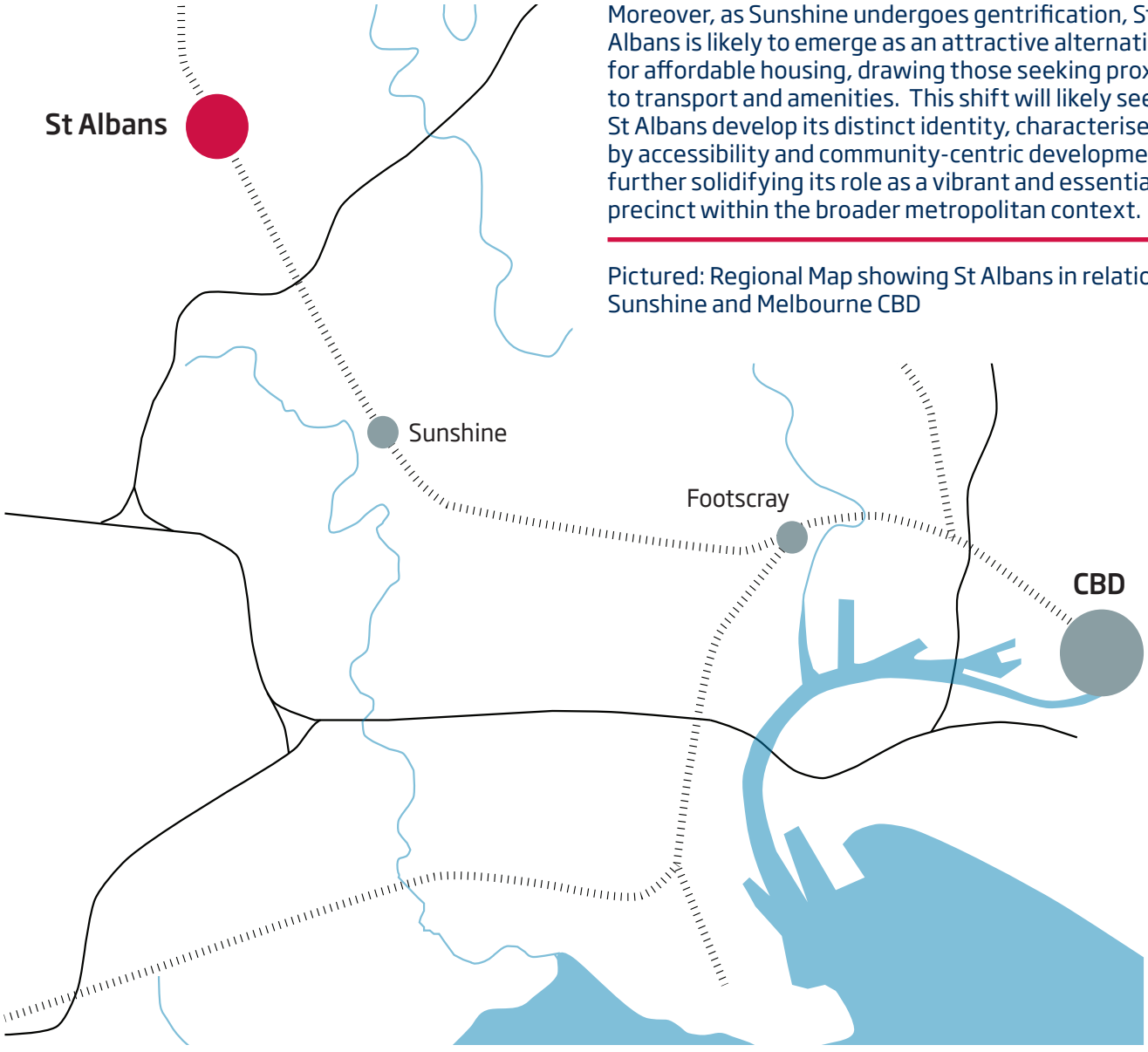
The Broader Context

Alfrieda Street sits at the heart of St Albans, a suburb steeped in diversity and activity within the City of Brimbank. Geographically demarcated by Taylors Road to the north and Sunshine Avenue to the east, with the Western Ring Road and Jones Creek drawing the southern boundary, and bordered by Gladstone Street, Station Road, and Kings Road to the west, this area forms an integral part of the Horseshoe Bend Ward.

Approximately 16km from the CBD, St Albans is strategically positioned along the same urban corridor as the Footscray Central Activity District and Sunshine Town Centre, making it an influential local and sub-regional player within Melbourne's west.

At the heart of St Albans is the train station precinct, with Main Road (East and West), Alfrieda Street, and St Albans Road serving as key connectors. These thoroughfares unite at the centre of the activity area, which is envisioned to grow into a high-quality, people-focused hub with a strong local 'feel'. The plan is to develop a network of streets and public spaces surrounded by contextually responsive buildings, all scaled to foster a sense of activity and safety.[3]

With the western region's growth, Brimbank's infrastructure, including roads and community services, is expected to come under pressure, both from the local increase in population and from the spillover effects of growth in neighbouring municipalities. Moreover, as Sunshine undergoes gentrification, St Albans is likely to emerge as an attractive alternative for affordable housing, drawing those seeking proximity to transport and amenities. This shift will likely see St Albans develop its distinct identity, characterised by accessibility and community-centric development, further solidifying its role as a vibrant and essential precinct within the broader metropolitan context.



Pictured: Regional Map showing St Albans in relation to Sunshine and Melbourne CBD

[3] St Albans Activity Centre Precinct Structure Plan 2011 (Revised 2015)

Attachment 12.14.1

Heritage

The heritage of St Albans, encapsulated by Alfrieda Street, stretches back millennia and continues to evolve, shaped by the diverse communities that call it home.

Indigenous Legacy

The land in and around Brimbank is part of the traditional country of the Wurundjeri and Bunurong peoples of the Kulin Nation. For over 60,000 years before European settlement, this area has been a place of gathering, ceremony, and sustenance, a testament to the enduring relationship between the First Peoples and their land. Sadly, there is little information around Indigenous history in western regions and their ways of living. What's known is that the clans caring for the land in this area quickly disintegrated post European Settlement. However, elements of this indigenous heritage remain etched into the landscape.

Pictured: NAIDOC Smoking Ceremony
Source: Brimbank City Council

Natural History

The natural landscape of St Albans was once dominated by the Plains Grassland Ecological Vegetation Community (EVC), a rich ecosystem that flourished on the area's fertile volcanic soil. Today, Alfrieda Street is built upon this same volcanic foundation, characterised by bluestone and clay. Features that would be important to bring to the surface and integrate as part of a future material palette that helps us maintain the link to the land's ecological past.

European Settlement

The arrival of European settlers in the 1830s introduced a new chapter in the history of St Albans. The fertile volcanic plains attracted pastoralists and farmers, shaping the area's agricultural beginnings. As Melbourne expanded, so did St Albans, evolving from farmland to an "architect-designed" suburb of Brimbank when Cosmopolitan Land & Banking Company moved to the area as the result of the new train station.

Built Heritage

The community hubs were one of the very integral parts of the migrant communities' life in St Albans. The land of Errington Reserve located opposite the 'Tin Shed' was donated by Alice Errington to the people of St Albans in the 1930s and became the place for many community fêtes and bazaars. Similarly, the 'Tin Shed' has been a centre of local sports, arts and social life, with dances, concerts, classes and groups, involving thousands of young people since 1954.

Post-War Migration

The aftermath of World War II saw a significant influx of European migrants, drawn to St Albans by the promise of employment in nearby industries and affordable land. This period saw St Albans grow into a diverse community with a strong sense of local identity and community spirit.

St Albans Today

In recent decades, St Albans has continued to attract diverse groups, including significant Vietnamese, Indian, and Maltese communities. These communities have contributed immensely to the suburb's identity, bringing with them a rich tapestry of languages, cuisines, and traditions. This has transformed Alfrieda Street into a bustling multicultural hub, renowned for its array of shops, eateries, and annual cultural festivals that celebrate its diversity.

Pictured: Alfrieda Street local shop.
Source: Brimbank City Council 2021

Brimbank City Council, through this Masterplan, acknowledges the importance of respecting and integrating these cultural connections into the future of the precinct. We aim to actively and meaningfully engage with the Traditional Owners to bring their stories of the country into the site and preserve the ecological and cultural narratives that define the area.

The People

St Albans is a suburb well known for its multiculturalism, it is home to residents from various backgrounds being Vietnamese (25.7%), English (7.5%) and Australian (7.9%) the three largest ancestries, according to the 2021 census. Over half of the local population were born overseas with Vietnamese, Indian, Filipino, and Maltese communities being particularly prominent. This cultural diversity is reflected in the languages spoken at home, the variety of cuisines available, and the numerous cultural festivals celebrated throughout the year. However, this diversity also brings challenges such as language barriers and social integration.

Overall, St Albans enjoys a balanced demographic profile. In only a few years, the median age has shifted from a higher proportion of older adults (people over 60) to being a predominantly younger population between the ages of 20 to 39, according to the 2016 and 2021 censuses. This demographic shift aligns with the projected growth for the area; therefore, it is important to provide both accessible and equitable infrastructure for the ageing population and welcoming spaces for the new generations.

Pictured: 'Young St Albans's resident at Community Consultation Round 1
Source: Brimbank City Council 2021

Strategic Alignment

This Masterplan's strategic rationale has been built upon the key learnings and directives from both state and local planning frameworks. It is underpinned by Council's commitment to creating sustainable, accessible, and vibrant neighbourhoods, while reflecting a deep understanding of and response to the community's aspirations and needs. The strategic context outlined below provides a foundation for understanding how this Masterplan is positioned as an important step towards realising "A transformed Brimbank that is beautiful, thriving, healthy and connected".[4]

The Victorian planning framework

Plan Melbourne Plan Melbourne (2017-2050) , as the Victorian Government's blueprint for Melbourne's growth over the next three decades, identifies St Albans as a Major Activity Centre and an integral part of the Sunshine National Employment and Innovation Cluster (Sunshine NEIC). This designation not only highlights St Albans' importance but also positions it as a key focal point for strategic urban development and growth in the coming years.

The Alfrieda Street Public Realm Masterplan has been significantly shaped by the 20-minute Neighbourhood principle. Championing the concept of 'living locally,' we aim to create a community environment in St Albans where residents can conveniently meet most of their daily needs within a 20-minute walk from their homes.

In bringing this principle to life in St Albans, the focus is on thoughtful urban design that prioritises active living, green and pedestrian friendly streets, and easy access to local amenities and services.

Drawing upon Brimbank City Council's successful implementation of the 20-Minute Neighbourhood Suburban Revitalisation Program in Glengala Village in Sunshine West, we plan to leverage these valuable insights to create healthy, well-connected, thriving neighbourhoods within the municipality.

Pictured: Hallmarks of the 20-Minute Neighbourhood
Source: Creative a more liveable Melbourne, DTP

[4] Together We Achieve Community Vision 2040, Council Plan 2021-2025 and Municipal Public Health and Wellbeing Plan.

Attachment 12.14.1

Brimbank's Vision

In line with Council's overarching strategic directions, the Alfrieda Street Public Realm Masterplan is designed to transform St Albans into a thriving, interconnected community. This transformative vision is underpinned by two key strategic documents, the St Albans Activity Centre Precinct Structure Plan (Revised 2015) and the Go St Albans Town Centre Action Plan (2019-2024), each playing a significant role in shaping the Masterplan.

St Albans Activity Centre Precinct Structure Plan (Revised 2015)

The Structure Plan lays the foundation for envisioning St Albans as an attractive, safe, and vibrant hub, accentuating the importance of high-quality public spaces. It underscores the need for an accessible and welcoming town centre that prioritises pedestrians and cyclists. In line with this vision, the Masterplan adopts an urban design strategy that encourages a dynamic and interactive urban landscape. The emphasis on pedestrian infrastructure and public realm enhancements directly informs the Masterplan's approach to crafting engaging and functional public areas.

The Alfrieda Street Public Realm Masterplan also aligns to the broader objectives set by a number of Council strategies, plans, and policies. These include enhancing active transportation, effectively managing traffic congestion, providing accessible community facilities, creating vibrant public realms, increasing greenery, and addressing the impacts of climate change. Further detail on the relevant Council strategic framework that has influenced this Masterplan can be found on the Alfrieda Street Master Plan Background Report, 2022.

Go St Albans Town Centre Action Plan (2019-2024)

The Action Plan aspires to establish St Albans Town Centre as a renowned destination for food, art, and culture. It advocates for a thriving, dynamic, and multicultural environment that appeals to residents, businesses, and visitors alike. The Masterplan integrates this vision by supporting the infusion of cultural and artistic elements into the urban fabric of Alfrieda Street, enhancing its unique identity. Additionally, the focus on improving physical connectivity and maintenance within the town centre is echoed in the Masterplan's efforts to upgrade the streetscape and enhance overall connectivity.

Pictured: Welcome to St Albans Mural by Youth Services Artists.
Source: Cover Page of Go St Albans Town Centre Action Plan 2019-2024.

St Albans Library Redevelopment

The redevelopment of the St Albans Library has been identified as a priority project under investigation in several Council strategic documents. Its significant role as one of St Alban's key community hubs presents a unique opportunity to also improve the public realm around it. Relevant strategic documents include the Brimbank Library Strategy, which emphasises the need for spaces for community to meet, read, and create; the St Albans Library and Deer Park Library Preliminary Study, which highlights the Library's need for expansion and modernisation; the Brimbank Community Services and Infrastructure Plan 2018-2038, that identifies long-term community facility needs; and the Go St Albans Town Centre Action Plan, which advocates for improved public spaces. Collectively, these documents highlight the importance of community-focused spaces, the need for adaptive and accessible facilities, and the library's role in fostering community interactions and wellbeing.

Pictured: North Fitzroy Library Forecourt
Source: Green Magazine

The Area of Study

The area of study of this Masterplan encompasses the public realm within Alfrieda Street, stretching from Main Road East to Taylors Road in St Albans. This area is further segmented into three distinct sections: These include the Civic Walk, situated within St Albans Activity Centre and the Nature and Neighbourhood Walks, both situated along the residential zone of Alfrieda St. The Street links key community landmarks such as St Albans Train Station, St Albans Library and Brimbank Aquatic & Wellness Centre.

Civic Walk

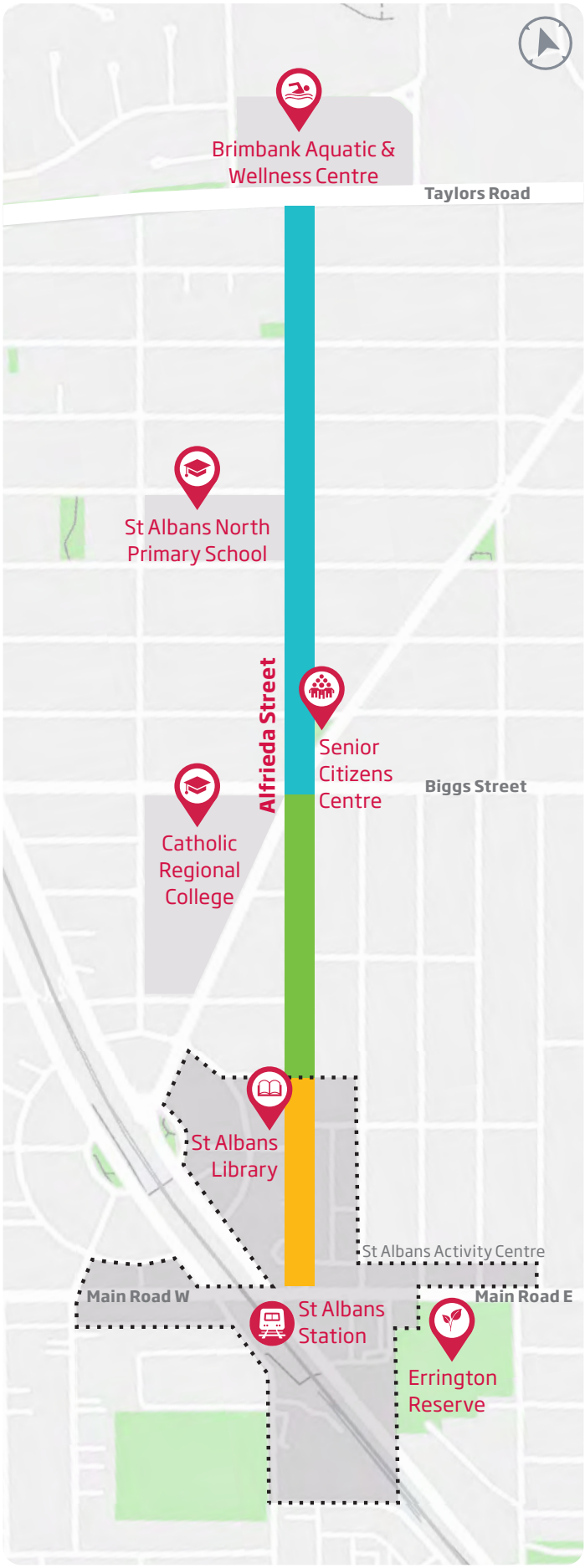
From Main Road East to Linda Street.
This commercial heart of Alfrieda Street will see widened footpaths, enhanced public amenities, and increased greening, with a focus on pedestrian zones and outdoor dining

Nature Walk

From Linda Street to Biggs Street.
A green and water sensitive corridor that is friendly for pedestrians, cyclists, and local biodiversity.

Neighbourhood Walk

From Biggs Street to Taylors Road.
The residential stretch will be reimagined to encourage walking, with safe and accessible routes to transport and local amenities and increased canopy cover.



The Voice of The Community

To ensure the Masterplan accurately reflects the perspectives, needs, and aspirations of those who live, work, and visit Alfrieda Street, Council conducted two exhaustive rounds of community consultation.

Round 1 - Small and big ideas

(5 March to 9 May 2021)

The First round of w sought to gather initial community input to spark ideas that could inform future upgrades for Alfrieda Street. The community helped us identify the precinct's key assets, issues, and some changes that could help enhance the overall experience of the street.

The Approach

Engagement was carried out through a variety of engagement methods, including Council's 'Your Say' online platform as well as in-person activities, supported by multilingual communication materials in English, Vietnamese, Arabic, and Punjabi. This phase successfully engaged over 440 participants, who provided valuable insights into Alfrieda Street's strengths, challenges, and priorities for future improvements.

440 Participants

4 Collateral in Languages

Pictured: Local resident providing feedback at Community Consultation Round 1.
Source: Brimbank City Council

What we love about Alfrieda Street!

- The places to sit and relax
- The variety of retail and grocery shopping options
- The diversity and quality of food and restaurants
- The vibrant, busy atmosphere
- The library

Our main challenges

- Movement and accessibility, including traffic congestion and parking issues. Many participants typically drive to the area, though there's openness to walking or cycling alternatives.
- Safety and comfort, particularly at night, emerged as significant concerns, despite daytime visits being perceived as generally safe.
- Some areas and structures are viewed as outdated and lacking vibrancy.

Pictured: Alfrieda Street entrance from Main Road East.
Source: Brimbank City Council

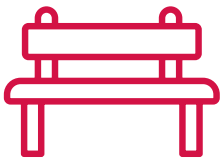
The Community's priorities

For the Activity Centre:

Wider footpaths, outdoor dining and trading

Shade trees and planting

Seating, drinking fountains, bins/recycling



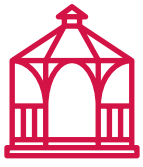
Spaces for community gatherings/events

Easy access to car parking

For the Residential Area:

Shade trees and greenery

Spaces for community events and gatherings



Wider footpaths, outdoor dining and trading

Connection to public transport, safer crossings

Adequate car parking

Round 2 - Refining the Masterplan

Round 2 took place from 7 November to 2 December 2022 and focused on presenting the Draft Alfrieda Street Master Plan to the community, gathering feedback for refinement. The Draft Master Plan introduced the concept of subdividing the street in three distinctive sections: The Civic Walk, The Nature Walk, and the Neighbourhood Walk, each characterised by its unique use, character, and structure. The Master Plan outlined two options for the Civic Walk section, both designed with the aim of equitable space allocation. The key difference between these options was the positioning of the public realm. In Option 1, the public realm was located on the west side, while in Option 2, it was primarily on the east.

Pictured: Community Consultation Round 2 - Community Event
Source: Brimbank City Council

The Approach

As with consultation Round 1, Council reached out to the local community, businesses and industry through a variety of online and in person engagement methods, these included: listening posts, surveys, drop-in chats, and a series of key stakeholder workshops. In this round, materials were made available in three languages (English, Vietnamese, and Arabic), and a Vietnamese-speaking facilitator was available at on-site workshops.

We gathered the voices of 350 participants, of which 70% were new respondents, bringing fresh perspectives to the table. These new voices provided valuable insights, particularly on some of the strengths and challenges previously identified in Round 1.

This round also included a walk-shop with the St Albans Partnership Group, led by City Strategy. This walk-shop was attended by representatives from St Albans community, local business owners, Victoria University and Victoria Police and focused on an interactive discussion on future practical improvements.

350 Participants

70% New voices

Vietnamese Facilitator

The Sentiment

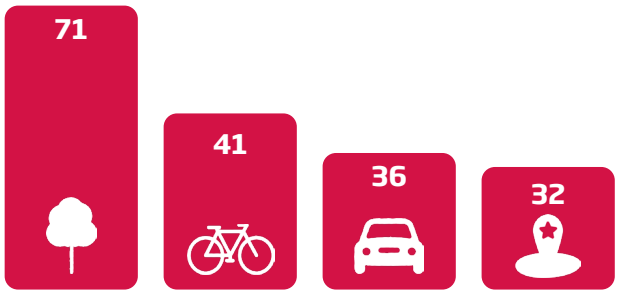
Overall, the feedback on the Draft Masterplan was predominantly positive. About 66% of respondents indicated their approval of the plan. Among the local businesses and the Business Association, there was general support for the overall vision of the Masterplan.

The proposed improvements to the Nature Walk and Neighbourhood Walk areas were particularly well-received, as they were seen to complement the vibrant shopping strip in the Civic Walk area. However, concerns were raised regarding the potential impact of parking arrangement changes, especially within the Activity Centre.

66%
Supported the Vision

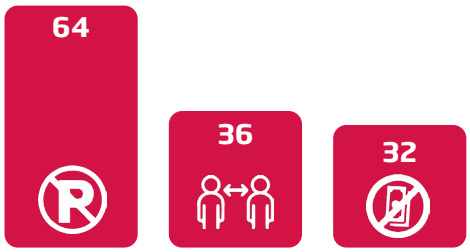
What People Supported

-More greenery, trees and shaded spaces
-Better footpaths and cycling routes
-Less traffic congestion
-Increase of public spaces



Their Main Concerns

-Losing car parking or issues with relocation of car parking spaces
-Potential increase in antisocial behaviour due to more available spaces
-Disruptions to business activities



A notable development during this round was the receipt of a petition signed by **848 traders.** This petition expressed strong concerns about the reduction of car parking spaces in the Civic Walk area, a sentiment that was consistent across both proposed options of the Master Plan.

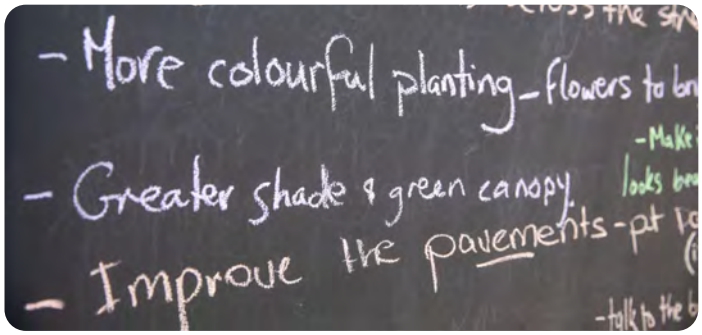
During this stage of engagement, two potential quick win opportunities were identified:

1. To collaborate with local business owners to accommodate more artistic murals.

2. To continue the shop front façade improvement program to further enhance the attractiveness of businesses on Alfrieda Street.

Both the Nature and Neighbourhood Walks were overall well received by the community. Key themes included support for environmental elements and green spaces, a desire for less traffic, and concerns about safety and undesirable activities. A notable submission was Grow Church's, which requested that any future designs include vehicle access to the church's main entrance on Alfrieda Street.

The feedback and insights gathered during this consultation round highlighted the community's apprehension about changes that could affect the commercial vitality of the Civic Walk. These concerns were primarily centred around the loss of car parking, which was perceived as crucial for the accessibility and convenience of customers visiting the shops and businesses along Alfrieda Street. The initiatives outlined in this Masterplan have been developed in direct response to these community concerns.



Pictured: Interactive blackboard at Community Consultation Round 2
Source: Brimbank City Council

The Activity Centre

The Civic Walk

The Civic Walk runs along Alfrieda Street from Main Road East to Linda Street, nestled within St Albans Activity Centre. This area is known for its lively and bustling atmosphere, characterised by open stores, vendors selling fresh produce, and eye-catching displays of fruits, vegetables, and seafood that overflow onto the street.

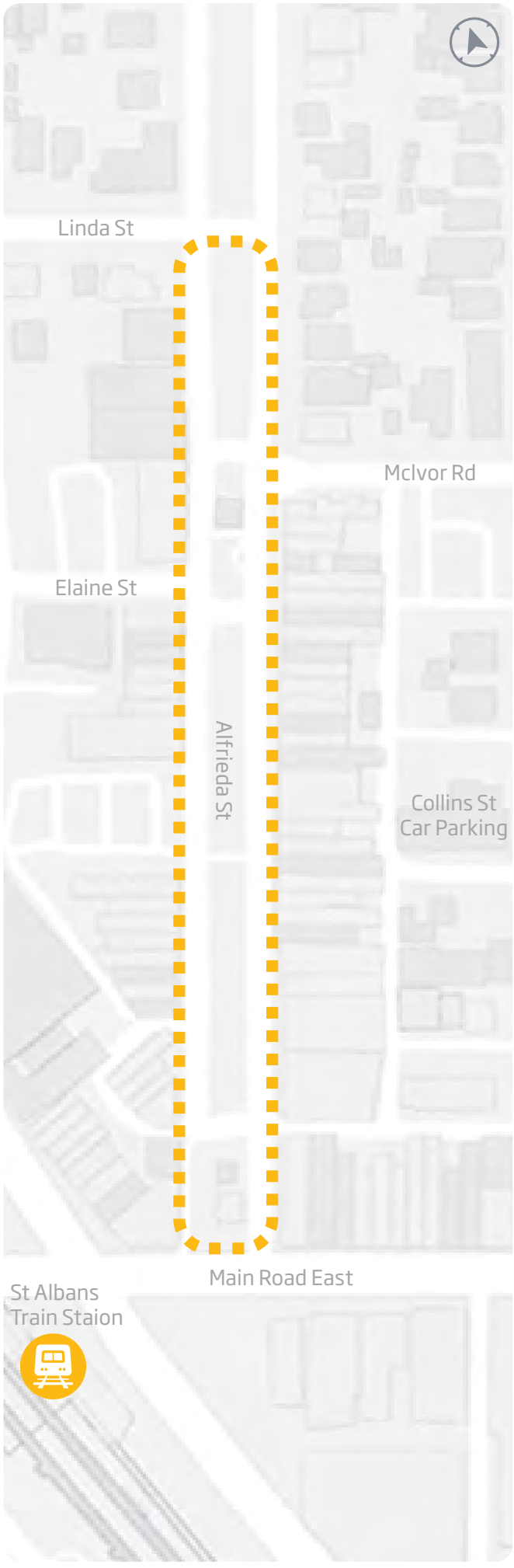
How is the street being used today?

Alfrieda Street, as it stands today, is primarily dominated by car usage. A significant majority of the space is allocated to vehicles (58% for the section within the Activity Centre), Also within the Civic Walk, spaces for pedestrian mobility account for 25% and green spaces only 17%. Notably, there is no dedicated space for cycling, which presently constitutes 0% of the dedicated street's usage. The tree canopy and spaces designated for pedestrian use are markedly low, compared to the municipal average, this imbalance favours vehicular traffic and generates a series of issues that impact the overall experience of place and functionality and movement within the precinct.

Main Rd East to Linda St:

58%	25%	17%	0%	9%
Allocated to Cars	Pedestrian Spaces	Permeable Surfaces	Cycling Areas	Tree Canopy

Not to scale



Cycling and pedestrian movement

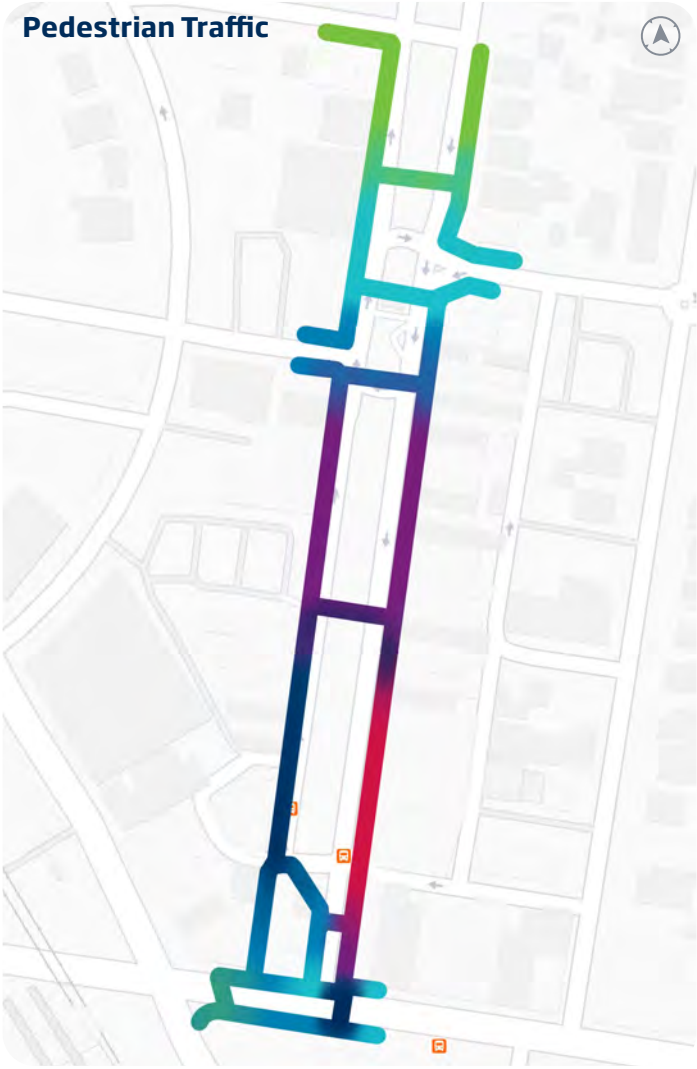
In a study of Alfrieda Street's Activity Centre, pedestrian and cyclist activity was closely monitored over a period of two weeks. Observations were recorded during 12-hour sessions from 7am to 7pm across Wednesdays, Thursdays, Saturdays, and Sundays. The findings painted a detailed picture of movement within the area:

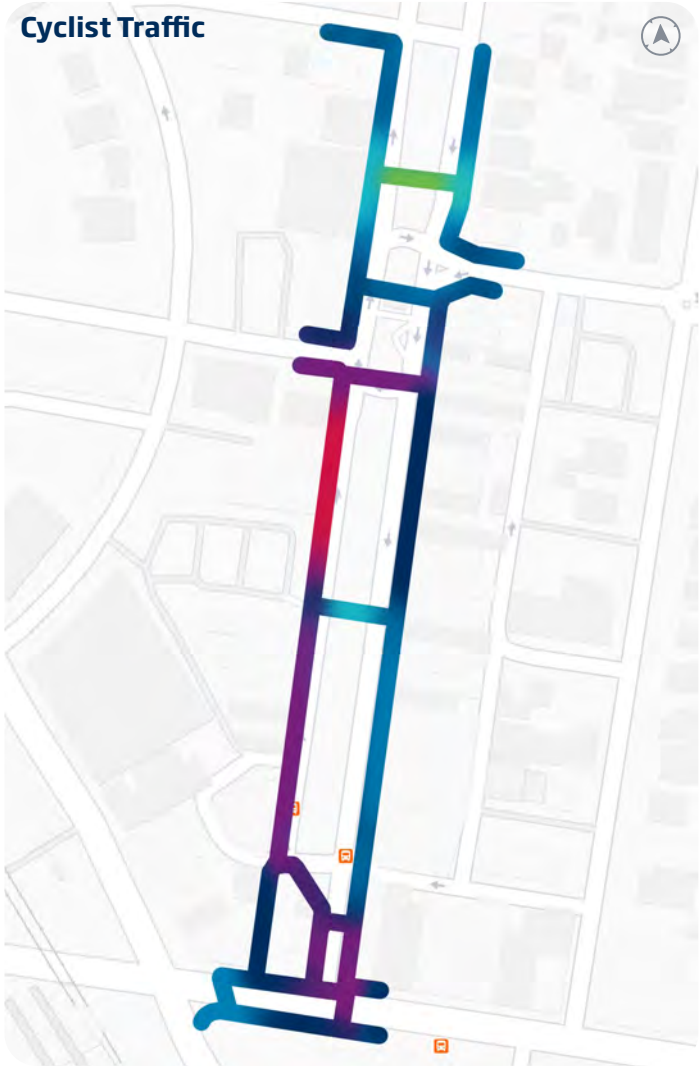
Pedestrian Traffic

The data revealed a significant concentration of pedestrian movement on the east side of the street, particularly at the southern end near the cluster of grocery shops. Notably, the pedestrian count reached its peak in this area, with numbers such as 11,535 indicating high foot traffic.

Cyclist Traffic

Cyclists, on the other hand, showed a preference for the west side of the street. This trend may be attributed to less congestion on the footpaths, providing a more navigable route for bicycles. The cyclist count along various sections of the west side, such as 67 near the southern end, suggests that despite the lower numbers compared to pedestrians, there is a consistent presence of cyclists.





Green:Low activity (Less than 2500 people or 12 bikes)
Red:High activity (More than 25,000 people or 120 bikes)

Pictured: Heatmap diagram showing the results of pedestrian and cyclist movement study. The map shows red in high activity areas and a colour gradient down to green on low activity areas.

Current issues

Currently, a series of challenges impact the quality of urban life and the viability of the Activity Centre. These include:

Pedestrian Accessibility: Wide roads and median parking form considerable barriers, disrupting the flow of pedestrians between the train station and the town centre. This fragmented connectivity hinders the ease of movement that is essential for a pedestrian-friendly environment.

Traffic and Parking: Illegal double parking, coupled with wide traffic lanes, contributes to congestion, complicating the transit experience, and presenting safety risks for all street users.

Lack of Support for Active Transport: The current infrastructure does not adequately support walking and cycling, which are critical components of sustainable urban mobility. Neglecting this aspect would fail to cater to the needs of a community where active transport is rooted in cultural identity and daily routine.

Protection from the Elements: The streetscape offers little protection against the sun, rain, and wind. Without adequate shelter, the street is less accommodating for shoppers and visitors, reducing the overall appeal of the area.

Environmental Challenges: Large expanses of asphalt contribute to a heat island effect, elevating temperatures and causing discomfort.

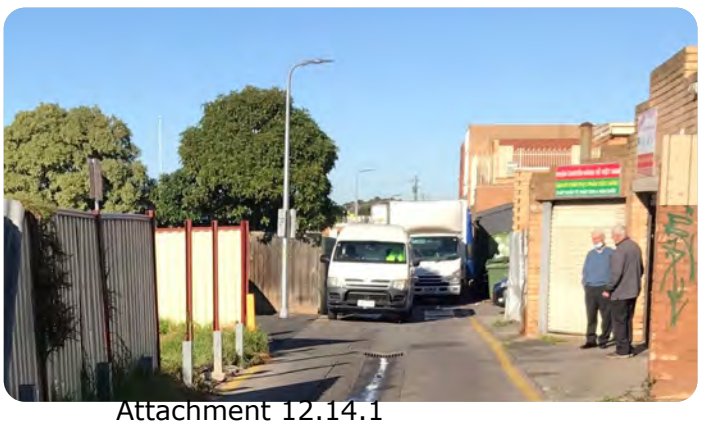
Waste Management Issues: Illegal dumping of rubbish has been reported, detracting from the street's appeal and creating health and safety concerns.

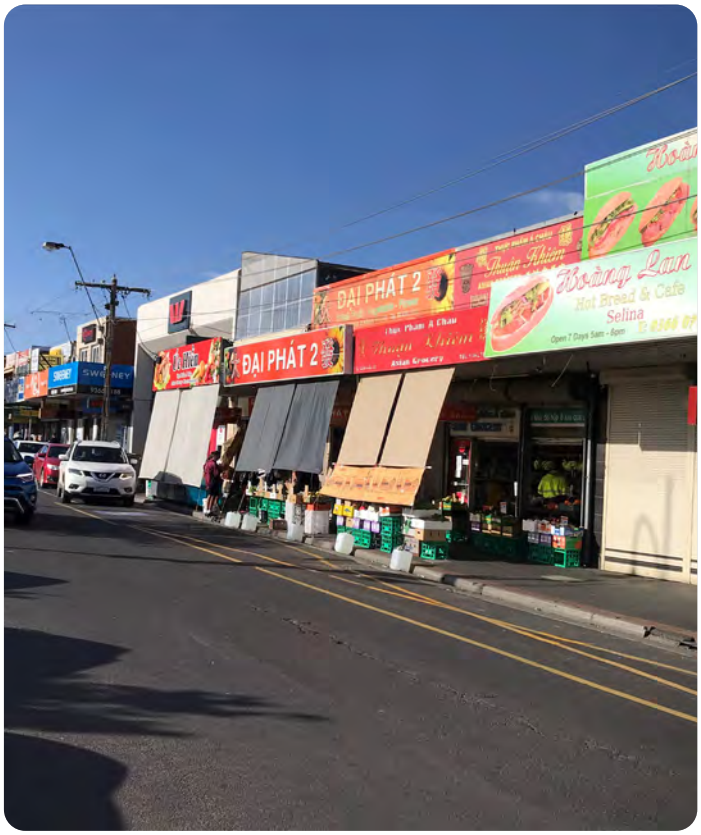
Underutilised Green Spaces: The existing green spaces are cut off by roads and are not being used to their full potential.

Inadequate Footpaths: The footpaths are found to be narrow and overcrowded, limiting mobility and the opportunity for social interactions. Wider, less cluttered footpaths are necessary to foster a welcoming atmosphere and encourage more walking.

Access to Car Parking: The links to the car parks along Collins Street are perceived as unsafe and difficult to access for pedestrians, generally discouraging people from utilising them as their first parking option, thus congesting the 'higher-value' spots along Alfrieda Street. There is currently a Public Adquisition Overlay in place to enable opportunities for improved pedestrian access through to Collins Street, including:
- Victoria Crescent to Alfrieda Street through new development;
- Alfrieda Street to Collins Street

Pictured from top left to bottom right:
-A car dominated street with illegal double parking.
-Unappealing, unprotected footpaths.
-Trucks parked on laneways connecting Collins Street Car parks with Alfrieda Street.
Source: Brimbank City Council





Objectives for the Civic Walk

Foster a Vibrant Public Space

Create a safe, appealing area for day-to-night dining and trading, supporting lively street culture and community events.

Ease Mobility and Access

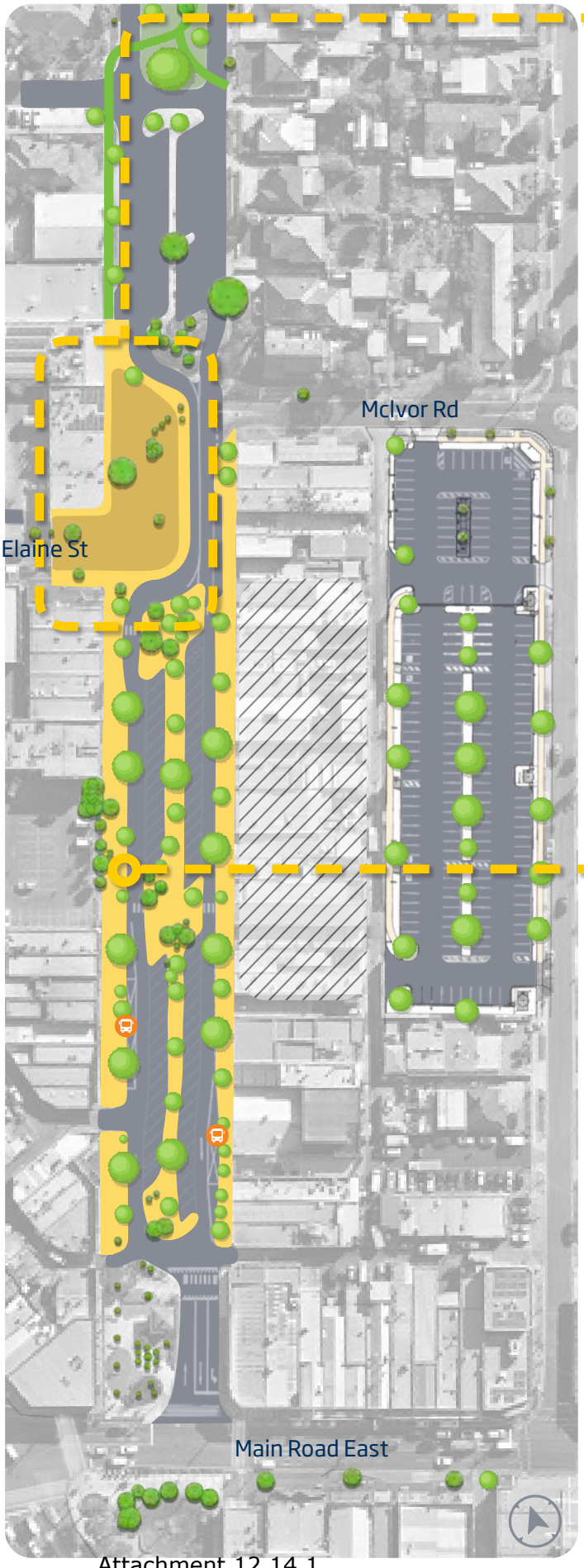
Streamline traffic, improve public transport flow, and prioritise pedestrian and cycling routes to enhance connectivity and reduce congestion. "People enjoy priority over traffic, and it is easy to get around."[5]

Enhance Environmental and Social Qualities

Increase the tree canopy cover and green spaces to enrich urban comfort and optimise the use of space for community activities without reducing overall parking availability.

[5]St Albans Activity Centre Precinct Structure Plan,2011.

Key opportunities



Community Activation Space

- Provide a high-quality paved route that comfortably accommodates both pedestrians and bikes.
- Ensure the area is designed to feel welcoming for all, is well lit and promotes a safe environment at night.
- Design green spaces for biodiversity, taking into consideration the needs of non-human species.
- Strategically place amenities like seating, bicycle parking and toilets to enhance convenience and comfort.
- Utilise integrated water management practices to optimise the use of road run-offs.
- Subject to detailed traffic impact assessment, consider the closure of Elaine Street to create a larger public community space while reducing the impact on car parking.
- Investigate the implementation of digital parking sign showing available spots in surrounding streets and car parks.
- Investigate opportunities to improve pedestrian safety and amenity in adjacent laneways and car parks.

Strategic alignment: Cycling and Walking Strategy; St Albans Activity Centre Precinct Structure Plan,2011

Footpath expansion

- Increase pedestrian and trading space with dedicated zones for outdoor dining, trading and events, featuring shade trees, landscape plantings and structural soils to support healthy tree growth.
- Establish informal meeting and resting areas with suitable all-weather structures, encouraging play and interaction.
- Ensure parking spaces are allocated in appropriate locations for short term (including delivery vehicles) and longer stays.

Strategic alignment: St Albans Activity Centre Precinct Structure Plan,2011.

- Footpath Extension/Improvement
- Community Activation Space
- Opportunity for new pedestrian access, St Albans Activity Centre Precinct Structure Plan
- Existing trees
- New trees

**Please note that this map is intended solely for illustrative purposes. It does not represent a detailed design nor does it provide specific design outcomes.*

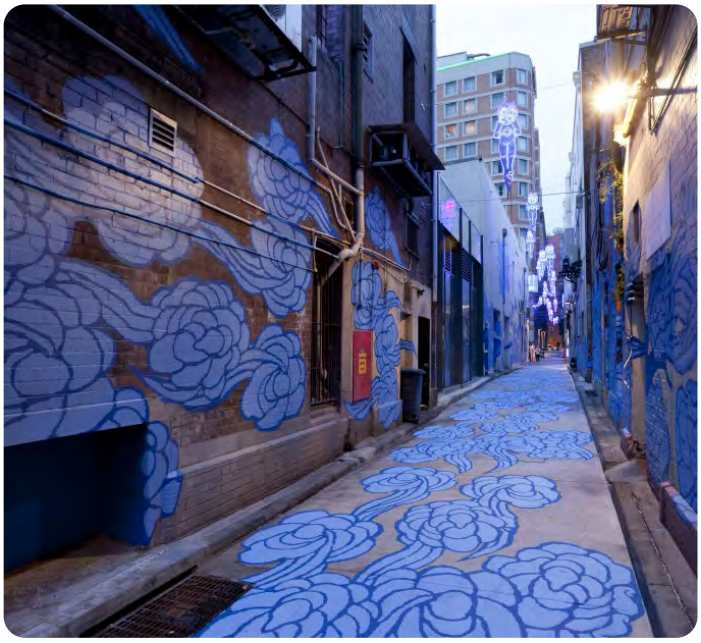
Artist Impression of key opportunities

Pictured: Artist impression of revised design for Alfrieda Street including outcomes of community consultation.
Source: WW+P

Other Opportunities

These initiatives have been identified and will be further investigated to determine if they can deliver quick wins. These projects will be subject to budget considerations.

- Activate the laneways between Alfrieda Street and Collins Street to provide a safer and overall better experience for pedestrians and to encourage the utilisation of the Collins Car Park. This includes placemaking and public art interventions i.e. Laneway murals, lighting, etc.
- Develop a wayfinding strategy to improve navigation within the precinct and reinforce the place identity.
- Maximise the use of existing public space through pop-up activations targeted to youth and vulnerable groups.



Pictured: 'In Between Two Worlds' by Jason Wing.
Laneway art on Little Hay Street, Sydney.
Source: City of Sydney

Pictured: Tarneit Wayfinding trail
Source: Wyndham City Council

Pictured: Dance-O-Mat, Christchurch, New Zealand.
Source: Gap Filler/VicHealth Community Activation Program.

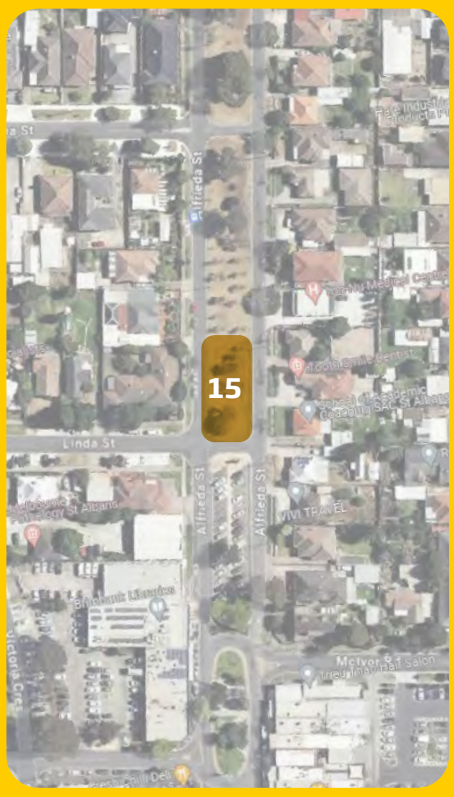
...Further on car parking

Council acknowledges that car parking has been a critical concern for the community, made evident during the two rounds of consultation and in conversations with local groups and businesses. In response, this Masterplan has been carefully developed to address this concern and enable St Albans to flourish while causing the least impact to the current number and accessibility of car parking spaces.

The revised plan proposes the removal of 41 car parking spaces along the Civic Walk. To mitigate this, approximately 15 new spaces will be added on Nature Walk, leading to a net loss of 26 spaces.

Council has developed a car park concept plan for Collins street which will provide a total of 180 car park spaces. Parallel to the production of this Masterplan, there have been substantial enhancements to the Collins Car Park. When the first consultation began in 2021, Collins Car Park had 109 available spaces. By the second round of consultation in 2022, ongoing construction work had reduced the number to 106. With the completion of these works, the car park's capacity has expanded to 146 as of 2023. This expansion not only compensates for the spaces set to be removed by the proposal in this Masterplan, but also adds a net gain of 37 spaces since the issue was first raised in consultation round 1.

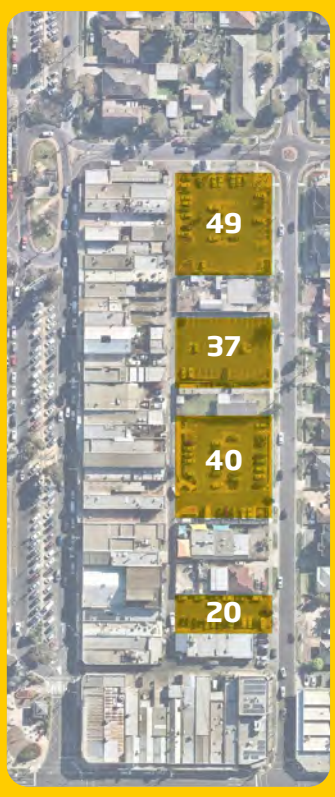
Potential for 15 new car spaces

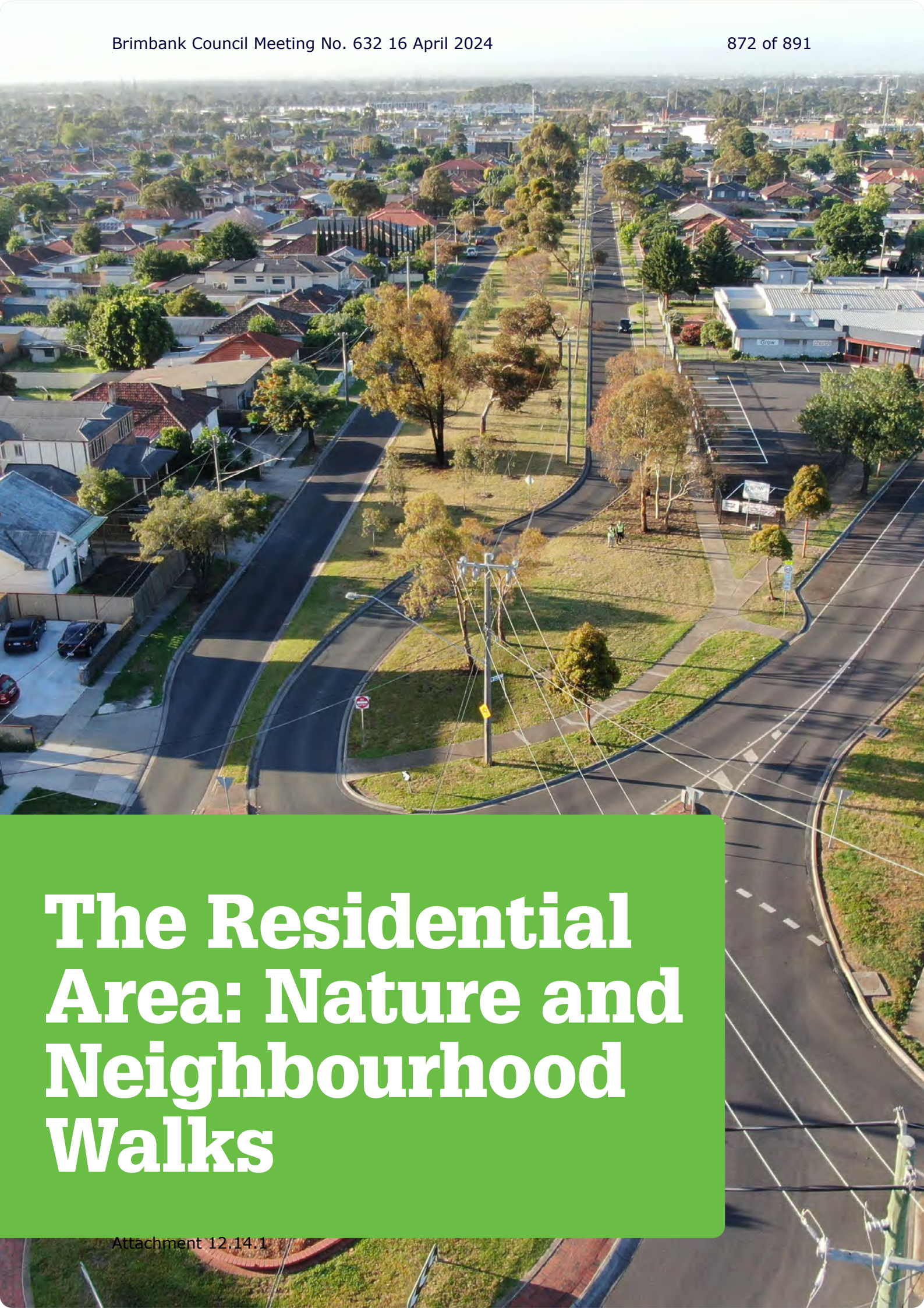


2021 - During Consultation Round 1 - 109 spots

2022 - During Consultation Round 2 - 106 spots

2023 - 146 spots





The Residential Area: Nature and Neighbourhood Walks

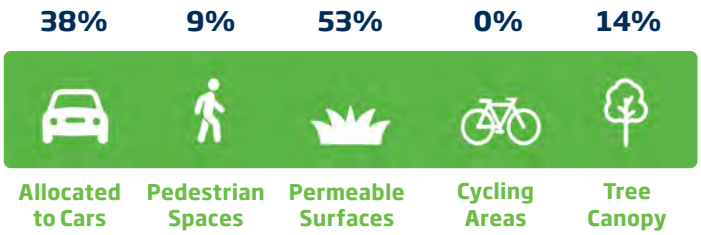
Attachment 12.14.1

How is Alfrieda Street being used today?

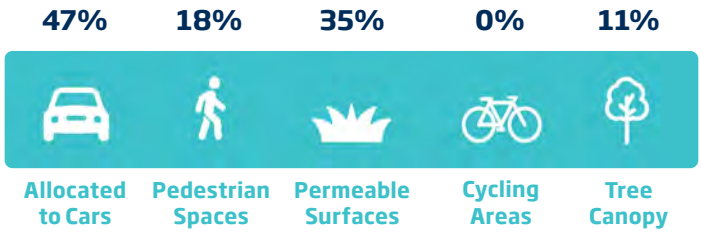
The residential areas of Alfrieda Street, encompassing the Nature Walk and Neighbourhood Walk sections, exhibit a different distribution of space usage compared to the Activity Centre. In these residential sections, the allocation of space reflects a greater emphasis on pedestrian accessibility and greenery.

Notably, the Nature Walk allocates a greater percentage of the street to green spaces (53%) which presents an opportunity for a better biodiversity link and the provision of a greater tree canopy cover.

Linda St to Briggs St:



Briggs St to Taylors Rd:



Current issues

The residential area Alfrieda Street, from Linda Street to Taylors Road, is currently marked by several conditions that pose challenges to creating a people friendly environment:

Vehicle Dominance: The wide, straight roads in the residential area inherently prioritise vehicles, which can lead to inappropriate speeding and compromise the safety and comfort of pedestrians and cyclists.

Lack of Weather Protection: The current streetscape offers minimal shade and protection from the elements, which discourages walking and cycling.

School Street Interface: The primary school in the area lacks a welcoming or visible presence to the street, missing the opportunity to integrate educational spaces with the community actively.

Poorly Maintained Nature Strips: Unmaintained nature strips, litter, and instances of illegal dumping negatively impact the area's visual appeal, detracting from the quality of the local environment.

Footpath Quality: The existing narrow and 'low-quality' footpaths do not encourage residents to walk, even for short distances to local shops, thus affecting the local economy and community interactions.

Underutilised Median Green Spaces: The median strips, although holding high potential, are currently fragmented by roads, lack amenities, and are underused by the community.

Tree Canopy and Overhead Power Lines: The residential area suffers from a low tree canopy, compared to the municipal average, partly due to the prevalence of young trees and the presence of overhead power lines that restrict tree growth.

Pictured (top to bottom):
-Narrow and low-quality footpaths
-Underutilised median strip
-Streetscape lacking shade or weather protection
Source: Brimbank City Council

The Nature Walk

The Nature Walk section runs between Linda Street and Biggs Street on Alfrieda Street. It is envisioned as a tranquil, green oasis that encourages a connection with nature while facilitating calm and leisurely mobility. Lined with trees and landscaping. It is designed to be a pedestrian-prioritised zone that supports local biodiversity.

Objectives for the Nature Walk

Safety and Inclusivity

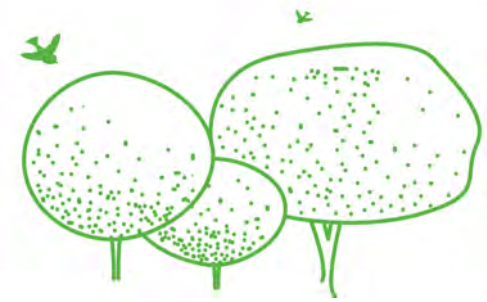
Establish a safe and welcoming linear park that encourages active community engagement and passive surveillance.

Connective Greenway

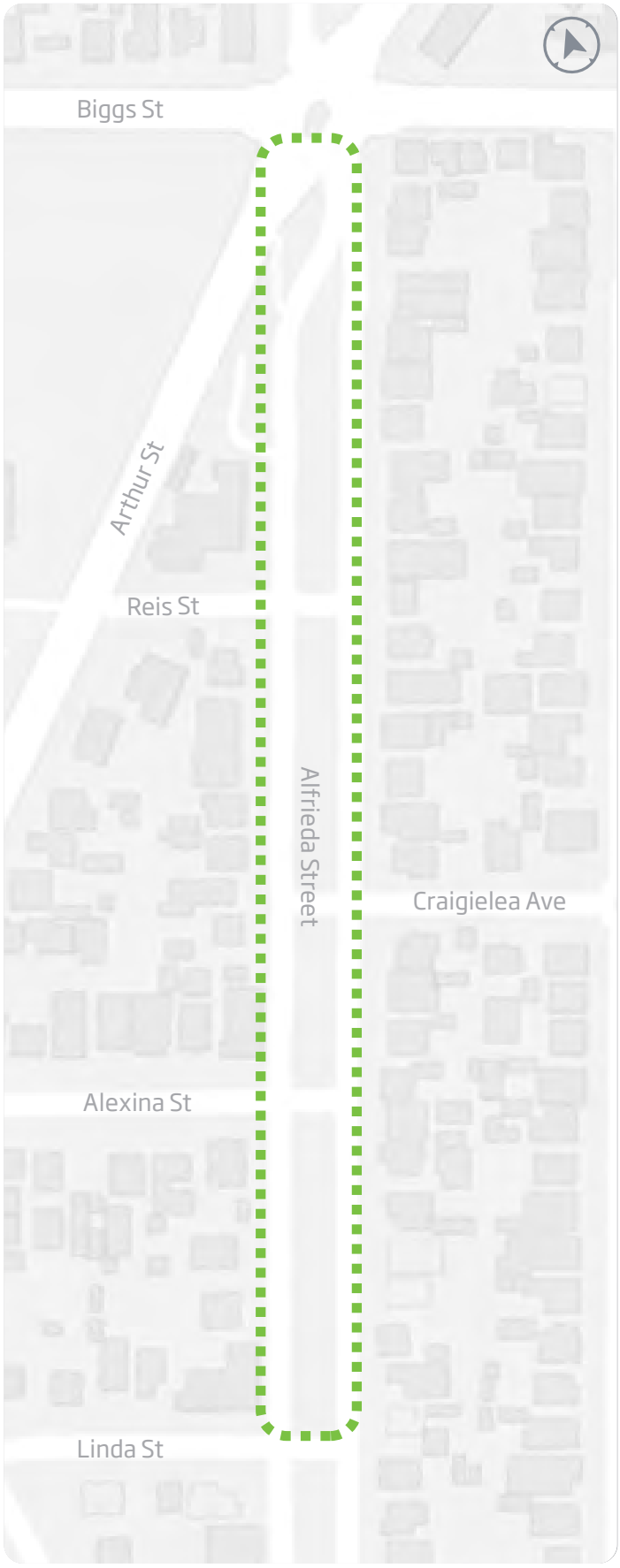
Create a cohesive, green corridor that enhances the pedestrian and cyclist experience, linking the Activity Centre with the Brimbank Aquatic and Wellness Centre.

Green infrastructure

Utilise sustainable practices to mitigate the Urban Heat Island Effect and harvest stormwater, supporting a robust tree canopy and increased biodiversity for ecological health.



Not to scale



Key Opportunities

Suburban Park

- Transform the median strip between Reis St and Biggs St roundabout into a high-amenity suburban park that provides flexible open space with amenities, all-weather shade structure, all-ability playground, shade trees and greenery providing opportunities for social interaction, play and passive recreation.

Shared User Path

- Provide a high-quality paved route that comfortably accommodates both pedestrians and bikes.
- Ensure the area is well lit and promotes a safe environment at night.
- Design green spaces for biodiversity, taking into consideration the needs of non-human species.
- Strategically place amenities like seating and bicycle parking to enhance convenience and comfort.
- Utilise integrated water management practices to optimise the use of road run-offs.

Strategic alignment: Cycling and Walking Strategy

- Improved Central Median
- Shared User Path
- Suburban Park
- Additional car parking (15 spots)
- Existing trees
- New trees

**Please note that this map is intended solely for illustrative purposes. It does not represent a detailed design nor does it provide specific design outcomes.*

Suburban Park ($1.8M) 2027/30

The nearest Suburban Park is on Dalton Street which is located 1.2kms east of Alfrieda Street. To ensure local access to park and fill a gap in the provision of open space:

- Provide Interactive landscape features that promote environmental education and stewardship.
- Continue the walking and cycling paths that interconnect with the shared user path along Alfrieda Street.
- Use of native plant species to create habitats for local wildlife and contribute to the biodiversity of the area.
- Utilise integrated water management practices to optimise the use of road run-offs.
  Provide a raised crossing and detailing of street pavement to reduce speed and prioritise pedestrian movement.
- Redirect north-bound traffic to Arthur Street via Reis street to accommodate the Suburban Park.
- Investigate the right treatment for the intersection to provide easy right turns for the buses.
- Include meeting nodes with community facilities such as seating, drinking fountains, bike repair stations and nature play elements.
- Enhance street lighting and improve safety
- Provide vehicle access to the Church main entrance.
- Provide an entrance feature at Biggs Street, including regreening of the roundabout.

Note: The feasability and design of proposed open space assets should be informed by a review of Brimbank's open space network.

Pictured: Artist Impression. Future Alfrieda Street Suburban Park concept sketch.
Source: Brimbank City Council

The Neighbourhood Walk

The Neighbourhood Walk extends from Biggs St to Taylors Road, within the residential stretch of Alfrieda Street. It is reimagined to encourage walking, with safe and accessible routes to transport and local amenities and increased canopy cover.

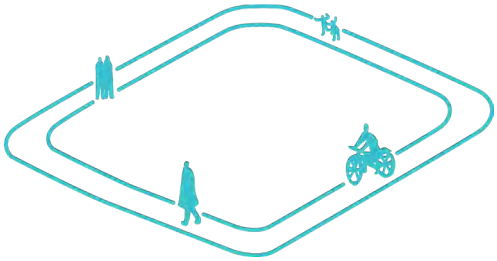
Objectives for the Neighbourhood Walk

Enhanced Mobility and Safety

Establish a safe and attractive environment that promotes walking and cycling as preferred modes of transport for residents of all ages and abilities.

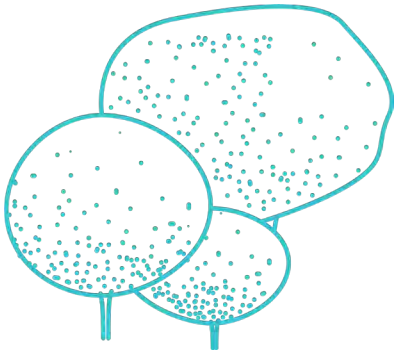
Strengthen Community Connectivity

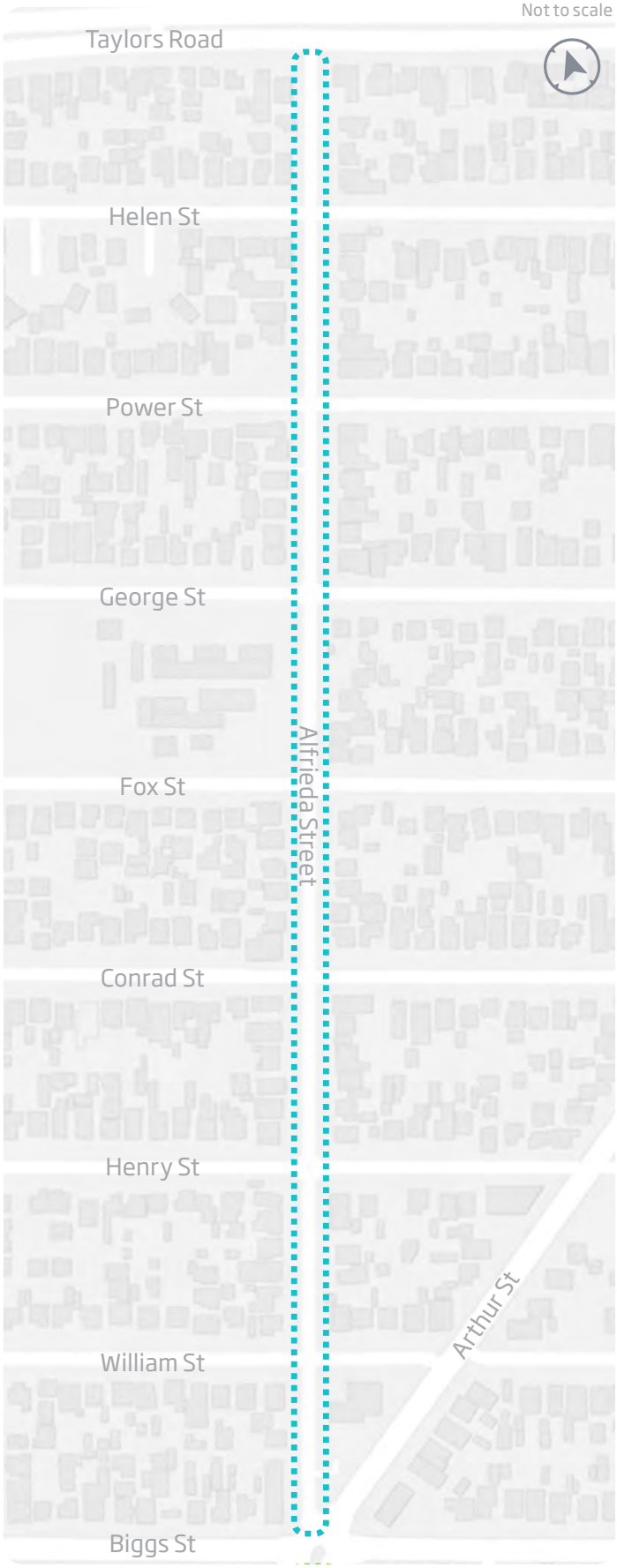
Develop seamless and safe routes that facilitate easy access to local shops, community hubs, and green spaces.



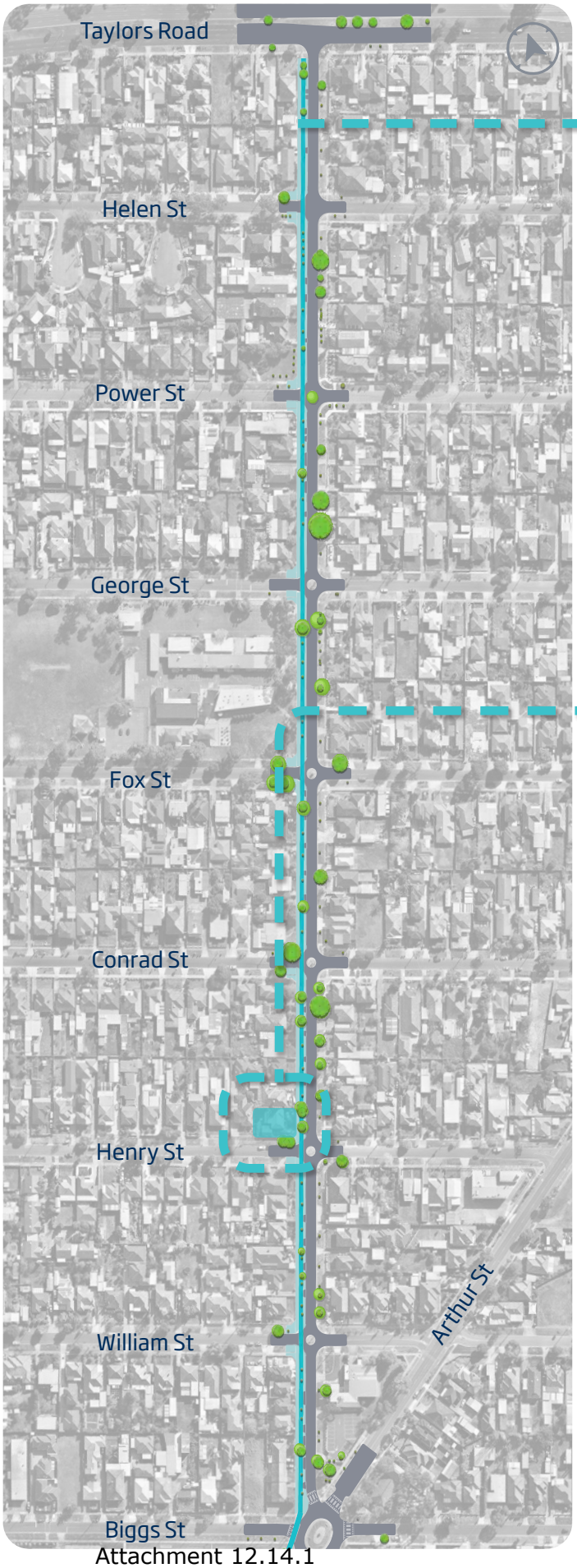
Expand Green Canopy

Increase the urban tree canopy to provide ample shade, reduce heat, and contribute to the area's biodiversity.





Key Opportunities



Shared User Path ($1.3M) - 2027/30

- Transform footpaths into a safe and inviting route for the local community that encourages walking and is accessible to people with all abilities.
- Provide safe and easy connection to shops, community hubs and green spaces.
- Enhance street crossings and provide traffic calming measures to prioritise safety.
- Integrate natural elements and landscaping to enrich the local streetscape and biodiversity.
- Work with DTP to establish a safe pedestrian link between Alfrieda Street and the Brimbank Aquatic and Wellness Centre.

Strategic alignment: Cycling and Walking Strategy

Upgraded Local Park ($250K) 2027/30

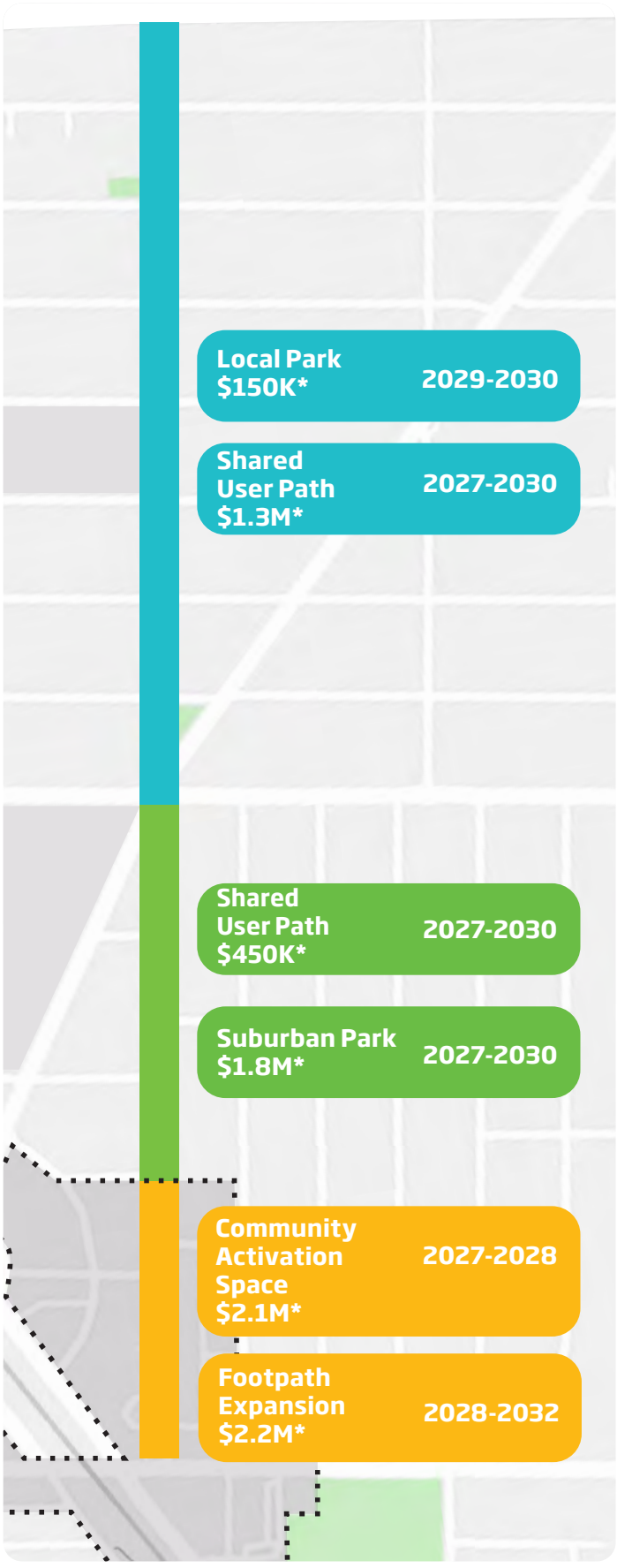
- Upgrade the local park on the corner site of Alfrieda Street and Henry Street.
- Include a variety of seating areas to accommodate families and individuals of all ages.
- Consider landscape plantings and trees to increase the area's green footprint and tree canopy cover.
- Through engagement, provide community-led design features that reflect the unique character and needs of the neighbourhood.

Strategic alignment: Creating Better Parks

Local Park, Sholte Reserve
Shared user Path
Existing trees
New trees

**Please note that this map is intended solely for illustrative purposes. It does not represent a detailed design nor does it provide specific design outcomes.*

Staging and Implementation



** Costings based on 2023 prices. All time frames are subject to Council approval and budget allocation. Additional costs such as traffic management during project implementation are excluded from costs.*

FAQs

Q: How will the bus services be affected?

A: Council is committed to working closely with the Department of Transport and Planning (DTP) to ensure minimal disruption to bus services. While the Masterplan proposes significant improvements to the public realm, further detailed traffic modelling and feasibility studies will be undertaken in the design stage to fully understand the impacts on bus movements and general traffic.

Q: What streets will be closed as a result of this Masterplan?

A: The Masterplan suggests examining the partial or full closure of Elaine Street and a lane of Alfrieda Street south of Biggs Street. These potential closures aim to enhance pedestrian safety and amenities but will be subject to thorough traffic analysis and detailed design.

Q: Will there be any removal of loading zones?

A: There are no specific changes proposed to existing loading zones in the Masterplan. The maps are conceptual, and further analysis will be done during the detailed design phase of each project.

Q: When will Council start implementing the works?

A: The Masterplan is a strategic guide outlining the community's aspirations. The commencement of works will depend on future budget allocations and is not indicative of immediate start of construction.

Q: How many car parks are being removed?

A: The Masterplan would result in a net loss of 26 car parking spaces. However, since the first round of community consultation, Council has already created 37 new parking spaces along Collins Street.

Q: How do the new active transport paths integrate with existing networks?

A: In the implementation phase, Council will ensure that new active transport paths are well-integrated and do not adversely affect accessibility along arterial roads. This includes enhancing connectivity for pedestrians and cyclists to and from St Albans Station.

Q: What impact will the improvements have on local businesses?

A: The proposed projects aim to support and enhance local businesses. During implementation, measures will be in place to mitigate disruptions. Post-implementation, improved public spaces and accessibility are expected to attract more visitors, potentially increasing patronage for local businesses.

Q: How can the community contribute to the Masterplan's progress?

A: Community feedback is vital for the success of the Masterplan. Residents can participate in public consultations, workshops, and surveys. Council will provide regular updates and opportunities for community input, ensuring that the plan evolves with the needs and aspirations of the community. Further information on the progress of the Masterplan will be available at: https://yoursay.brimbank.vic.gov.au/alfrieda-st-master-plan

Brimbank City Council

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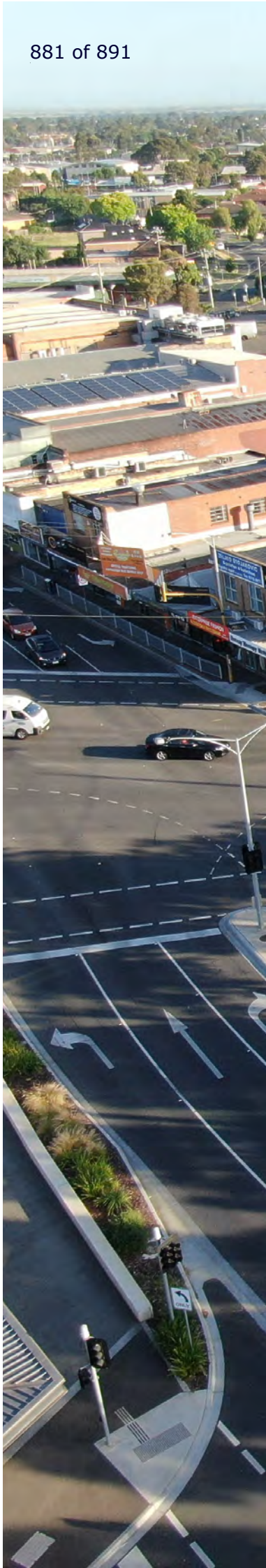

Feedback recorded on 19 February at St Albans Business Association Meeting	**Officer Consideration**	**Officer Recommendation**
Lighting and parking at night are safety issues to consider. He asked for Council to examine the relationship between public safety and laneways.	The Master Plan refers to the improvement of lighting and activation of laneways	P25 text added: added bullet point - **Investigate opportunities to improve pedestrian safety and amenity in adjacent laneways and car parks to improve pedestrian safety and amenity**
The current Civic Plaza may look good, but it is not being maintained. Maintaining the space is critical.	Annual upkeep funds have been identified on Page 4.	No Change
Loading zones are required for businesses	Noted	P25 text added: Increase pedestrian and trading with dedicated zones for outdoor dining, trading and events, featuring shade trees, landscape plantings and structural soils to support healthy tree growth. **Ensure parking spaces are allocated for short term (including delivery vehicles)** and longer stays
Council's Lunar Festival events officer needs to be consulted on the Draft Master Plan, particularly how it integrates with the St Albans Lunar Festival.	Feedback specifically obtained from this officer.	Events team to be involved in the detailed design phase to ensure footpath widths can accommodate marquees so they can be set up on the road surface and also the footpaths which are currently too narrow for this purpose
Request for more public toilets.	Noted. The replacement of the existing toilet has been included in capital works costs but was not mentioned specifically in the draft master plan document	P25 text added: Strategically place amenities like seating, bicycle parking and **toilets** to enhance convenience and comfort.
Feedback recorded on 29 February in face to face meetings with Vietnamese Translator present	**Officer Consideration**	**Officer Recommendation**
The new forecourt will encourage more people to congregate and drink like the other one.	Public Realm is an important component of community life. As stated in the Draft Master Plan, the public realm encompasses	P25 text added: Ensure the area **is designed to feel welcoming for all**, is well lit and promotes a safe environment at night.

	openly accessible spaces such as streets, plazas, parks, and footpaths. It includes the areas between and within buildings that are freely available to everyone. Beyond its physical presence, the public realm serves as the 'glue' that holds cities together. It is the places where people meet, interact, relax, and engage in community activities.	
Loved the idea of more greenery and in particular bamboo plants to provide shade to grocers on the eastern side. Shade really important as it protects produce.	Noted – the master plan did not specially mention plantings other than trees so this has been updated.	P25 text added: Increase pedestrian and trading with dedicated zones for outdoor dining, trading and events, featuring shade trees, **landscape plantings** and structural soils to support healthy tree growth. Ensure space is allocated for delivery vehicles.
Closure of Elaine St will create circulation problems. Access to Alfrieda St from Elaine St should be maintained however egress can be removed if required.	The master plan acknowledges (on page 25) that close of Elaine Street is subject to detailed traffic compact assessment. The intention is to remove conflict points between cars and pedestrians and create more usable public realm.	No change
The current layout doesn't allow vehicles to do a loop of Alfrieda St again if looking for car parking.	The intention is reduce traffic congestion and conflict points between pedestrians and vehicles in Alfrieda Street. The need to make a U-turn in the street and appropriate locations to do so will be based on detailed traffic assessments.	No change
Signage advising motorists of the availability of car spaces in Collins St is a great idea.	Noted – this is included on P 25	No change
Collins St carparks and laneway need to be enhanced with additional lighting and CCTV to improve perceptions of safety. Workers and	The Master Plan on P27 refers to the activation of the laneways between Alfrieda Street and Collins Street to provide a safer	P25 additional text added: bullet point - **Investigate opportunities to improve pedestrian safety and amenity**

visitors to the Centre don't like using Collins St carparks because they don't feel safe. Enhance safety of the car parks and laneway and more people will use them.	and overall better experience for pedestrians and to encourage the utilisation of the Collins Car Park. This includes placemaking and public art interventions i.e. Laneway murals, lighting, etc	**in adjacent laneways and car parks to improve pedestrian safety and amenity**
No loss of carparking at all (only a couple of businesses)	Noted	P28 text added: The revised plan proposes the removal of 41 car parking spaces along the Civic Walk. To mitigate this, **approximately** 15 new spaces will be added on Nature Walk, leading to a net loss of 26 spaces.
A few restaurants loved the idea of having more opportunity for outdoor dining.	Noted	No change
Maintain all loading bays as businesses rely on them because they can't accept deliveries from the laneway.	Noted	P25 text added: Increase pedestrian and trading with dedicated zones for outdoor dining, trading and events, featuring shade trees, landscape plantings and structural soils to support healthy tree growth. **Ensure parking spaces are allocated for short term (including delivery vehicles)** and longer stays
More short term parking in the area for takeaway delivery drivers	Noted	P25 text added: Increase pedestrian and trading with dedicated zones for outdoor dining, trading and events, featuring shade trees, landscape plantings and structural soils to support healthy tree growth. **Ensure parking spaces are allocated for short term (including delivery vehicles)** and longer stays
Look at the parking times to make sure they are suiting all businesses	Noted	P25 text added: Increase pedestrian and trading with dedicated zones for outdoor dining, trading and events, featuring shade trees, landscape plantings and structural soils to support healthy tree growth. **Ensure parking spaces are allocated for short term (including delivery vehicles)** and longer stays

Loss of parking on the sides of the road are not an issue - Want to keep the middle parking	Noted – the master plan proposes keeping maximum car spaces in the middle of Alfrieda Street	No change
Don't repeat mistakes from Sunshine (Civic Green) because no one uses this area and businesses there are struggling as a result	Noted	The master plan proposal responds to the specific issues and opportunities of the Alfrieda Street which are different to Hampshire Road
Concerned that making the road more narrow means that cars cannot overtake cars that are waiting for a park or double parked to enter shops	Noted	No change. This is an enforcement issue.
Feedback from Your Say Page	**Officer Consideration**	**Officer Recommendation**
No responses received. Master Plan was viewed 47 times on the Your Say page (as of 12/3)	N/A no written feedback received	N/A no written feedback received

12.15	Contract No. 21/2994 - Graffiti Removal and Inspection Services - Contract Extension
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Dominic Di Martino
Attachment(s)	1. CONFIDENTIAL - Contract Extension Report [12.15.1 - 2 pages]

Purpose

For Council to consider the extension of Contract No 21/2994 - Graffiti Removal and Inspection Services, for a two year period.

Officer Recommendation

That Council:

a. Approves extension of Contract No. 21/2994 - Graffiti Removal and Inspection Services to Calcorp Services Pty Ltd for an additional two-year period to 8 May 2026, based on the tendered Lump Sum Component and Schedule of Rates.

b. Authorises extension of Contract No. 21/2994 - Graffiti Removal and Inspection Services to be signed.

Background

Contract No. 21/2994 - Graffiti Removal and Inspection Services, was initially approved by Council at the Council Meeting on 20 April 2021 for an initial three-year period with an option of a two-year extension to be awarded at Council's sole discretion. This report recommends taking up the two-year period Contract extension.

The Contract is due to expire 8 May 2024. The Contract consists of a lump sum component and a schedule of rates.

The services under this Contract are for removal of graffiti and programmed inspections on Councils Facilities, assets and open space throughout Brimbank.

Matters for Consideration

This report is presented to Council to consider the Contract extension assessment and recommendation to extend the Contract for a further two-year period.

Based on this, and the information contained in the Confidential Attachment 1, it is recommended that Council extends the Contract to Calcorp Services Pty Ltd for an additional two-year period at the agreed lump sum and schedule of rates to 8 May 2026.

Implementation

Subject to Council approval, the Contract extension will be implemented for an additional two-year period from 09 May 2024 to 08 May 2026.

Community Engagement

Not applicable. No community engagement required.

Resource And Risk Implications

The funding requirements for the extension period 9 May 2024 to 30 June 2024 has been included in the 2023/2024 annual budget.

The funding requirements for the extension period 1 July 2024 to 30 June 2025 will be referred to the 2024/2025 annual budget process for consideration.

The funding requirements for the extension period 1 July 2025 to 8 May 2026 will be referred to the 2025/2026 annual budget process for consideration.

Community: potential impact on community, including public trust and customer service impact
• Yes – Works under this Contract ensures that Council assets and the municipality is constantly maintained.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• None

Financial: significant financial impacts
• Yes – Budget expenditure is from Council funding, from the Operational budget subject to Council approval.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• None

Safety: health, safety or duty of care impacts
• None

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around.

This report complies with Procurement Policy and L*ocal Government Act 2020 (the Act)*

Council officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

13 Notices Of Motion

Nil.

14 Notices Of Rescission

Nil.

15 Urgent Business

16 Confidential Business

Nil.

17 Meeting Closure