Council Meeting

Agenda

Meeting No. 635

16 July 2024
Commencing 7.00pm

Council Chamber
301 Hampshire Road, Sunshine,
Victoria

Fiona Blair
Chief Executive Officer
12 July 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 Natalie Horvatic	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

Cr Ranka Rasic is on a 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 13.11 Contract No. 21/3008 - Cleaning Services - Brimbank Community & Civic Centre - Extension of Contract; and**
- **Confidential Attachment 1 to Report 13.12 Contract No. 21/3092 - Fleet Repairs Maintenance and Supply of Spare Parts - Extension of Contract**

as they relate to Private commercial information, being information provided by a business, commercial or financial undertaking that, if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage (s 3(1)(g) of the *Local Government Act 2020*).

6 Confirmation Of Minutes Of Previous Council Meetings

Motion

That Council confirms the Minutes of Council Meeting No. 634, held on 18 June 2024.

7 Condolences

Nil.

8 Congratulations

8.1 Keilor VIEW (Voice Interests and Education For Women)

Motion

That Council congratulates Keilor VIEW (Voice Interests and Education for Women) for their contribution to the Brimbank community.

9 Public Question Time

10 Petitions

Nil.

11 Minutes/Reports Of Delegated Committees

Nil.

12 Officer Reports

12.1	**Planning Activity Update and Delegate Decisions and Planning Scheme Amendments Update - June 2024**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Kristen Gilbert and Leanne Deans
Attachment(s)	1. Delegated Planning Permit Decision June 2024 [**12.1.1** - 26 pages] 2. Graphical Representation of Data from the Last Three Years [**12.1.2** - 3 pages] 3. Planning Scheme Amendment Status Summary June 2024 [**12.1.3** - 3 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 June 2024 regarding planning permit applications and other matters
- The status of current Planning Scheme Amendments at 30 June 2024.

Officer Recommendation

That Council:

a. Notes the Planning Activity Update and Delegate Decisions – June 2024 report, and Delegated Planning Permit Decisions, at Attachment 1 to this report.

b. Notes the Planning Scheme Amendment Summary – June 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

66 planning determinations and 23 subdivision determinations were made under delegated authority in June 2024. 73 new planning permit applications were received in June 2024. The value of development for these 73 applications is $21.1 million.

A list of the planning applications determined under delegation from Council during June 2024 is at **Attachment 1. Attachment 2** provides a graphical representation of the data over the last three years.

	June 2024	Previous month (May 2024)	Monthly average for past 12 months	June 2023
Applications Received	73	70	63	81
Planning Permit Approvals	59	64	63	63
Notice of Decision to Grant a Permit	6	3	5	10
Refusal to Grant a Planning Permit	1	0	1	3
Subdivision Approvals	23	30	22	23
Cost of development for new applications (millions)	$21.1	$22.2	$47.53	$28.8

Two planning appeals were determined by the Victorian Civil and Administrative Tribunal (VCAT) in this period:

- A consent order was reached between the parties for a planning permit to be issued for the development of the land for community care accommodation based on amended plans, following an appeal being lodged by the applicant against a delegated decision to refuse to grant a planning permit (P649/2022 for 21 Glendenning Street, St Albans).
- A consent order was reached between the parties for an amended planning permit to be issued for the use and development of the land for materials recycling, following an appeal being lodged by the applicant against conditions on the planning permit (P419/2022 for 1A Western Avenue, Sunshine).

At the end of this period there were four appeals lodged at VCAT that had not yet been determined. This is nine less than at the end of June 2023.

The Planning Scheme Amendment Summary is shown at **Attachment 3** and includes four 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*.

Progress highlights for the June 2024 period include:

Amendment	**Intent**	**Progress status**
Amendment C225brim – Planning Policy Framework	Translate local policy into the new planning scheme format, including new policy identified as part of a planning scheme review.	Approved - A notice was placed in the Government Gazette on 27 June 2024.
Amendment C239brim – Housing and Neighbourhood Character Strategy	Implements the Brimbank Housing and Neighbourhood Character Strategy (2024) by making changes to zones and ordinances in the Brimbank Planning Scheme.	Endorsed by Council at the Council Meeting on 18 June 2024 to seek authorisation from the Minister for Planning to prepare and exhibit the Amendment.

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.

Delegated Planning Permit Decisions
01/06/2024 – 30/06/2024

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
	89				
S203/2019 P/N: 1	Subdivision Certification	19/11/2019	14 Normanby St, Sydenham 1/14 Normanby St, Sydenham 2/14 Normanby St, Sydenham 3/14 Normanby St, Sydenham 14 Normanby St, Sydenham	General Residential Zone (GRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 834419K)	$0
Determination: PREF (Certification Refused) Determination Date: 17-06-2024					
S189/2020 P/N: 1	Subdivision Certification	04/12/2020	17 Eddie St, St Albans 1/17 Eddie St, St Albans 2/17 Eddie St, St Albans 17 Eddie St, St Albans	General Residential Zone (GRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 713860W)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 19-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P584/2015 P/N: 2	Planning Application	19/11/2021	34 Tullamarine Park Rd, Tullamarine 36 Tullamarine Park Rd, Tullamarine	Industrial 1 Zone (IN1) Buildings & Works to Industrial Premise and PPAR-Other AMENDMENT TO THE PLANNING PERMIT AND ENDORSED PLANS TO ENABLE THE EXISTING CONCRETE BATCHING PLANT TO EXPAND INTO THE ADJOINING PROPERTY AT 36 TULLAMARINE PARK ROAD FOR TRUCK AND VEHICLE PARKING PURPOSES AND TO ACCOMODATE AMENITY ROOMS	$300,000
Determination: PWIT (Planning Application Withdrawn) Determination Date: 12-06-2024					
S195/2021 P/N: 1	Subdivision Certification	21/12/2021	227-229 McIntyre Rd, Sunshine North 1/227 McIntyre Rd, Sunshine North 2/227 McIntyre Rd, Sunshine North 3/227 McIntyre Rd, Sunshine North 4/227 McIntyre Rd, Sunshine North 5/227 McIntyre Rd, Sunshine North 6/227 McIntyre Rd, Sunshine North 227-229 McIntyre Rd, Sunshine North	General Residential Zone (GRZ) Subdivision - Residential 6 LOT RESIDENTIAL SUBDIVISION (PS 843470J) OF LAND AFFECTED BY A DESIGN AND DEVELOPMENT OVERLAY SCHEDULE 6 AND ADJACENT TO A ROAD IN A TRANSPORT ZONE 2	$0
Determination: PCER (Certified) Determination Date: 18-06-2024					
S3/2022 P/N: 1	Subdivision Certification	12/01/2022	19 Young St, Sunshine West 1/19 Young St, Sunshine West 2/19 Young St, Sunshine West 3/19 Young St, Sunshine West 19 Young St, Sunshine West	General Residential Zone (GRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 905862X)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 17-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P368/2022 P/N: 1	Planning Application	06/07/2022	2A Mineral Tce, Sunshine North	General Residential Zone (GRZ) Subdivision and PPAR-Subdivision of land MULTI LOT RESIDENTIAL SUBDIVISION ON LAND AFFECTED BY A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2 - RIVER VALLEY ESTATE STAGE 7D SUPERLOT	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 04-06-2024					
S131/2022 P/N: 1	Subdivision Certification	24/08/2022	43 Imperial Ave, Sunshine North 43 Imperial Ave, Sunshine North 41A Imperial Ave, Sunshine North 41B Imperial Ave, Sunshine North 43 Imperial Ave, Sunshine North 41-43 Imperial Ave, Sunshine North	Industrial 3 Zone (IN3) Subdivision - Industrial 3 LOT INDUSTRIAL SUBDIVISION (PS 848832X) ON LAND AFFECTED BY MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$0
Determination: PSOC (Statement of Compliance) Determination Date: 07-06-2024					
S138/2022 P/N: 1	Subdivision Certification	05/09/2022	62 Conrad St, St Albans 1/62 Conrad St, St Albans 2/62 Conrad St, St Albans 3/62 Conrad St, St Albans 4/62 Conrad St, St Albans 62 Conrad St, St Albans	Residential Growth Zone (RGZ) Subdivision - Residential 4 LOT RESIDENTIAL SUBDIVISION (PS 906595P)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 21-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S44/2023 P/N: 1	Subdivision Certification	16/03/2023	4 Mantaura Ave, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 916802F)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 13-06-2024					
P132/2023 P/N: 1	Planning Application	28/03/2023	5A Mineral Tce, Sunshine North 1A Perennial Dr, Sunshine North 5C Mineral Tce, Sunshine North 51A Perennial Dr, Sunshine North 11A Perennial Dr, Sunshine North 15 Perennial Dr, Sunshine North 17 Perennial Dr, Sunshine North 19 Perennial Dr, Sunshine North 21 Perennial Dr, Sunshine North 23 Perennial Dr, Sunshine North 25 Perennial Dr, Sunshine North 27 Perennial Dr, Sunshine North 29 Perennial Dr, Sunshine North 31 Perennial Dr, Sunshine North 33 Perennial Dr, Sunshine North 35 Perennial Dr, Sunshine North 37 Perennial Dr, Sunshine North 39 Perennial Dr, Sunshine North 41 Perennial Dr, Sunshine North 43 Perennial Dr, Sunshine North 45 Perennial Dr, Sunshine North 47 Perennial Dr, Sunshine North 5B Mineral Tce, Sunshine North	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) MULTI-STOREY APARTMENT BUILDINGS AND REDUCTION IN CAR PARKING	$63,700,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 05-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
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: PSOC (Statement of Compliance) Determination Date: 21-06-2024					
S64/2023 P/N: 1	Subdivision Certification	05/05/2023	25 Downing St, Sunshine North	General Residential Zone (GRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 918010F)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 13-06-2024					
P203/2023 P/N: 1	Planning Application	09/05/2023	76 Knight Ave, Sunshine North 78 Knight Ave, Sunshine North 80 Knight Ave, Sunshine North 82 Knight Ave, Sunshine North 84 Knight Ave, Sunshine North	Industrial 3 Zone (IN3) Materials Recycling and PPAR-One or more new buildings and Car Parking DEVELOPMENT AND USE OF LAND FOR MATERIALS RECYCLING (OIL RECYCLING) AND REDUCTION IN CAR PARKING	$45,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 24-06-2024					
S72/2023 P/N: 1	Subdivision Certification	30/05/2023	8 Lloyd St, Deer Park 8A Lloyd St, Deer Park	Residential Growth Zone (RGZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 915799V)	$0
Determination: PCER (Certified) Determination Date: 07-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P315/2023 P/N: 1	Planning Application	05/07/2023	65A Imperial Ave, Sunshine North	Industrial 3 Zone (IN3) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR THE PURPOSE OF AN INDUSTRY (FERTILISER PRODUCTION)	$0
Determination: PPR (Permit Refused by Delegate) Determination Date: 12-06-2024					
P364/2023 P/N: 1	Planning Application	27/07/2023	15 Percy St, St Albans	Residential Growth Zone (RGZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF FOUR (4) DOUBLE STOREY DWELLINGS WITHIN A DESIGN AND DEVELOPMENT OVERLAY (SCHEDULE 9)	$980,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 05-06-2024					
P469/2023 P/N: 1	Planning Application	11/09/2023	14 Kororoit St, Albion	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF ADDITIONS (INCLUDING DOUBLE STOREY) TO AN EXISTING DWELLING AND CONSTRUCTION OF A DOUBLE STOREY DWELLING TO THE REAR, WITHIN A HERITAGE OVERLAY (HO24)	$875,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 24-06-2024					
P514/2023 P/N: 1	Planning Application	12/10/2023	171 Main Rd West, St Albans	Commercial 1 Zone (C1Z) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR A PLACE OF ASSEMBLY (SHISHA BAR) AND REDUCTION TO THE ASSOCIATED CAR PARKING REQUIREMENT	$25,000
Determination: PLAP (Planning Application Lapsed) Determination Date: 06-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S154/2023 P/N: 1	Subdivision Certification	25/10/2023	3 Rosewall St, Sunshine North 1/3 Rosewall St, Sunshine North 2/3 Rosewall St, Sunshine North 3/3 Rosewall St, Sunshine North 3 Rosewall St, Sunshine North	General Residential Zone (GRZ) Subdivision - Residential 3 LOT RESIDENTIAL SUBDIVISION (PS 917712B)	$0
Determination: PCER (Certified) Determination Date: 20-06-2024					
P547/2023 P/N: 1	Planning Application	26/10/2023	107 Fulton Dr, Derrimut	Industrial 2 Zone (IN2) Warehouse and Change of Use and Car Parking Reduction and Alter USE AND DEVELOPMENT OF THE LAND FOR TWO (2) WAREHOUSES EACH WITH ANCILLARY OFFICES AND THE REDUCTION TO THE STANDARD CAR PARKING REQUIREMENT AND ACCESS ALTERATIONS TO A ROAD IN A TRANSPORT ZONE 2	$15,000,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 17-06-2024					
S155/2023 P/N: 1	Subdivision Certification	27/10/2023	214 Proximity Dr, Sunshine West 212 Proximity Dr, Sunshine West 210 Proximity Dr, Sunshine West	Industrial 2 Zone (IN2) Subdivision - Industrial APPLICATION TO DISSOLVE THE OWNER'S CORPORATION ON PS717956L	$0
Determination: PSOC (Statement of Compliance) Determination Date: 13-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P951/2014 P/N: 2	Planning Application	08/11/2023	63-65 Wright St, Sunshine 65 Wright St, Sunshine	Industrial 1 Zone (IN1) Change of Use and Industry and PPAR-Change or extension of use AMENDMENT TO THE PERMIT AND PLANS TO ALTER THE PREAMBLE TO INCLUDE THE USE OF LAND FOR AN OFFICE AND BUILDINGS AND WORKS INCLUDING TO INSTALL TWO CONTAINERS AND ADDITIONAL PLANT/ EQUIPMENT, CONSTRUCT A FIRST FLOOR OFFICE, ERECTION AND DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE, CHANGES TO THE CAR PARKING LAYOUT AND CONSTRUCTION OF A 2.0M HIGH STEEL FRONT-FENCE WITH GATE WITHIN A PUBLIC ACQUISITION OVERLAY SCHEDULE 5	$55,000

Determination: PPAM (Amended Permit Issued by Delegate)

Determination Date: 17-06-2024

S160/2023 P/N: 1	Subdivision Certification	16/11/2023	15 Third Ave, Sunshine 1/17 Third Ave, Sunshine 2/17 Third Ave, Sunshine 3/17 Third Ave, Sunshine 4/17 Third Ave, Sunshine 5/17 Third Ave, Sunshine 6/17 Third Ave, Sunshine 7/17 Third Ave, Sunshine 8/17 Third Ave, Sunshine 9/17 Third Ave, Sunshine 10/17 Third Ave, Sunshine 17 Third Ave, Sunshine	Industrial 1 Zone (IN1) Subdivision - Industrial 10 LOT INDUSTRIAL SUBDIVISION (PS 919399R)	$0

Determination: PCER (Certified)

Determination Date: 19-06-2024

P609/2023 P/N: 1	Planning Application	01/12/2023	1/20 Mt Derrimut Rd, Derrimut	Commercial 1 Zone (C1Z) Child Care Centre and Change of Use and PPAR-Other buildings & works USE AND DEVELOPMENT OF PART OF THE LAND FOR A CHILD CARE CENTRE	$3,600,000

Determination: PNOD (Notice of Decision issued by Delegate)

Determination Date: 03-06-2024

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P47/2021 P/N: 2	Planning Application	13/12/2023	262 Taylors Rd, Delahey	Commercial 1 Zone (C1Z) Buildings & Works to Commercial Premise and Advertising/Signage AMENDMENT TO THE PLANNING PERMIT TO RELOCATE A PROPOSED FOOD AND DRINK PREMISES, ALTERATIONS TO THE BUSINESS SIGNAGE INCLUDING AN ELECTRONIC SKY SIGN	$250,000
Determination: PLAP (Planning Application Lapsed) Determination Date: 25-06-2024					
P633/2023 P/N: 1	Planning Application	14/12/2023	81 Millawa Ave, St Albans	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS	$800,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 25-06-2024					
P638/2023 P/N: 1	Planning Application	18/12/2023	1A Willaton St, St Albans	Commercial 1 Zone (C1Z) Liquor License and PPAR-Liquor License SALE OF PACKAGED LIQUOR IN ASSOCIATION WITH A PACKAGED LIQUOR LICENCE	$0
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 06-06-2024					
P639/2023 P/N: 1	Planning Application	19/12/2023	193 Lady Nelson Way, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DWELLINGS (TWO DOUBLE STOREY AND ONE SINGLE STOREY)	$950,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 17-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S180/2023 P/N: 1	Subdivision Certification	20/12/2023	5 Betson Ct, Kealba 5A Betson Ct, Kealba 5B Betson Ct, Kealba	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 2 LOT RESIDENTIAL SUBDIVISION (PS 920660A)	$0
Determination: PCER (Certified) Determination Date: 27-06-2024					
S181/2023 P/N: 1	Subdivision Certification	21/12/2023	27 Garnet St, Sunshine North 27 Garnet St, Sunshine North	Residential Growth Zone (RGZ) Subdivision - Residential 5 LOT RESIDENTIAL SUBDIVISION (PS 911758H)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 17-06-2024					
P653/2023 P/N: 1	Planning Application	22/12/2023	5 Messina Cres, Keilor Lodge	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS	$900,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 21-06-2024					
P657/2023 P/N: 1	Planning Application	22/12/2023	14 Tekapo Cres, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS	$950,000
Determination: PLAP (Planning Application Lapsed) Determination Date: 20-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P661/2023 P/N: 1	Planning Application	27/12/2023	77 Suffolk Rd, Sunshine North	Residential Growth Zone (RGZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF FOUR (4) DOUBLE STOREY DWELLINGS	$980,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 12-06-2024					
P663/2023 P/N: 1	Planning Application	27/12/2023	87 Conrad St, St Albans	Residential Growth Zone (RGZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS	$980,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 12-06-2024					
P667/2023 P/N: 1	Planning Application	28/12/2023	8 Silicon Pl, Tullamarine	Industrial 1 Zone (IN1) Warehouse and PPAR-One or more new buildings CONSTRUCTION OF THREE (3) WAREHOUSES	$650,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 25-06-2024					
P7/2024 P/N: 1	Planning Application	11/01/2024	35 Couch St, Sunshine	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF THREE (3) DOUBLE STOREY DWELLINGS	$1,170,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 21-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S6/2024 P/N: 1	Subdivision Certification	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 4 LOT RESIDENTIAL SUBDIVISION (PS 907656Q)	$0
Determination: PCER (Certified) Determination Date: 17-06-2024					
P18/2024 P/N: 1	Planning Application	24/01/2024	1 Wyperfeld Ave, Taylors Lakes 3 Wyperfeld Ave, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Medical Centre and PPAR-One or more new buildings USE AND DEVELOPMENT OF THE LAND FOR A MEDICAL CENTRE WITHIN A SPECIAL BUILDING OVERLAY	$1,300,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 19-06-2024					
S14/2024 P/N: 1	Subdivision Certification	15/02/2024	20 Highland Rd, Keilor North	Green Wedge Zone (GWZ) Creation/Vary/Remove Easement/Reserve CREATION OF CARRIAGEWAY EASEMENT E-1	$0
Determination: PSOC (Statement of Compliance) Determination Date: 17-06-2024					
P74/2024 P/N: 1	Planning Application	06/03/2024	19 Clairmont St, Albion	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS	$996,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 12-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P75/2024 P/N: 1	Planning Application	06/03/2024	1 Market Rd, Sunshine	Industrial 1 Zone (IN1) Warehouse and PPAR-One or more new buildings DEVELOPMENT OF THE LAND FOR A WAREHOUSE AND A REDUCTION TO THE STANDARD CAR PARKING REQUIREMENT	$260,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					
P78/2024 P/N: 1	Planning Application	07/03/2024	1/39 Sun Cres, Sunshine	General Residential Zone (GRZ) Multi Unit Residential Development and Demolition and PPAR-Demolition DEMOLITION AND CONSTRUCTION OF A DWELLING ON A LOT LESS THAN 300 SQUARE METRES AND WITHIN A HERITAGE OVERLAY (HO23)	$554,908
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					
P84/2024 P/N: 1	Planning Application	08/03/2024	205 Hampshire Rd, Sunshine	Activity Centre Zone (ACZ) Restaurant and PPAR-Alter building structure or dwell and Liquor License BUILDINGS AND WORKS FOR THE PURPOSE OF A BAR AND USE OF THE FIRST FLOOR AS A PLACE OF ASSEMBLY (KARAOKE), USE OF LAND FOR THE SALE AND CONSUMPTION OF LIQUOR (ON PREMISES LICENCE) AND ASSOCIATED BUSINESS IDENTIFICATION SIGNAGE	$80,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 26-06-2024					
P88/2024 P/N: 1	Planning Application	12/03/2024	2/39 Sun Cres, Sunshine	General Residential Zone (GRZ) Multi Unit Residential Development and PPAR-Multi dwelling and Demolition DEMOLITION AND CONSTRUCTION OF A DWELLING ON A LOT LESS THAN 300 SQUARE METRES AND WITHIN A HERITAGE OVERLAY (HO23)	$554,908
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S25/2024 P/N: 1	Subdivision Certification	14/03/2024	8 Kevin St, Sunshine	Neighbourhood Residential Zone (NRZ) Subdivision - Residential 4 LOT RESIDENTIAL SUBDIVISION (PS 912102H) ON LAND AFFECTED BY A SPECIAL BUILDING OVERLAY	$0
Determination: PCER (Certified) Determination Date: 20-06-2024					
P91/2024 P/N: 1	Planning Application	18/03/2024	10 Welwyn Pde, Deer Park	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling CONSTRUCTION OF TWO (2) DOUBLE STOREY DWELLINGS	$680,000
Determination: PNOD (Notice of Decision issued by Delegate) Determination Date: 19-06-2024					
P95/2024 P/N: 1	Planning Application	20/03/2024	26 Fosters Rd, Keilor Park	Neighbourhood Residential Zone (NRZ) Multi Unit Residential Development and PPAR-Multi dwelling USE AND DEVELOPMENT OF THE LAND FOR TWO (2) SINGLE STOREY DWELLINGS WITHIN A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$650,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 17-06-2024					
P105/2024 P/N: 1	Planning Application	27/03/2024	15-17 Maida Ave, Sunshine North	Industrial 3 Zone (IN3) Subdivision - Industrial and PPAR-Subdivision of land 2 LOT INDUSTRIAL SUBDIVISION (PS 915587M)	$0
Determination: PLAP (Planning Application Lapsed) Determination Date: 18-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S31/2024 P/N: 1	Subdivision Certification	27/03/2024	15-17 Maida Ave, Sunshine North	Industrial 3 Zone (IN3) Subdivision - Industrial 2 LOT INDUSTRIAL SUBDIVISION (PS 915587M)	$0
Determination: PCLP (Certification Lapsed) Determination Date: 19-06-2024					
P131/2024 P/N: 1	Planning Application	10/04/2024	9 Pecks Rd, Sydenham	Residential Growth Zone (RGZ) Subdivision - Residential and PPAR-Subdivision of land 12 LOT RESIDENTIAL SUBDIVISION (PS 904231R)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 03-06-2024					
S41/2024 P/N: 1	Subdivision Certification	10/04/2024	119 Durham Rd, Sunshine 121 Durham Rd, Sunshine 123 Durham Rd, Sunshine 125 Durham Rd, Sunshine	Activity Centre Zone (ACZ) Consolidation SUBDIVISION OF LAND (PS 922859P) AND CREATION OF RESERVE AND ROAD R1	$0
Determination: PSOC (Statement of Compliance) Determination Date: 18-06-2024					
P124/2024 P/N: 1	Planning Application	12/04/2024	72 Alfrieda St, St Albans	Residential Growth Zone (RGZ) Variation of Restrictive Covenant and PPAR-Subdivision-change to ease/ VARIATION OF RESTRICTION CONTAINED IN TRANSFER 1255458 AS IT APPLIES TO VOLUME 8076 FOLIO 806 BY DELETING THE PARAGRAPH "....AND SHALL NOT ERECT OR CAUSE OR PERMIT TO BE ERECTED ON THE LOT HEREBY TRANSFERRED ANY BUILDINGS OTHER THAN ONE DWELLING HOUSE WITH USUAL OUTBUILDINGS AND SUCH DWELLING HOUSE SHALL BE OF THE VALUE OF NOT LESS THAN THREE HUNDRED AND FIFTY POUNDS...."	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 19-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P137/2024 P/N: 1	Planning Application	12/04/2024	1/1 Station St, Taylors Lakes	Comprehensive Development Zone (CDZ) Advertising/Signage and PPAR-Signage ERECTION AND DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE	$5,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					
S38/2024 P/N: 1	Subdivision Certification	12/04/2024	72 Alfrieda St, St Albans	Residential Growth Zone (RGZ) Variation of Restrictive Covenant VARIATION OF RESTRICTION CONTAINED IN TRANSFER 1255458 AS IT APPLIES TO VOLUME 8076 FOLIO 806 BY DELETING THE PARAGRAPH "....AND SHALL NOT ERECT OR CAUSE OR PERMIT TO BE ERECTED ON THE LOT HEREBY TRANSFERRED ANY BUILDINGS OTHER THAN ONE DWELLING HOUSE WITH USUAL OUTBUILDINGS AND SUCH DWELLING HOUSE SHALL BE OF THE VALUE OF NOT LESS THAN THREE HUNDRED AND FIFTY POUNDS...."	$0
Determination: PSOC (Statement of Compliance) Determination Date: 20-06-2024					
P666/2022 P/N: 2	Planning Application	16/04/2024	53 Sunshine Ave, St Albans	Commercial 2 Zone (C2Z) Food & Drink Premise and Service Station and Advertising/Signage and R AMENDMENT TO THE PLANNING PERMIT, CONDITIONS AND PLANS TO INCLUDE THE FOLLOWING CHANGES: - STAGING THE DEVELOPMENT - ONE ADDITIONAL FOOD AND DRINK PREMISES AND ASSOCIATED CHANGES TO BUILDING/ CAR PARKING/ ESD DESIGN/ SIGNS - VEHICLE ACCESS TO THE FUTURE DEVELOPMENT OF THE VACANT LOT	$0
Determination: PPAM (Amended Permit Issued by Delegate) Determination Date: 12-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P142/2024 P/N: 1	Planning Application	16/04/2024	1/12 Tullamarine Park Rd, Tullamarine	Industrial 1 Zone (IN1) Advertising/Signage and PPAR-Signage ERECTION AND DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE	$6,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 24-06-2024					
P144/2024 P/N: 1	Planning Application	17/04/2024	786 Old Calder Hwy, Keilor	Neighbourhood Residential Zone (NRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 920309N) ON LAND WITHIN A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					
P151/2024 P/N: 1	Planning Application	19/04/2024	1/43 Slater Pde, Keilor East	Industrial 1 Zone (IN1) Change of Use and PPAR-Change or extension of use USE OF THE LAND FOR INDOOR RECREATION (DANCE STUDIO)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 27-06-2024					
P159/2024 P/N: 1	Planning Application	26/04/2024	89 Church St, Keilor	Neighbourhood Residential Zone (NRZ) Dwelling Extension and PPAR-Extend exist dwell or associated structure USE AND DEVELOPMENT OF THE LAND FOR A DOUBLE-STOREY DWELLING WITHIN A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 1	$450,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P168/2024v P/N: 1	Planning Application (VicSmart)	01/05/2024	98 Wattlebird Ct, Sunshine North	General Residential Zone (GRZ) Dwelling Works (including fence) and PPAR-Other buildings & works (tanks, etc) BUILDINGS AND WORKS (DECKING) ON A LOT LESS THAN 300SQM	$40,000
Determination: PWIT (Planning Application Withdrawn) Determination Date: 04-06-2024					
P183/2023 P/N: 2	Planning Application	03/05/2024	11 Robinson St, Sunshine	Neighbourhood Residential Zone (NRZ) Dwelling Extension and Buildings & Works and PPAR-Alter building structure AMENDMENT TO PERMIT AND PLANS TO ALTER THE PREAMBLE FOR BUILDINGS AND WORKS INCLUDING THE REMOVAL OF THE CORRIDOR LINK AND ASSOCIATED WORKS, NEW ADDITIONS AND ALTERATIONS INCLUDING REPLACEMENT OF THE FRONT SLIDING GATE, CONSTRUCT A REAR DECK, NEW NORTH BATHROOM WINDOW AND RELOCATION OF EXISTING NORTH BEDROOM WINDOW TO REFLECT NEW INTERNAL LAYOUT TO THE EXISTING DWELLING IN A HERITAGE OVERLAY (HO151)	$0
Determination: PPAM (Amended Permit Issued by Delegate) Determination Date: 20-06-2024					
P175/2024 P/N: 1	Planning Application	03/05/2024	11 Blackmore St, Sunshine North	Residential Growth Zone (RGZ) Subdivision - Residential and PPAR-Subdivision of land 4 LOT RESIDENTIAL SUBDIVISION (PS 914760F)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P176/2024 P/N: 1	Planning Application	03/05/2024	90-92 Boundary Rd, Sunshine West	Industrial 2 Zone (IN2) Buildings & Works to Industrial Premise and PPAR-Extend exist building CONSTRUCTION OF A CANOPY ASSOCIATED WITH AN EXISTING MATERIALS RECYCLING FACILITY	$50,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 20-06-2024					
P177/2024 P/N: 1	Planning Application	06/05/2024	32 Rice Flower Rd, Sunshine North	Neighbourhood Residential Zone (NRZ) Dwelling and PPAR-Single dwelling CONSTRUCTION OF A DWELLING OVER 6M IN HEIGHT IN A DESIGN AND DEVELOPMENT OVERLAY SCHEDULE 1 (DDO1)	$600,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 20-06-2024					
P183/2024 P/N: 1	Planning Application	09/05/2024	68 Fox St, St Albans	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land 4 LOT RESIDENTIAL SUBDISIVION (PS 847561J)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-06-2024					
P258/2024 P/N: 1	Planning Application	09/05/2024	33 Denbigh Ct, Keilor	Neighbourhood Residential Zone (NRZ) Dwelling and PPAR-Single dwelling CONSTRUCTION OF ONE DOUBLE STOREY DWELLING IN AN ENVIRONMENTAL SIGNIFICANCE OVERLAY SCHEDULE 6	$795,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P192/2024 P/N: 1	Planning Application	13/05/2024	29 Riverbend Way, Sunshine North	Neighbourhood Residential Zone (NRZ) Dwelling and PPAR-Single dwelling CONSTRUCTION OF A TRIPLE STOREY DWELLING OVER 6M IN HEIGHT ON LAND AFFECTED BY A DESIGN AND DEVELOPMENT OVERLAY SCHEDULE 1 (DDO1)	$1,000,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 06-06-2024					
P202/2024 P/N: 1	Planning Application	17/05/2024	9 Green Gully Rd, Keilor	Neighbourhood Residential Zone (NRZ) Dwelling and PPAR-Single dwelling USE AND DEVELOPMENT OF THE LAND FOR A DWELLING WITHIN A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2 AND CREATION OF ACCESS TO A ROAD IN A TRANSPORT ZONE 2	$850,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-06-2024					
S62/2024 P/N: 1	Subdivision Certification	17/05/2024	41 St Albans Rd, St Albans 43-45 St Albans Rd, St Albans 47 St Albans Rd, St Albans	Residential Growth Zone (RGZ) Consolidation CONSOLIDATION OF THREE (3) ALLOTMENTS OF LAND (PC 381168U)	$0
Determination: PSOC (Statement of Compliance) Determination Date: 14-06-2024					
P552/2023 P/N: 2	Planning Application	21/05/2024	18 Stedman Ct, Taylors Lakes	Neighbourhood Residential Zone (NRZ) Dwelling and PPAR-Single dwelling AMENDMENT TO THE ENDORSED PLANS FOR THE USE AND DEVELOPMENT OF THE LAND FOR A DWELLING IN THE MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$0
Determination: PWIT (Planning Application Withdrawn) Determination Date: 28-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P211/2024v P/N: 1	Planning Application (VicSmart)	23/05/2024	217 Hampshire Rd, Sunshine	Activity Centre Zone (ACZ) Advertising/Signage and PPAR-Signage ERECTION OF BUSINESS IDENTIFICATION SIGNAGE AND WORKS (SECURITY SHUTTER) TO AN EXISTING BUILDING WITHIN THE HERITAGE OVERLAY (SCHEDULE 133)	$7,600
Determination: PPI (Permit Issued by Delegate) Determination Date: 06-06-2024					
P214/2024 P/N: 1	Planning Application	27/05/2024	1/22 Rautman Cres, Sunshine West 2/22 Rautman Cres, Sunshine West	Neighbourhood Residential Zone (NRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 922968J)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 17-06-2024					
P218/2024v P/N: 1	Planning Application (VicSmart)	28/05/2024	14 Bird St, Deer Park	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 922735J)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 05-06-2024					
P221/2024 P/N: 1	Planning Application	28/05/2024	49 Biggs St, St Albans 49 Biggs St, St Albans	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 925234R)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P228/2024 P/N: 1	Planning Application	03/06/2024	1A Oleander Dr, St Albans	General Residential Zone (GRZ) Buildings & Works to Place of Assembly and PPAR-Extend exist building CONSTRUCT OR CARRY OUT WORKS ASSOCIATED WITH AN EXISTING PLACE OF ASSEMBLY	$330,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 12-06-2024					
P165/2024v P/N: 2	Planning Application (VicSmart)	05/06/2024	2/41 Perrett Ave, St Albans 2/41 Perrett Ave, St Albans 3/41 Perrett Ave, St Albans 41 Perrett Ave, St Albans	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land AMENDMENT TO THE PLANNING PERMIT FOR A TWO LOT RESIDENTIAL SUBDIVISION	$0
Determination: PPAM (Amended Permit Issued by Delegate) Determination Date: 07-06-2024					
P239/2024 P/N: 1	Planning Application	05/06/2024	848 Ballarat Rd, Deer Park	Neighbourhood Residential Zone (NRZ) Buildings & Works to an Education Centre and PPAR-Alter building structure BUILDINGS AND WORKS ASSOCIATED WITH AN EXISTING SCHOOL	$2,083,520
Determination: PPI (Permit Issued by Delegate) Determination Date: 20-06-2024					
P201/2024v P/N: 1	Planning Application (VicSmart)	06/06/2024	20 Reed Cres, Taylors Lakes	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 914255U)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 14-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P238/2024v P/N: 1	Planning Application (VicSmart)	06/06/2024	57 Manchester Dr, Sydenham	Neighbourhood Residential Zone (NRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 925582R)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 13-06-2024					
P241/2024 P/N: 1	Planning Application	06/06/2024	59 Patterson Ave, Keilor	Neighbourhood Residential Zone (NRZ) Dwelling and PPAR-Single dwelling USE AND DEVELOPMENT OF THE LAND FOR A DWELLING ON LAND AFFECTED BY A MELBOURNE AIRPORT ENVIRONS OVERLAY SCHEDULE 2	$450,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-06-2024					
P242/2024v P/N: 1	Planning Application (VicSmart)	06/06/2024	34 Nottingham St, Sunshine North	General Residential Zone (GRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 925833S)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 07-06-2024					
P244/2024 P/N: 1	Planning Application	07/06/2024	323-325 St Albans Rd, Sunshine North	Industrial 1 Zone (IN1) USE OF THE LAND FOR INDUSTRY (GLASS PROCESSING)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 26-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
S75/2024 P/N: 1	Subdivision Certification	07/06/2024	508 Main Rd West, St Albans	General Residential Zone (GRZ) Consolidation CONSOLIDATION OF LAND	$0
Determination: PSOC (Statement of Compliance) Determination Date: 14-06-2024					
P257/2024v P/N: 1	Planning Application (VicSmart)	14/06/2024	848 Ballarat Rd, Deer Park	Neighbourhood Residential Zone (NRZ) Buildings & Works to an Education Centre and PPAR-Alter building structure BUILDINGS AND WORKS TO A PRIMARY SCHOOL	$78,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 18-06-2024					
P261/2024 P/N: 1	Planning Application	14/06/2024	31 Makland Dr, Derrimut	Industrial 1 Zone (IN1) Liquor License and PPAR-Liquor License USE OF THE LAND FOR THE SALE OF LIQUOR IN ASSOCIATION WITH A REMOTE SELLERS PACKAGED LIQUOR LICENCE	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 27-06-2024					
P266/2024v P/N: 1	Planning Application (VicSmart)	19/06/2024	69 Tarella Dr, Keilor Downs	Neighbourhood Residential Zone (NRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 836109Q)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 25-06-2024					

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost
P279/2024v P/N: 1	Planning Application (VicSmart)	25/06/2024	38 Disraeli St, St Albans	General Residential Zone (GRZ) Dwelling Works (including fence) and PPAR-One or more new buildings CONSTRUCTION OF A SMALL SECOND DWELLING ON LAND AFFECTED BY A SPECIAL BUILDING OVERLAY (SBO)	$90,000
Determination: PPI (Permit Issued by Delegate) Determination Date: 27-06-2024					
P280/2024v P/N: 1	Planning Application (VicSmart)	26/06/2024	61 Manfred Ave, St Albans	Neighbourhood Residential Zone (NRZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 924931X)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 28-06-2024					
P281/2024v P/N: 1	Planning Application (VicSmart)	26/06/2024	27 Percy St, St Albans 27A Percy St, St Albans 27B Percy St, St Albans	Residential Growth Zone (RGZ) Subdivision - Residential and PPAR-Subdivision of land 2 LOT RESIDENTIAL SUBDIVISION (PS 916033D)	$0
Determination: PPI (Permit Issued by Delegate) Determination Date: 28-06-2024					

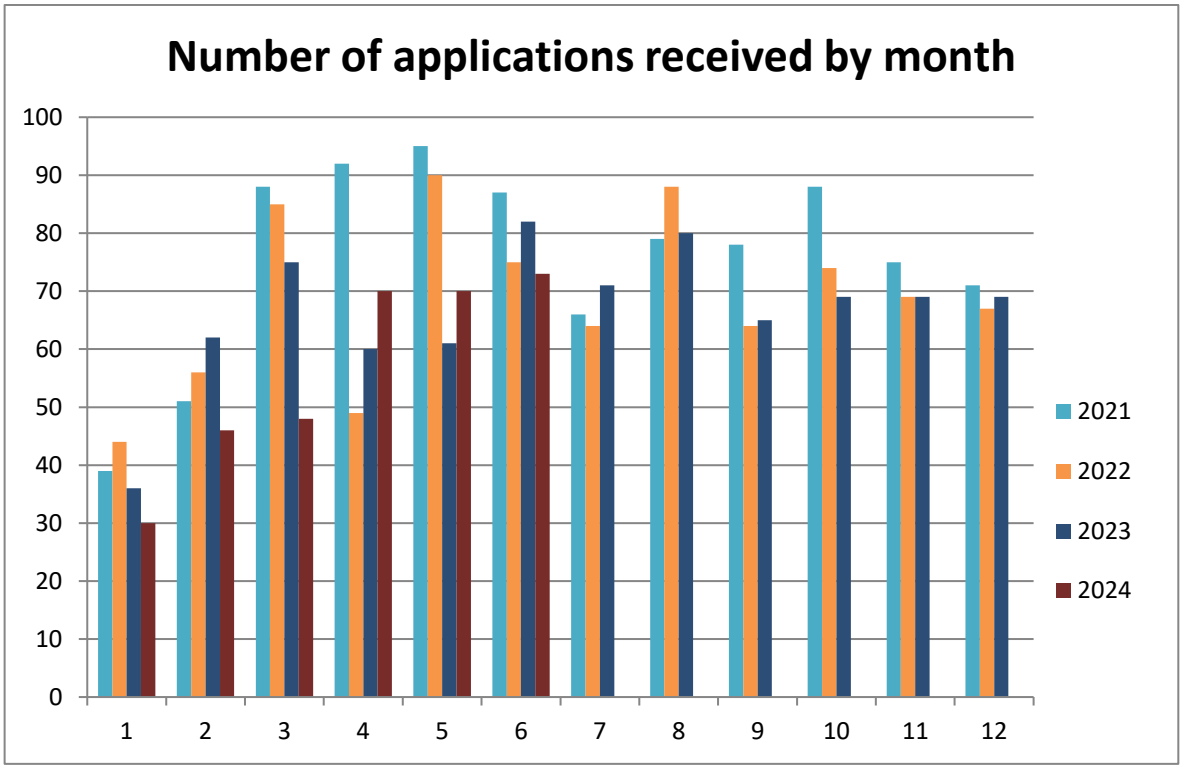
Summary

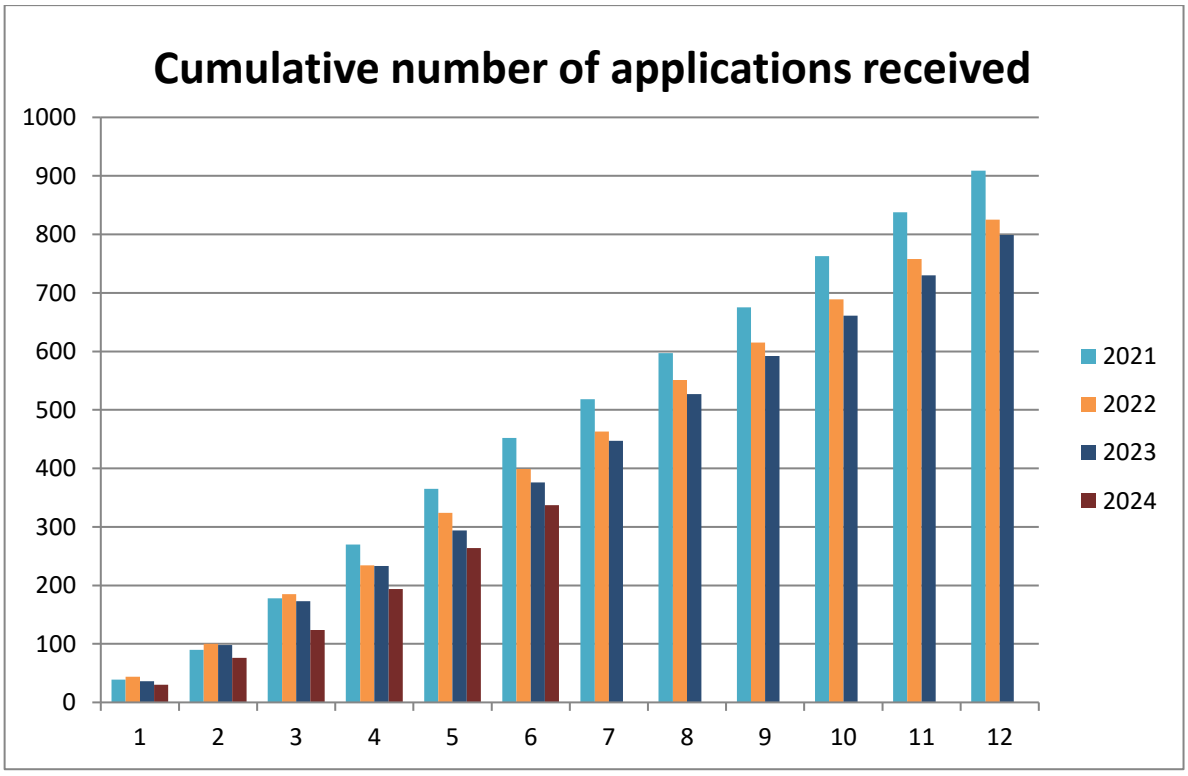
			Initial	Amended
Planning Applications:	66		59	7
General		*54*		
VicSmart		*12*		
Subdivision Certification Applications:	23		23	0
Total Applications:	**89**			

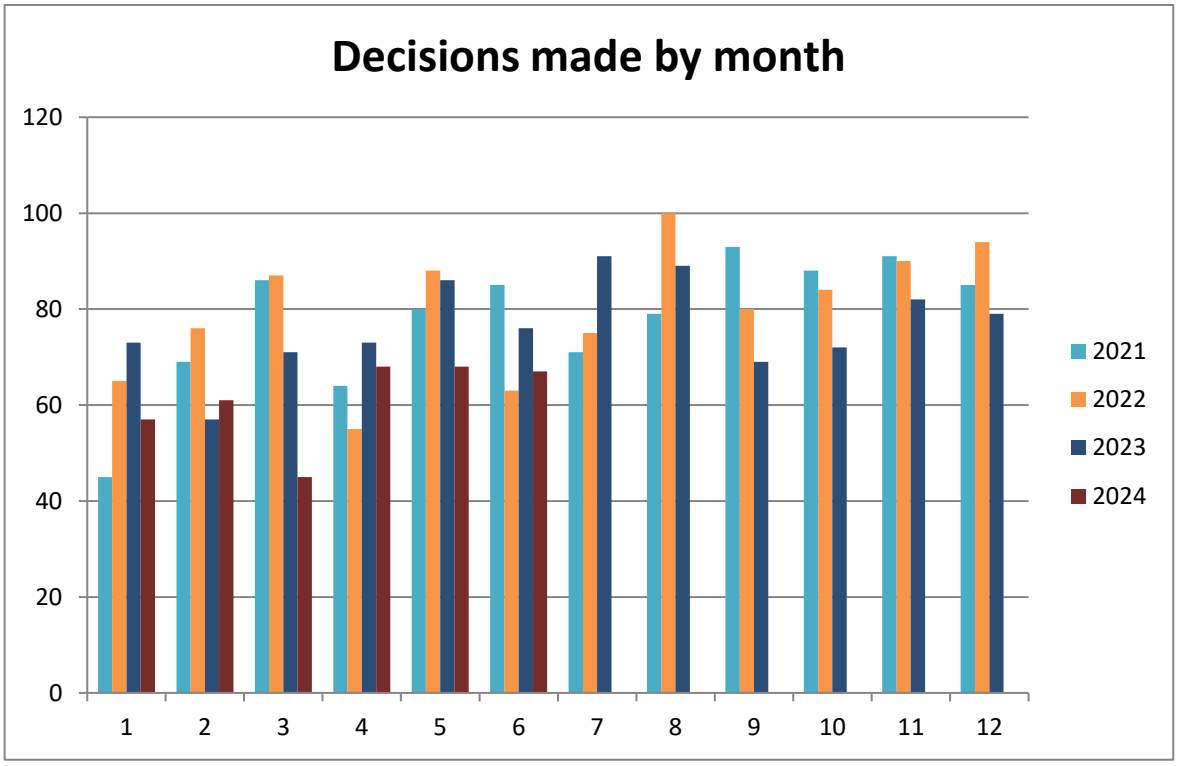
Total Estimated Cost: **$104,120,936**

Application Number	Application Type	Received Date	Property Address	Proposal Description	Estimated Cost

Graphical representation of data from last three years






Decisions made by month
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80
60
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5
6
7
8
9
10
11
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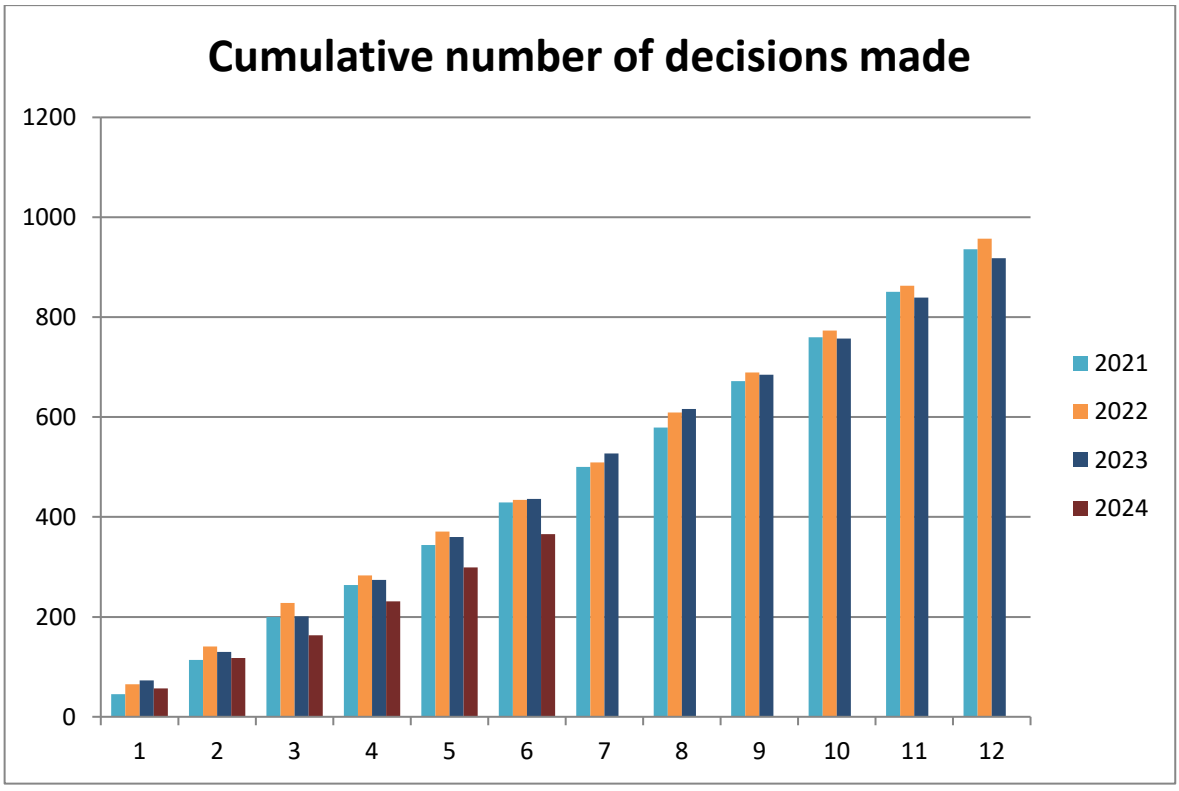
2021
2022
2023
2024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1000
800
600
400
200
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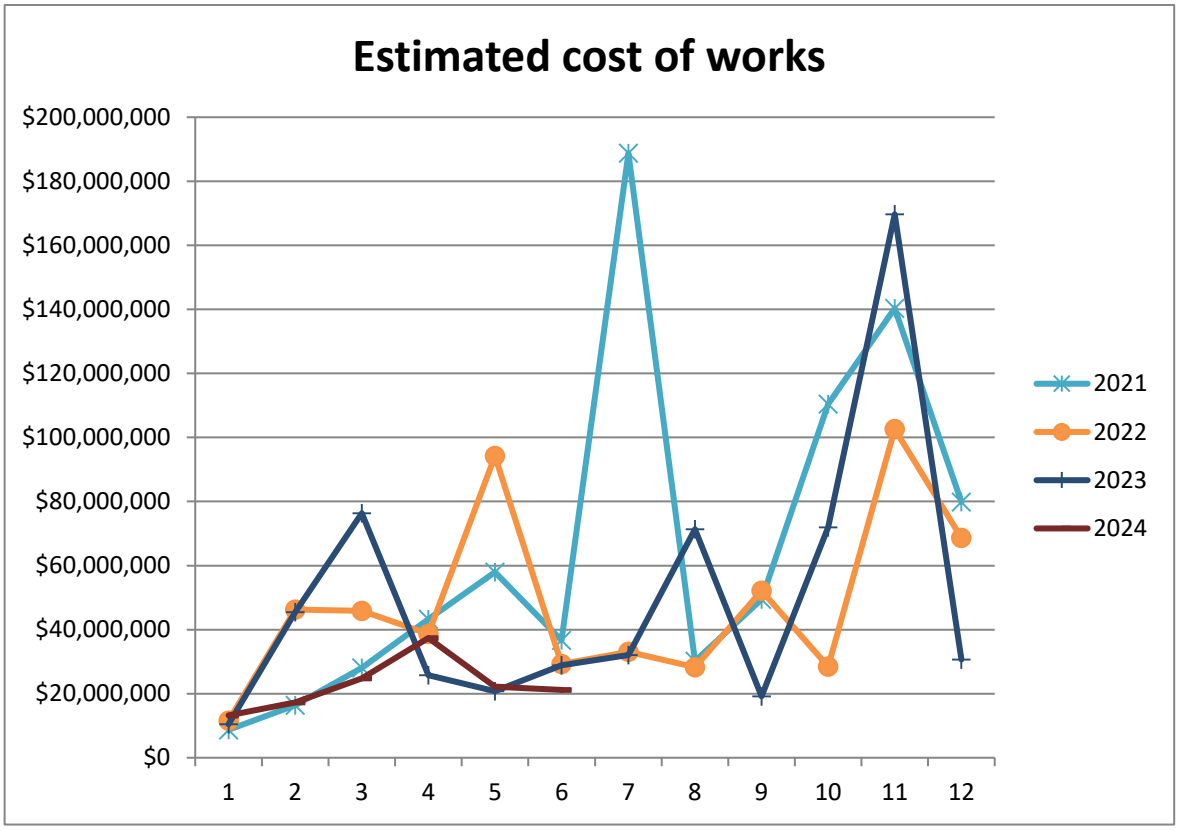
2
3
4
5
6
7
8
9
10
11
12
2021
2022
2023
2024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$140,000,000
$120,000,000
$100,000,000
$80,000,000
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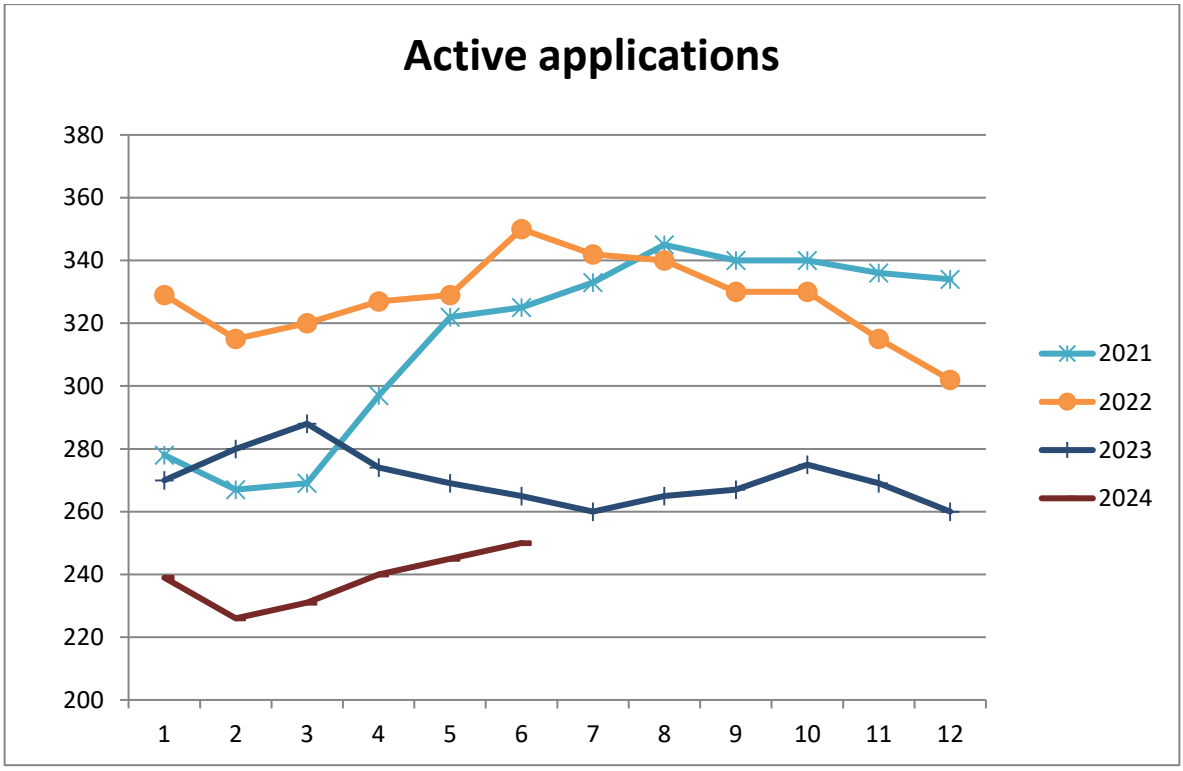
2021
2022
2023
2024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320
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240
220
200
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2021
2022
2023
2024

Planning Scheme Amendment Summary – As at 30 June 2024

The table below shows the status of current planning scheme amendments:

Amendment	Intent	Status	Progress summary
Amendment C219brim – 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 31 May 2024 the Minister prepared and approved Amendment C240 to maintain interim heritage protection on five properties until 30 May 2025.	At the Council Meeting on 13 December 2022, Council resolved to request the Minister for Planning to authorise the preparation and exhibition of Amendment C219. Council officers submitted Amendment C219 to the Department of Transport and Planning 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. 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. The Minister prepared and approved Amendment C240 on 30 May 2024 to extend the interim Heritage Overlay applied to these five properties until 30 May 2025. Amendment C219 proposes to apply the Heritage Overlay permanently.
Amendment C225brim – Planning Policy Framework	Translate local policy into the new planning scheme format, including new policy identified as part of a planning scheme review	Approved - A notice was placed in the Government Gazette on 27 June 2024	At the Council Meeting on 20 July 2021, Council resolved to request the Minister to 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

Amendment	Intent	Status	Progress summary
			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 18 October 2022 Council Meeting, where the Amendment was adopted, with changes. Council officers submitted Amendment C225 to the Minister for approval on 2 November 2022. The Minister approved Amendment C225brim and a notice was placed in the Government Gazette on 27 June 2024.
Amendment C227brim – 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, 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.

Amendment	Intent	Status	Progress summary
Amendment C239 – Housing and Neighbourhood Character Strategy	Implements the Brimbank Housing and Neighbourhood Character Strategy (2024) by making changes to zones and ordinances in the Brimbank Planning Scheme.	Endorsed by Council to seek authorisation to prepare and exhibit Amendment C239brim.	At the Council Meeting on 18 June 2024, Council resolved to seek authorisation to prepare and exhibit the Amendment, subject to Amendment C225 (PPF translation) being approved and gazetted. Amendment C225 was approved, and a notice was placed in the Government Gazette on 27 June 2024. Council officers are in the process of submitting Amendment C239 into the Department of Transport and Planning's 'Amendment Tracking System'.

12.2	**Planning Compliance Activity Update - 1 April to 30 June 2024**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Kristen Gilbert
Attachment(s)	1. Service Requests Received and PINs Issued - 1 April to 30 June 2024 [**12.2.1** - 1 page] 2. Location of Requests for Services Received - 1 April to 30 June 2024 [**12.2.2** - 1 page]

Purpose

For Council to note the Planning Compliance Activity Update for the period 1 April to 30 June 2024.

Officer Recommendation

That Council notes the Planning Compliance Activity Update for the period of 1 April to 30 June 2024.

Background

Council is the Responsible Authority under the *Planning and Environment Act 1987 (the Act)*. 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 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 April – 30 June 24	123	153	181	12	3
Year to Date 1 July 23 – 30 June 24	425	611	181	90	16

Council's Planning Compliance Unit received 123 new requests for service between 1 April and 30 June 2024. The number of requests received was higher than the previous quarter when 105 requests were received. There were 153 requests resolved by officers during the quarter.

The most common requests received related to contravention of planning permit conditions, which accounted for 26 percent of the total requests. These requests were located across the municipality, with the majority being in the central and eastern areas.

Signage complaints were next, accounting for 17 percent of total requests, and uses without a planning permit accounted for 16 percent of the requests received. Other

requests for service related to home-based businesses. 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 2024/2025.

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

Legislation/Council Plan/Policy Context

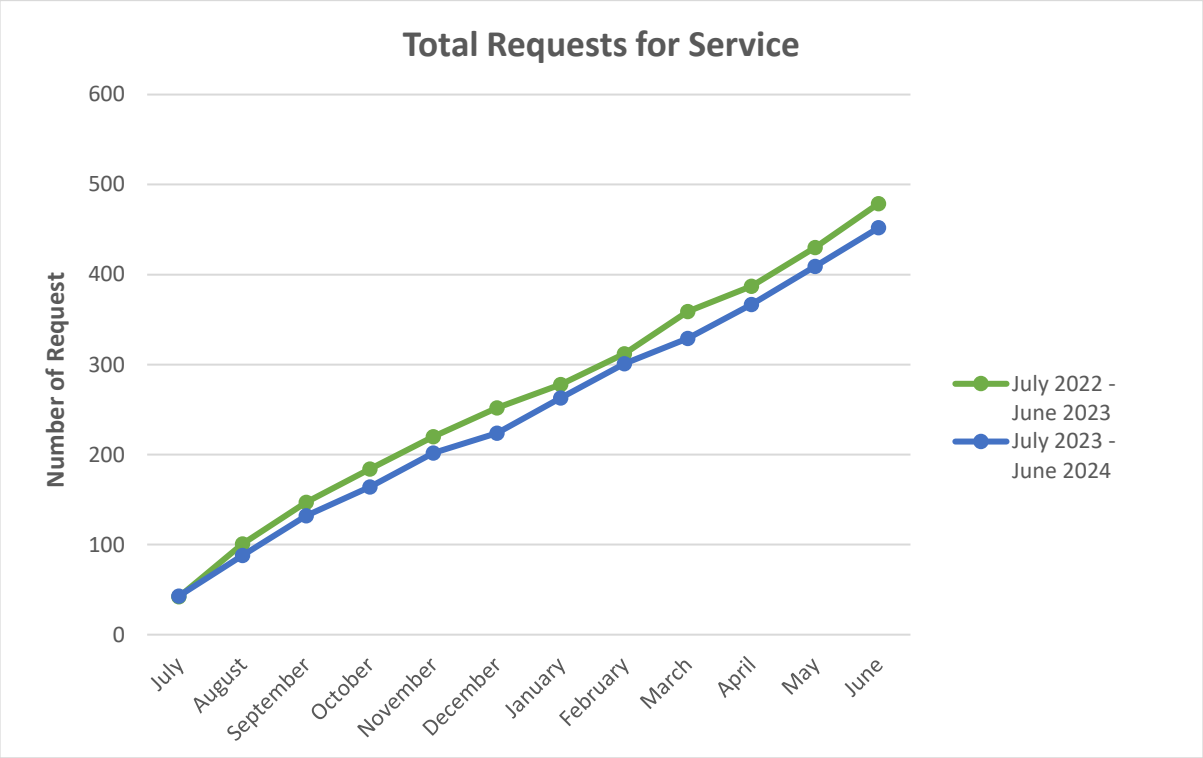
This report supports the Council Plan 2021-2025 strategic direction and objective of:

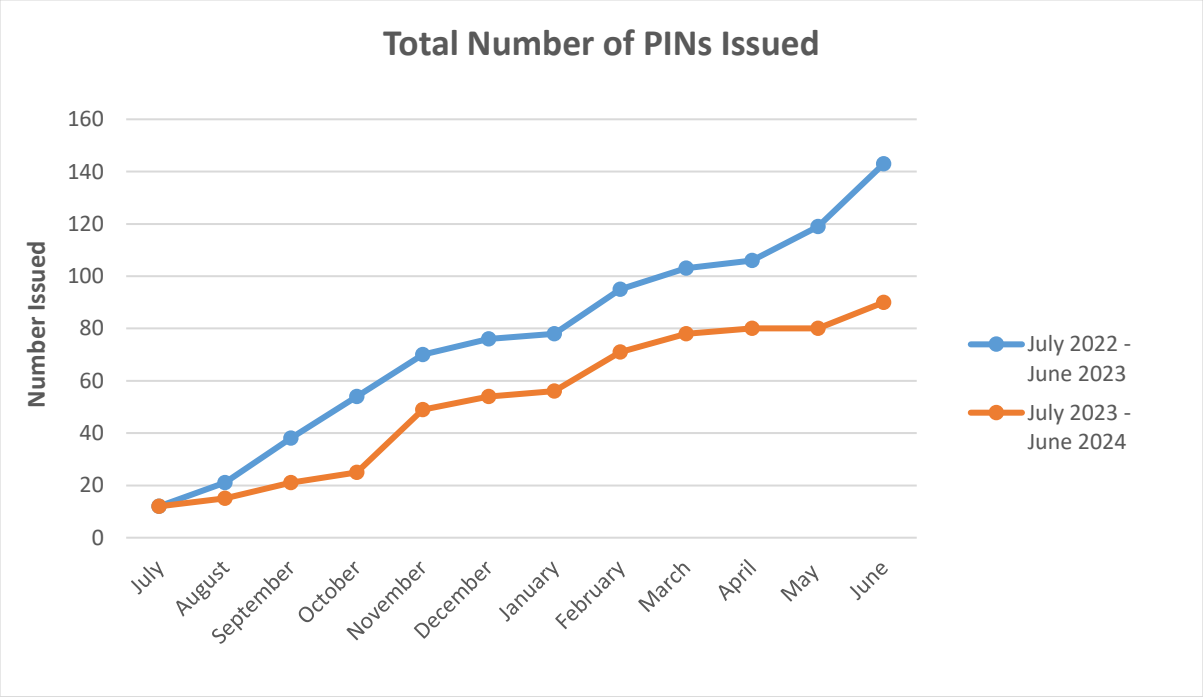
2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around.

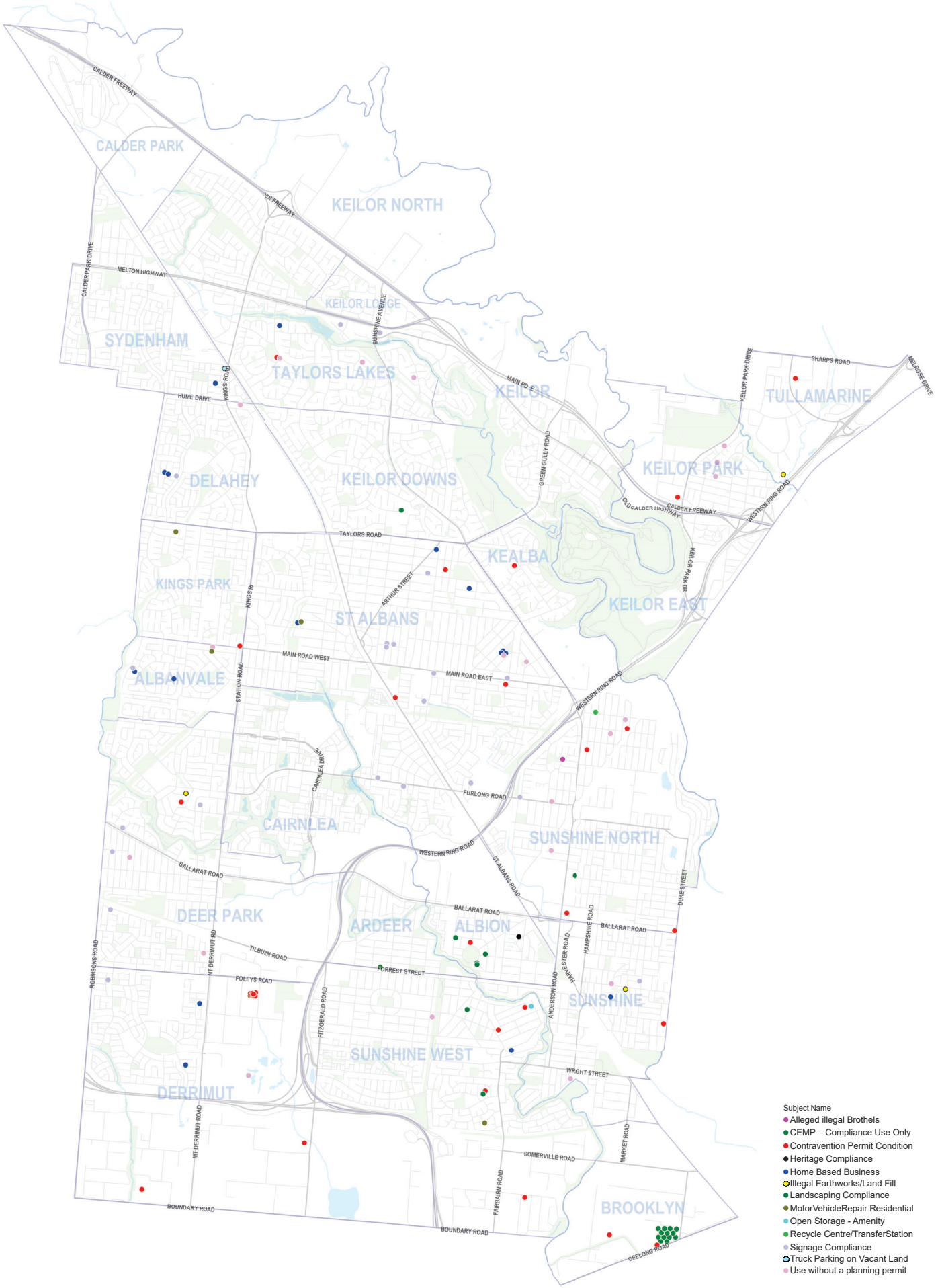
This report complies with the *Planning and Environment Act 1987* (*the Act*) and the Brimbank Planning Scheme (Planning Scheme).

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 April to 30 June 2024







Subject Name	
Alleged illegal Brothels	(1)
CEMP – Compliance Use Only	(14)
Contravention Permit Condition	(32)
Heritage Compliance	(1)
Home Based Business	(16)
Illegal Earthworks/Land Fill	(3)
Landscaping Compliance	(8)
MotorVehicleRepair Residential	(4)
Open Storage - Amenity	(1)
Recycle Centre/TransferStation	(1)
Signage Compliance	(21)
Truck Parking on Vacant Land	(1)
Use without a planning permit	(20)

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Attachment 12.2.2

VERSION CONTROL: BCC2532-51-IFC

SOURCE:
Planning Compliance reports from Council CRM for April to June 2024

PRODUCTION DATE: 8TH JULY 2024
PRODUCED BY: ASSET & PROPERTY SERVICES DEPARTMENT

N

Scale 1 : 25,000
@ A1 Mapsheet

Planning Compliance Report (CRM)

Period: April, May and June 2024

Brimbank City Council

12.3	**Planning Application P475/2023 for 8 Rawson Avenue, Sunshine**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Kristen Gilbert
Attachment(s)	1. Zoning map [**12.3.1** - 1 page] 2. Aerial Photo [**12.3.2** - 1 page] 3. Considered Plans [**12.3.3** - 12 pages] 4. Detailed Assessment [**12.3.4** - 36 pages] 5. Proposed Conditions [**12.3.5** - 5 pages]

Purpose

For Council to consider planning permit application P475/2023 for alterations to the existing dwelling and construction of two double storey dwellings to the rear at 8 Rawson Avenue, Sunshine, against the provisions of the Brimbank Planning Scheme.

Officer Recommendation

That Council issue a Notice of Decision to Grant Planning Permit P475/2023 for alterations to the existing dwelling and the construction of two double storey dwellings at the rear at 8 Rawson Avenue, Sunshine, subject to the conditions at Attachment 5 of this report.

Background

The subject site is located on the eastern side of Rawson Avenue in Sunshine, with a dual frontage where the rear boundary faces the end of Lorenz Street (refer to **Attachments 1 and 2**). Lorenz Street has a court bowl type configuration. Dual lot frontages are uncommon in the area, with this site and the one to its south being the only examples. The site is regular in shape and generally flat with a frontage of 15.24 metres to Rawson Avenue, a frontage of approximately 10.6 metres to Lorenz Street and a depth of 41.48 metres. The total site area is 632 square metres. The site is currently occupied by a single storey weatherboard dwelling where the rear yard is dominated with covered structures and outbuildings that are proposed to be removed.

The application seeks approval for alterations to the existing dwelling including a new carport and internal alterations, and the construction of two double storey dwellings to the rear facing Lorenz Street (refer to **Attachment 3**). The two double storey dwellings are proposed in a side-by-side layout. The existing dwelling will continue to face Rawson Avenue and have all access from this street.

Matters for Consideration

The site and the surrounding area are located within the General Residential Zone Schedule 1. The predominant housing stock in the area is large single storey dwellings on generous sized allotments, or more recent single and double storey dwellings in the form of medium density housing. Examples of the more recent development are located immediately to the south where there are two single storey dwellings facing Rawson Avenue, and immediately to the north-east where there are four double storey dwellings fronting Lorenz Street.

The application was referred internally to Council's Traffic Engineers, Drainage Engineers and Environmentally Sustainable Design (ESD) Officer. All supported the application subject to proposed conditions being included on any planning permit that is issued.

Council's Waste Services Team supports the application, however initially requested 'no standing' signs along the top of the court bowl to ensure waste vehicles are not obstructed when entering the street to collect the waste. Following further discussions on this matter, they have agreed that this is imperative given the garbage trucks reverse down the street and do not need to turn in the court bowl. This matter is discussed in the Detailed Assessment contained at **Attachment 4.** No external referrals were required.

The Detailed Assessment indicates there is strategic justification and policy support for this application, as well as a high level of compliance with the required objectives and associated standards of Clause 55. It is recommended that the application be approved subject to the conditions at **Attachment 5** to this report.

Community Engagement

The application was advertised on two separate occasions, both times in accordance with the notice requirements of section 52(1)(a) and (d) of the *Planning and Environment Act 1987* (*the Act*). At the end of the first public notification process a total of 12 submissions had been received.

Following the feedback provided in the objections and from officers, the applicant amended the plans under section 57 of *the Act*, with the main change relating to the setback of the proposed dwellings from the Lorenz Street frontage and the entry to Dwelling 2. These plans were then advertised in May 2024 and received three additional objections, all of which were from previous objectors. This means there were objections received from a total of 12 different people.

The main concerns raised were on the grounds of adverse impact on neighbourhood character including removing the safety/function of the Lorenz Street court bowl, overdevelopment, overshadowing, waste pick up, safety issues with additional accesses from Lorenz Street, increased parking along Lorenz Street and lack of adequate parking on site.

The concerns raised by the objectors are discussed in the Detailed Assessment at **Attachment 4** to this report.

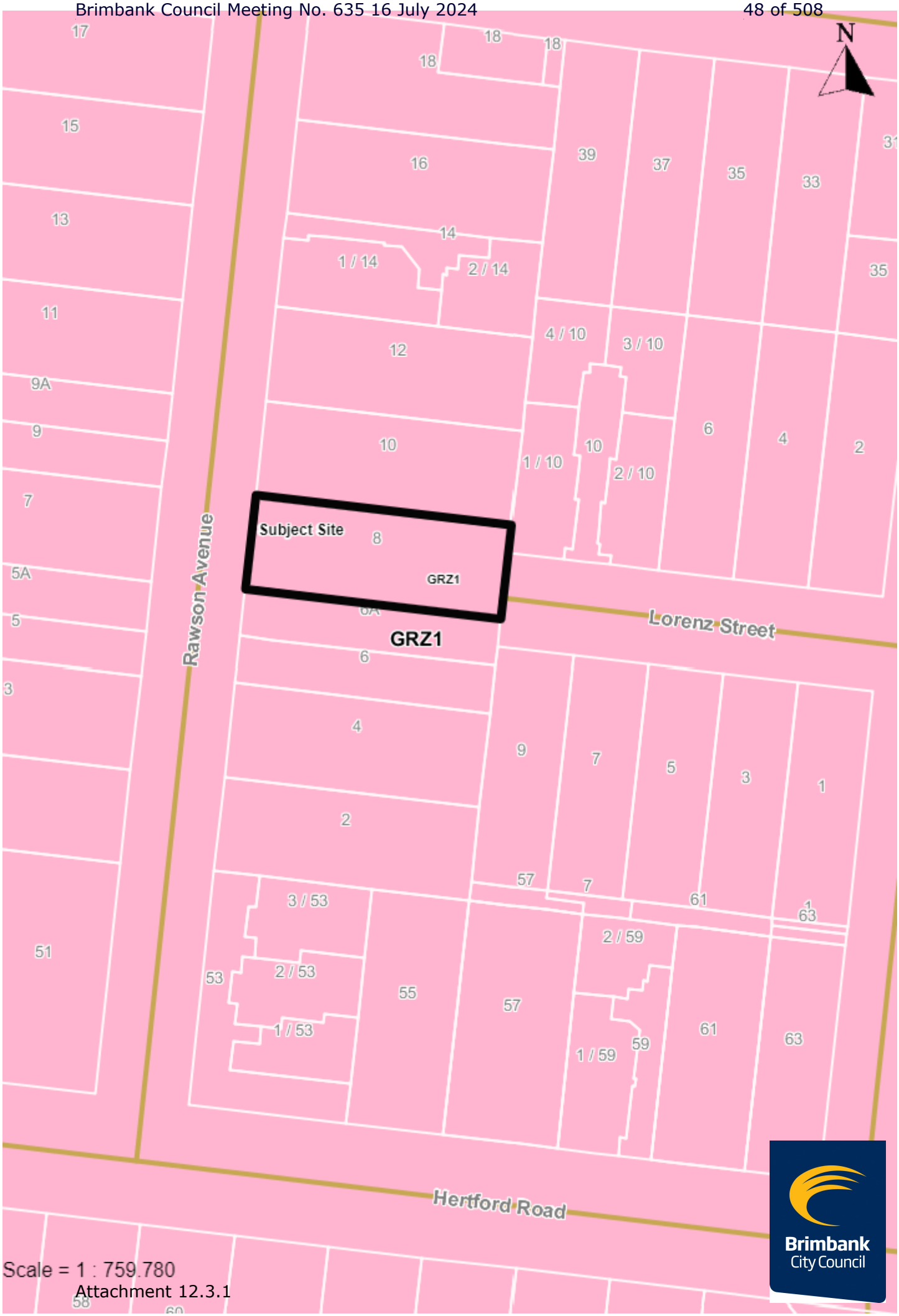
Resource And Risk Implications

Resource requirements can be met within the Annual Budget 2024/2025. There are no Community, Environmental, Financial, Regulatory or Safety risks.

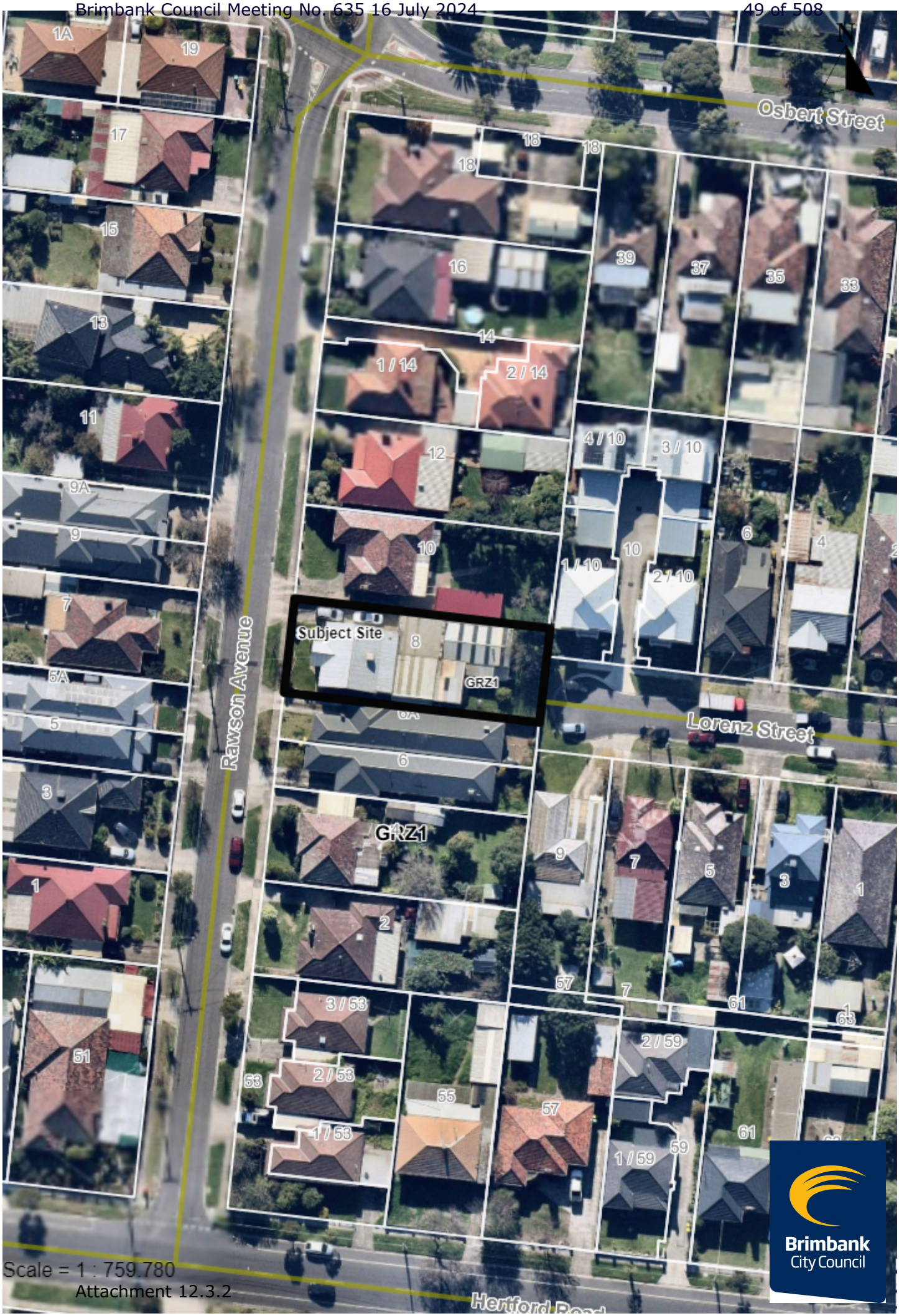
Legislation/Council Plan/Policy Context

This report has 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.



Attachment 12.3.1


Osbert Street
Rawson Avenue
Lorenz Street
Hertford Road
Subject Site
GRZ1
GRZ1
N
Scale = 1 : 759.780
Attachment 12.3.2
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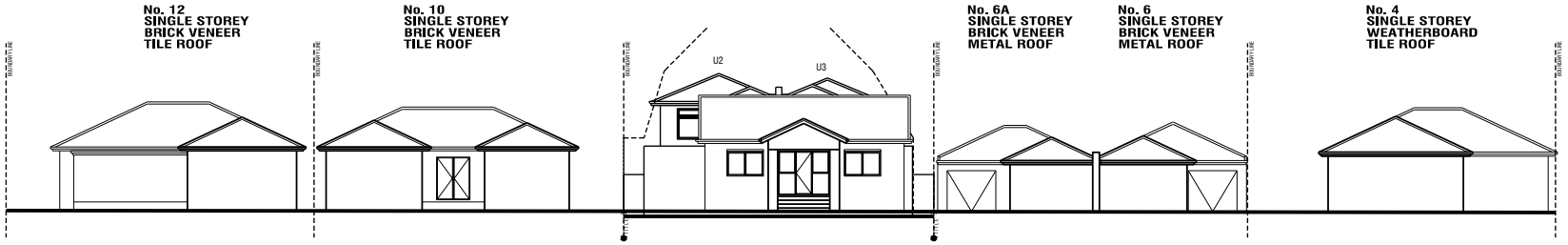
WEST ELEVATION (RAWSON AVENUE)

EXISTING ELEVATIONS



WEST ELEVATION (RAWSON AVENUE)

PROPOSED ELEVATIONS

Attachment 12.3.3

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STREET ELEVATIONS

UNIT DEVELOPMENT
8 RAWSON STREET, SUNSHINE

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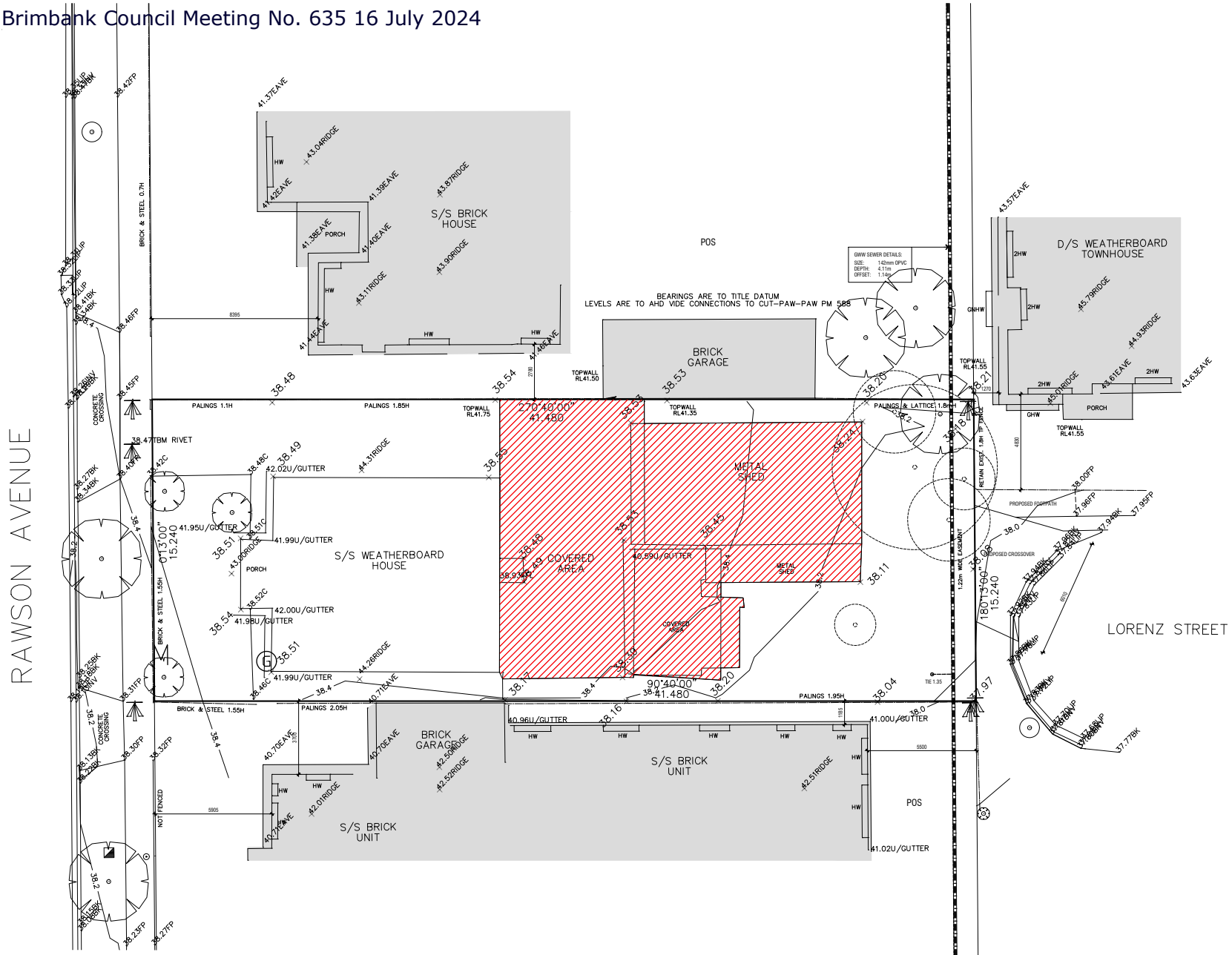

LEGEND

AREA TO BE DEMOLISHED SHOWN IN THIS HATCH

TREE TO BE REMOVED

ALL BOUNDARIES TO BE FENCED DURING DEMOLITION

WORKS CLOSE PROXIMITY TO BOUNDARY LINE MUST BE CARRIED OUT BY HANDS (NO MACHINERY)

COPY OF BUILDING PERMIT TO BE DISPLAYED AT THE FRONT OF THE SITE AT ALL TIMES.

NORTH

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Revisions

Rev 17.08.2023 TOWN PLANNING SUBMISSION

Rev 28.02.2024 RESPONSE TO COUNCIL'S RFI

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DEMOLITION PLAN

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

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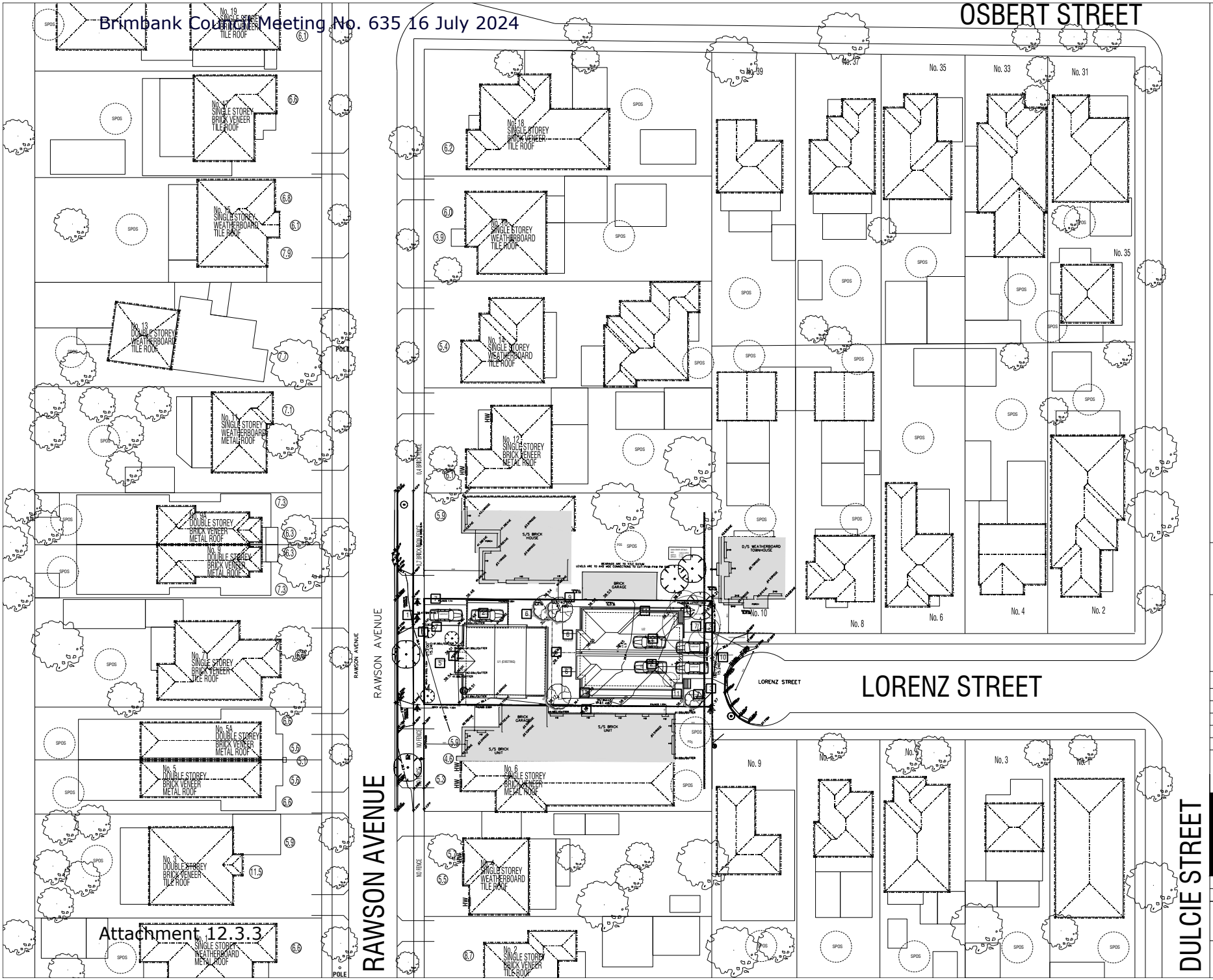

Attachment 12.3.3

DESIGN RESPONSE

1. EXISTING CROSSOVER TO SERVICE UNIT 1.
2. PROPOSED VEHICLE STORAGE FOR ALL UNITS ARE LOCATED BEHIND THE LINE OF THE FRONT DWELLING TO HIDE THE DOMINANCE OF CAR PARKING STRUCTURES FROM THE STREET-SCAPE.
3. NEW MAILBOXES FOR ALL UNITS.
4. PROPOSED FRONT STREET SETBACK TO DEVELOPMENT IS SYMPATHETIC TO THE ADJOINING NEIGHBOURS.
5. LARGE LAWN AREA PROVIDES SPACE FOR LANDSCAPING.
6. OPEN SPACES TO UNITS ARE ORIENTED TOWARDS NORTH PROVIDING FUTURE RESIDENCES WITH EXCELLENT SOLAR ACCESS AND NORTH LIGHT. OPEN SPACE ON SITE FOR EACH DWELLING IS DISTRIBUTED TO THE REAR AND THROUGHOUT THE SITE. THE DEVELOPMENT WILL PROVIDE SUFFICIENT PRIVATE OPEN SPACE FOR THE REASONABLE RECREATION, SERVICE AND STORAGE NEEDS OF RESIDENTS. THE PRIVATE OPEN SPACES FOR ALL DWELLINGS ARE LOCATED OFF LIVING AREAS.
7. LANDSCAPING LOCATION TO PROVIDE SOFT BUFFER AND SCREENING BETWEEN THE ADJOINING PROPERTIES.
8. SETBACKS BETWEEN UNITS AIMS TO RETAIN EXISTING SIGHT LINES WITHIN AND THROUGH THE SITE. THIS WILL ALSO REDUCE VISUAL BULK OF THE NEW DEVELOPMENT.
9. THERE ARE NO PROPOSED WALLS TO BE BUILT TO ANY BOUNDARY FOR THIS DEVELOPMENT.
10. PROPOSED CROSSOVER ALONG LORENZ STREET LOCATED TO THE REAR OF THE SITE TO PROVIDE VEHICLE ACCESS TO UNIT 2 & 3.
11. UPPER FLOOR LEVEL OF DWELLINGS SETBACK FROM SIDE BOUNDARIES TO REDUCE OVERSHADOWING AND VISUAL BULK TO ADJOINING PROPERTIES. UPPER LEVEL FOOTPRINT IS OFFSET WITHIN THE GROUND FLOOR ENVELOPE TO REDUCE VISUAL BULK AND CREATE A MORE GRADUAL TRANSITION BETWEEN THE SINGLE STOREY AND TWO-STOREY BUILDING FORM.

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Rev-	30.04.2024	RESPONSE TO COUNCIL'S RFI

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DESIGN RESPONSE

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

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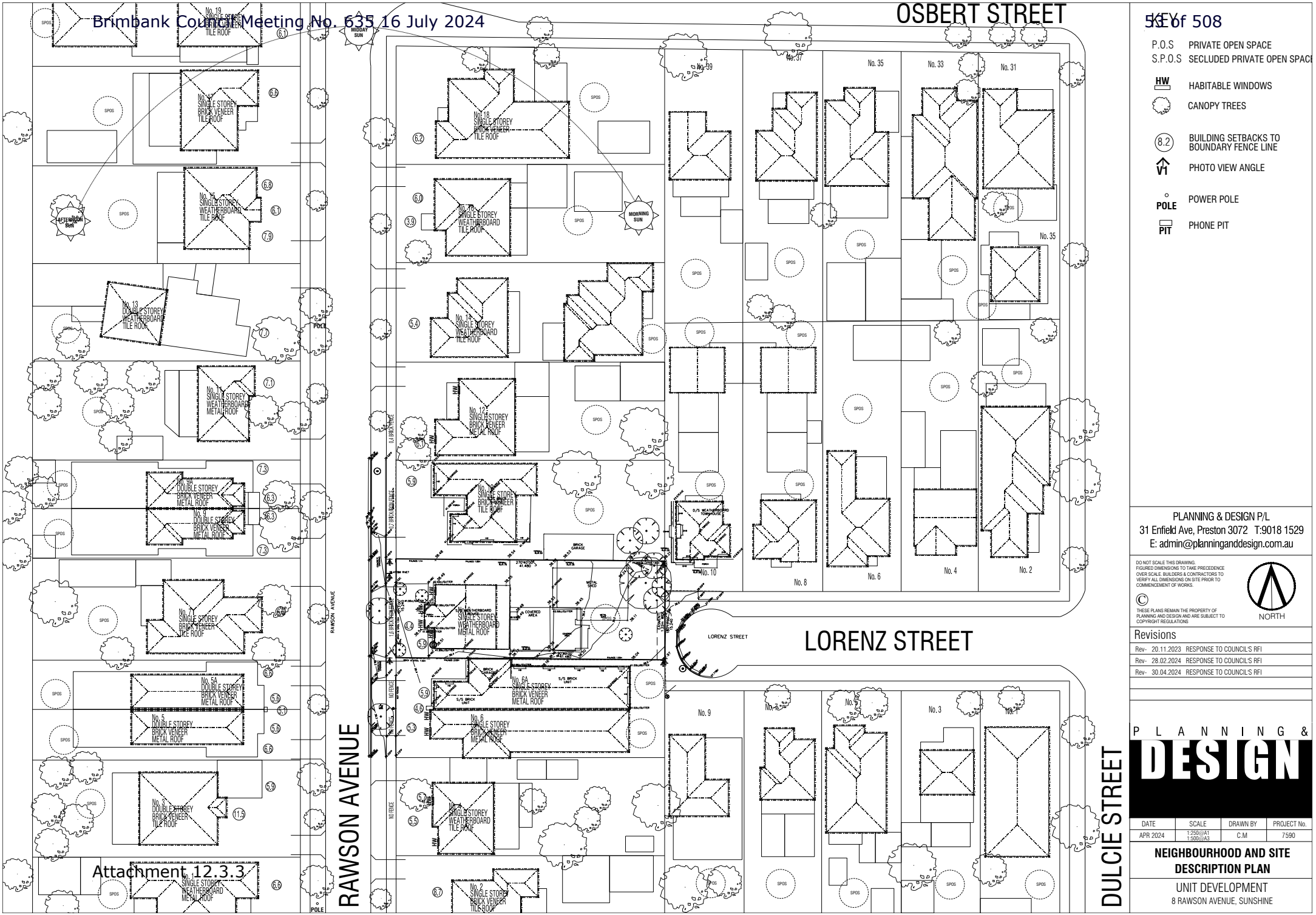

Attachment 12.3.3

KEY

- P.O.S PRIVATE OPEN SPACE
- S.P.O.S SECLUDED PRIVATE OPEN SPACE
- HW HABITABLE WINDOWS
- CANOPY TREES
- 8.2 BUILDING SETBACKS TO BOUNDARY FENCE LINE
- V1 PHOTO VIEW ANGLE
- POLE POWER POLE
- PIT PHONE PIT

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NEIGHBOURHOOD AND SITE DESCRIPTION PLAN

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

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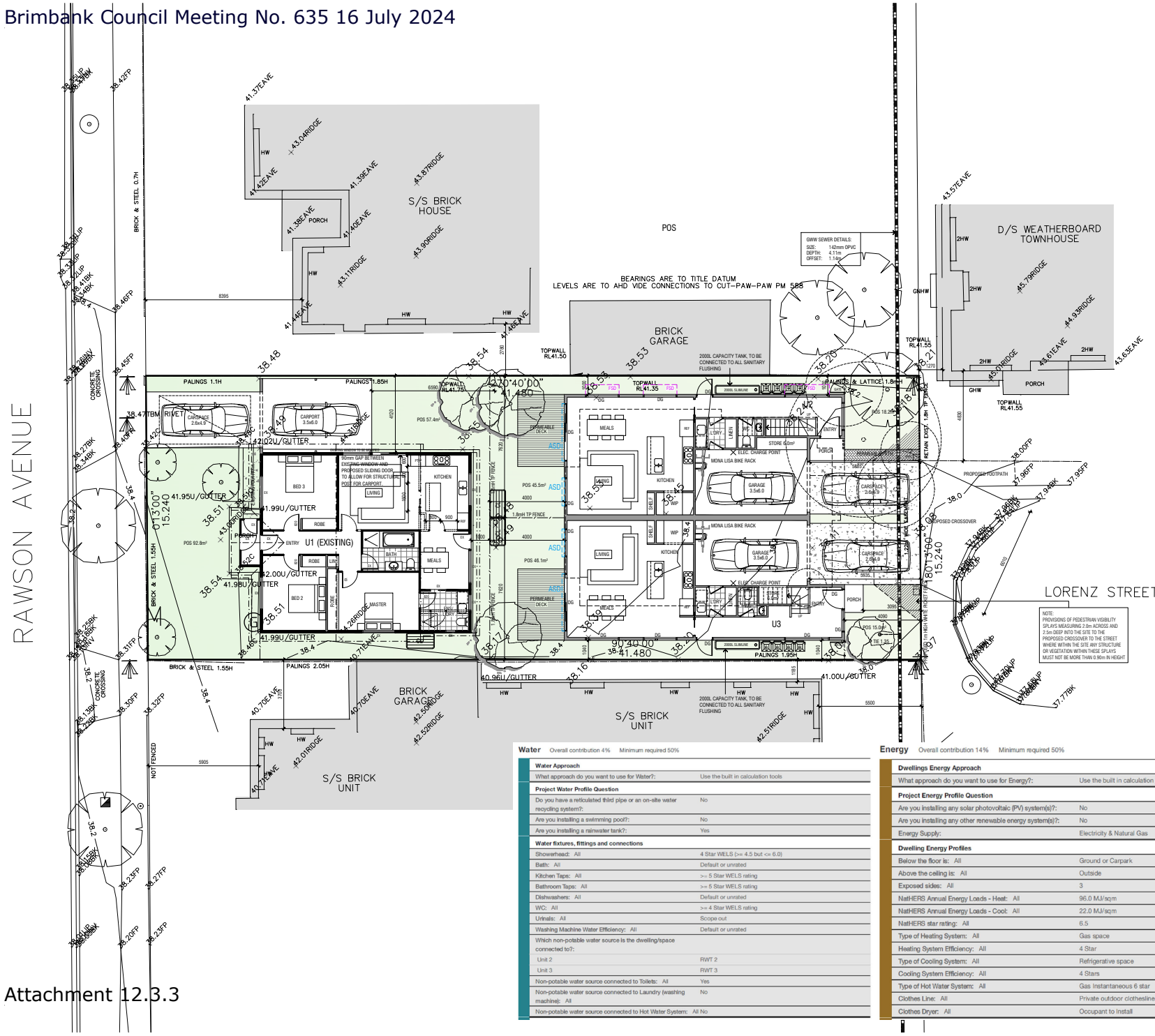

AREA SCHEDULE:

UNIT 1 (EXISTING)

GROUND FLOOR AREA:		110.0 m²
CARPORT:		23.8 m²
TOTAL AREA:	14.4 SQ	133.8 m²
TOTAL POS:		150.2 m²

UNIT 2

GROUND FLOOR AREA:		67.3 m²
FIRST FLOOR AREA:		76.9 m²
GARAGE:		24.3 m²
PORCH:		2.2 m²
TOTAL AREA:	18.3 SQ	170.7 m²
TOTAL POS:		63.7 m²

UNIT 3

GROUND FLOOR AREA:		69.8 m²
FIRST FLOOR AREA:		65.3 m²
GARAGE:		22.4 m²
PORCH:		1.4 m²
TOTAL AREA:	17.1 SQ	158.9 m²
TOTAL POS:		61.1 m²

SITE

SITE AREA:		632.1 m²
SITE COVERAGE:	52.6%	332.5 m²
SITE PERMEABILITY:	40.0%	253.4 m²
GARDEN AREA REQ:	38.2%	241.9 m²

Water Overall contribution 4% Minimum required 50%

Water Approach	
What approach do you want to use for Water?:	Use the built in calculation tools
Project Water Profile Question	
Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No
Are you installing a rainwater tank?:	Yes
Water fixtures, fittings and connections	
Showerhead: All	4 Star WELS (>= 4.5 but <= 6.0)
Bath: All	Default or unrated
Kitchen Taps: All	>= 5 Star WELS rating
Bathroom Taps: All	>= 5 Star WELS rating
Dishwashers: All	Default or unrated
WC: All	>= 4 Star WELS rating
Urinals: All	Scope out
Washing Machine Water Efficiency: All	Default or unrated
Which non-potable water source is the dwelling/space connected to?:	
Unit 2	RWT 2
Unit 3	RWT 3
Non-potable water source connected to Toilets: All	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No

Energy Overall contribution 14% Minimum required 50%

Dwellings Energy Approach	
What approach do you want to use for Energy?:	Use the built in calculation tools
Project Energy Profile Question	
Are you installing any solar photovoltaic (PV) system(s)?:	No
Are you installing any other renewable energy system(s)?:	No
Energy Supply:	Electricity & Natural Gas
Dwelling Energy Profiles	
Below the floor is: All	Ground or Carpark
Above the ceiling is: All	Outside
Exposed sides: All	3
NatHERS Annual Energy Loads - Heat: All	96.0 MJ/sqm
NatHERS Annual Energy Loads - Cool: All	22.0 MJ/sqm
NatHERS star rating: All	6.5
Type of Heating System: All	Gas space
Heating System Efficiency: All	4 Star
Type of Cooling System: All	Refrigerative space
Cooling System Efficiency: All	4 Stars
Type of Hot Water System: All	Gas Instantaneous 6 star
Clothes Line: All	Private outdoor clothesline
Clothes Dryer: All	Occupant to Install

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GROUND FLOOR PLAN

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

TP01 REV_

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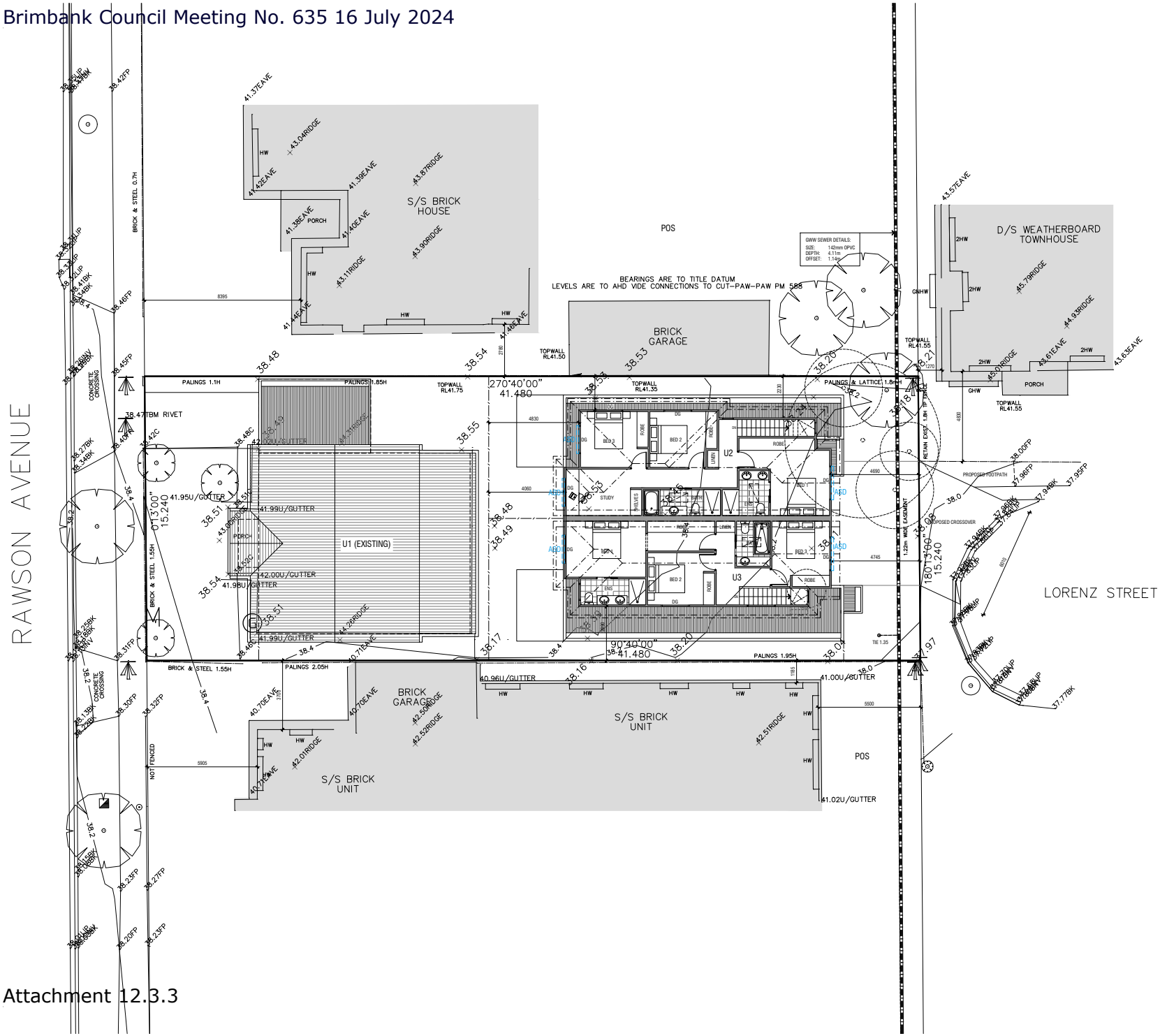

NORTH

ALL LEVELS SHOWN ARE TO AHD.

Revisions

Rev	
Rev	17.08.2023 TOWN PLANNING SUBMISSION
Rev	28.02.2024 RESPONSE TO COUNCIL'S RFI

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FIRST FLOOR PLAN

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

TP02
REV_

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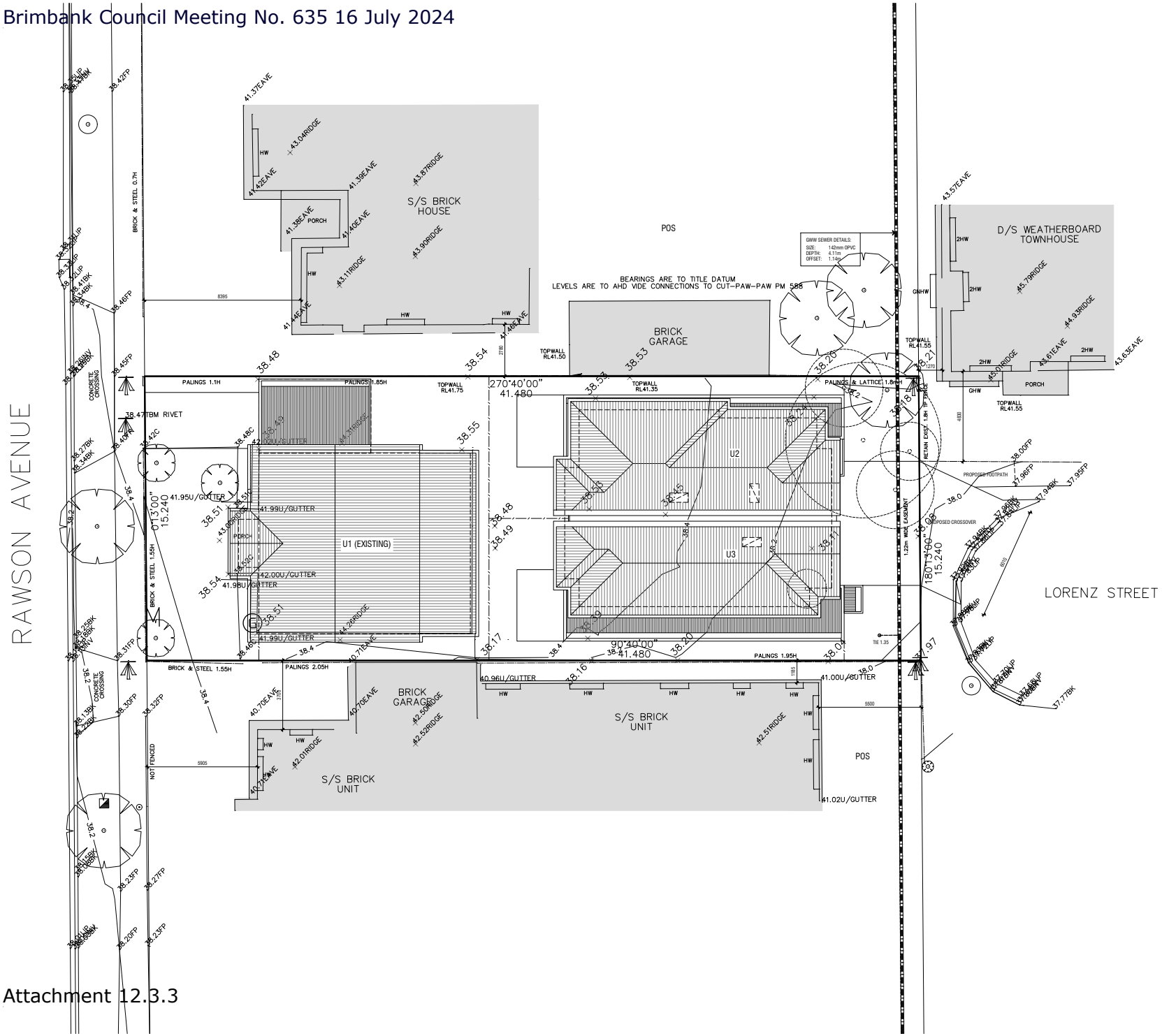

Revisions

Rev		
Rev	17.08.2023	TOWN PLANNING SUBMISSION
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ROOF PLAN

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

TP03 REV_

Attachment 12.3.3

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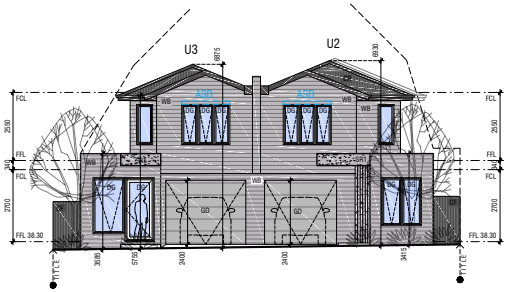
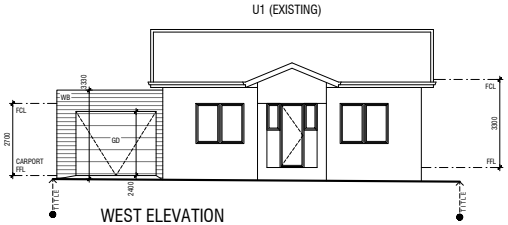
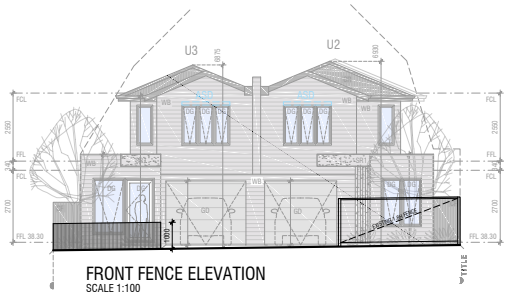


EAST ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



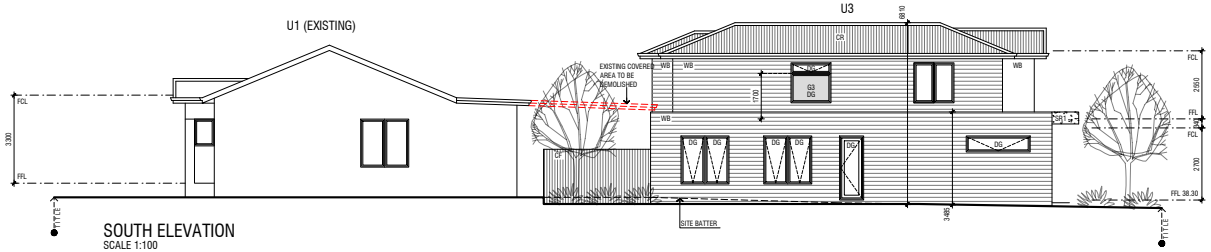
FRONT FENCE ELEVATION
SCALE 1:100

MATERIAL SCHEDULE:

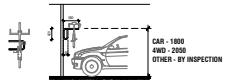
SR1	SMOOTH RENDER FINISH
FB	FACEBRICK WALL
GD	SELECTED GARAGE DOOR
WB	JAMES HARDIE LINEA CLAD
G1	OBS GLASS FIXED
G2	OBS GLASS - 150mm RESTRICTED AWNING
G3	FIXED OBSCURE GLAZING (NOT FILM) WITH A MAXIMUM TRANSPARENCY OF 25% TO A MINIMUM HEIGHT OF 1.7m ABOVE THE FINISHED FLOOR LEVEL
CF	1.8m HIGH COLORBOND FENCE
KR	KLIP-LOK ROOF AT 2 DEGREE PITCH
CR	SELECTED COLORBOND ROOF AT 22.5 DEGREE PITCH

ALUMINIUM WINDOWS THROUGH-OUT

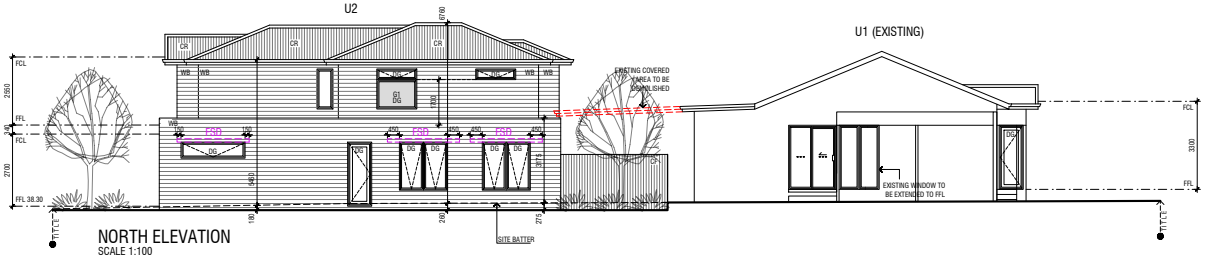
COLORBOND GUTTERS, FASCIA'S AND DOWNPIPES



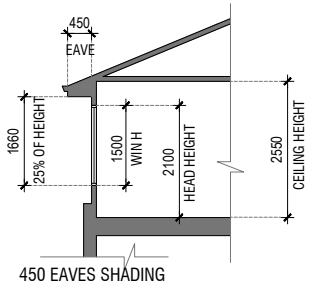
SOUTH ELEVATION
SCALE 1:100



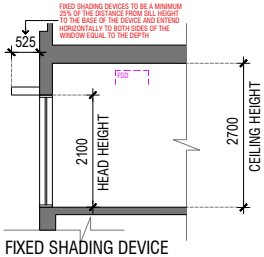
MONA LISA BICYCLE RACK
SCALE 1:100



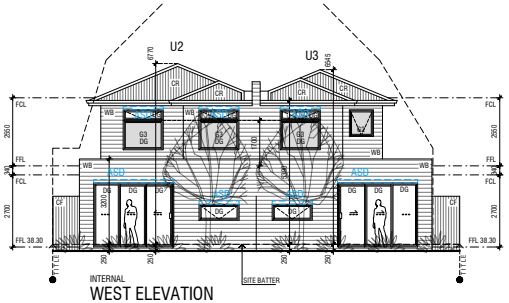
NORTH ELEVATION
SCALE 1:100



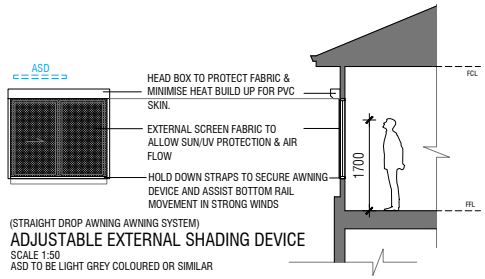
450 EAVES SHADING
SCALE 1:50



FIXED SHADING DEVICE
SCALE 1:50
FSD TO BE LIGHT GREY COLOURED OR SIMILAR



INTERNAL
WEST ELEVATION
SCALE 1:100



(STRAIGHT DROP AWNING AWNING SYSTEM)
ADJUSTABLE EXTERNAL SHADING DEVICE
SCALE 1:50
ASD TO BE LIGHT GREY COLOURED OR SIMILAR

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Revisions

Rev	
A	17.08.2023 TOWN PLANNING SUBMISSION
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ELEVATIONS

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

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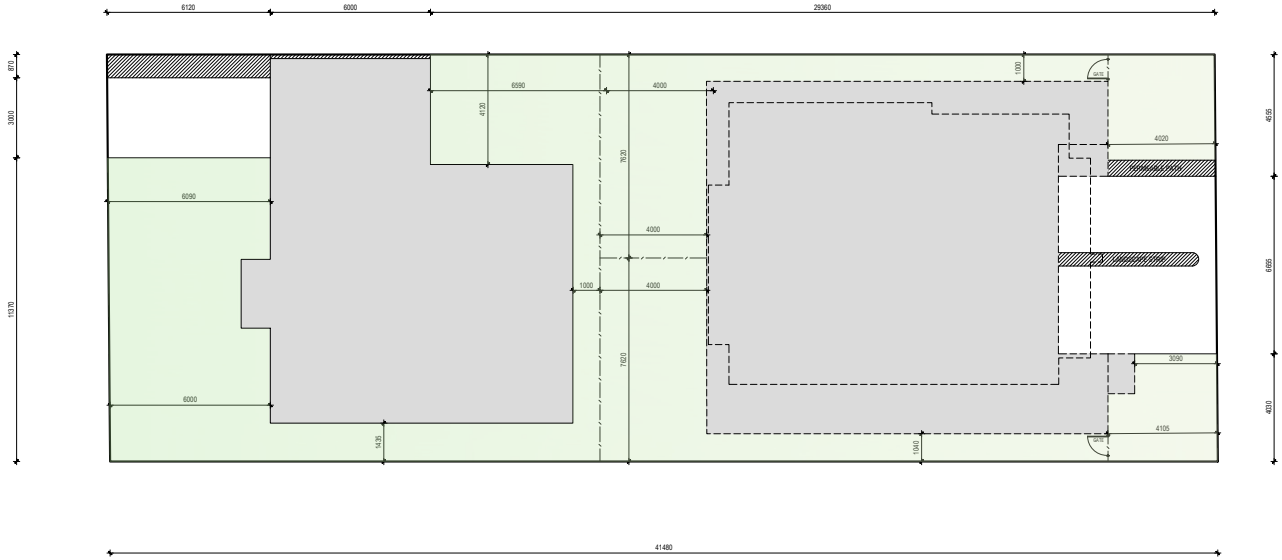

SITE

SITE AREA:		632.1 m²
SITE COVERAGE:	52.6%	332.5 m²
SITE PERMEABILITY:	40.0%	253.4 m²
GARDEN AREA REQ:	38.2%	241.9 m²

GARDEN AREA INCLUDED

GARDEN AREA NOT INCLUDED

NORTH

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Revisions

Rev	17.08.2023 TOWN PLANNING SUBMISSION
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GARDEN AREA PLAN

UNIT DEVELOPMENT
8 RAWSON AVENUE, SUNSHINE

TP05 REV_

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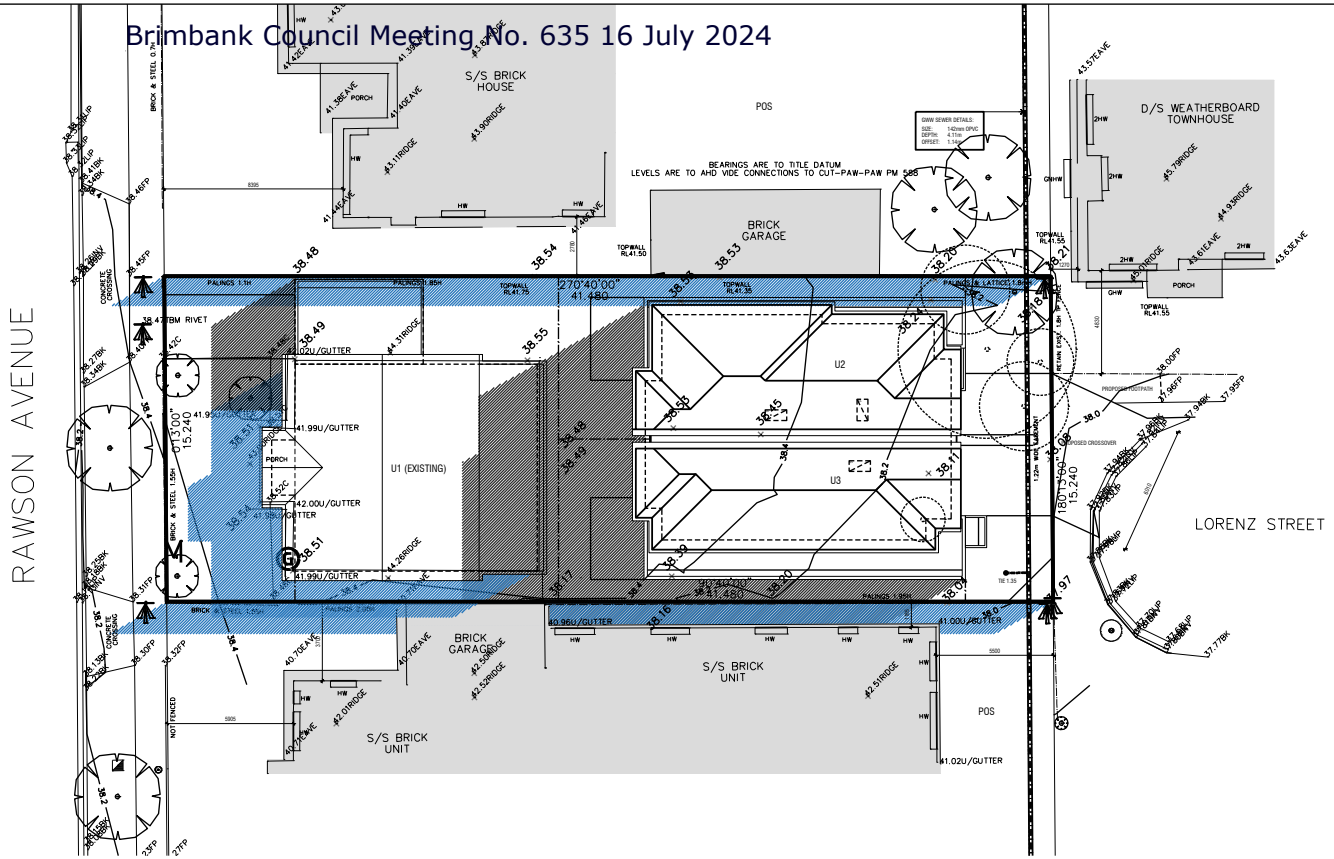

LEGEND

PROPOSED SHADOWS

EXISTING SHADOWS

NORTH

SHADOW DIAGRAM 9AM

22nd OF SEPTEMBER

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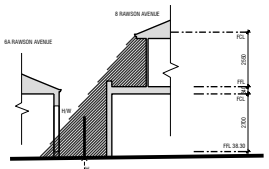
APR 2024	1:250@A3	C.M	7590

PROPOSED SHADOW DIAGRAM

UNIT DEVELOPMENT
8 RAWSON STREET, SUNSHINE

SD01
REV-



PROPOSED SHADOW SECTION 9AM
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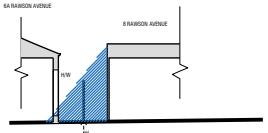

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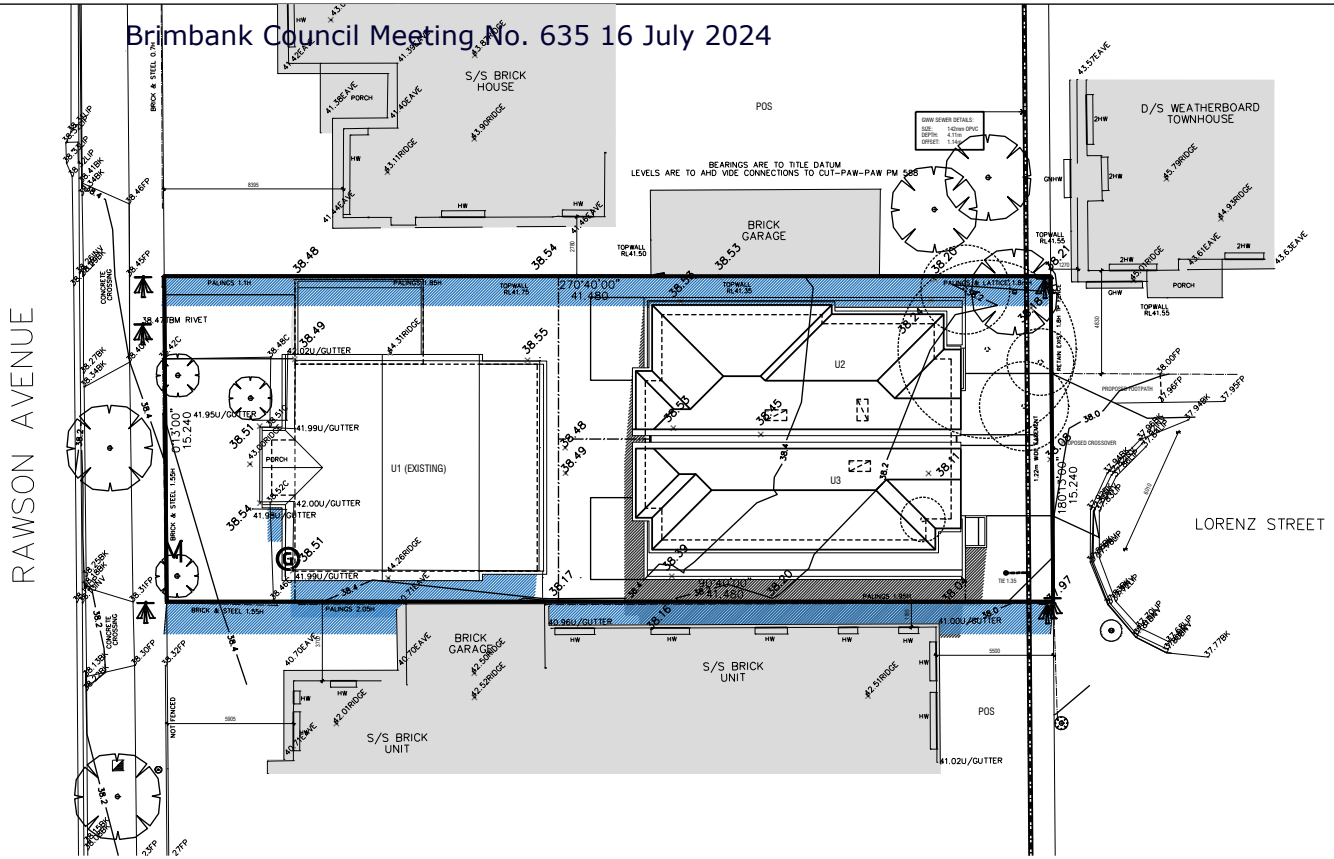

LEGEND

PROPOSED SHADOWS

EXISTING SHADOWS

NORTH

SHADOW DIAGRAM12PM

22nd OF SEPTEMBER

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DESIGN

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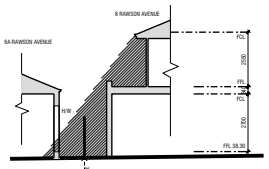
APR 2024	1:250@A3	C.M	7590

PROPOSED SHADOW DIAGRAM

UNIT DEVELOPMENT
8 RAWSON STREET, SUNSHINE

SD02
REV-



PROPOSED SHADOW SECTION 12PM
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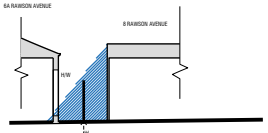

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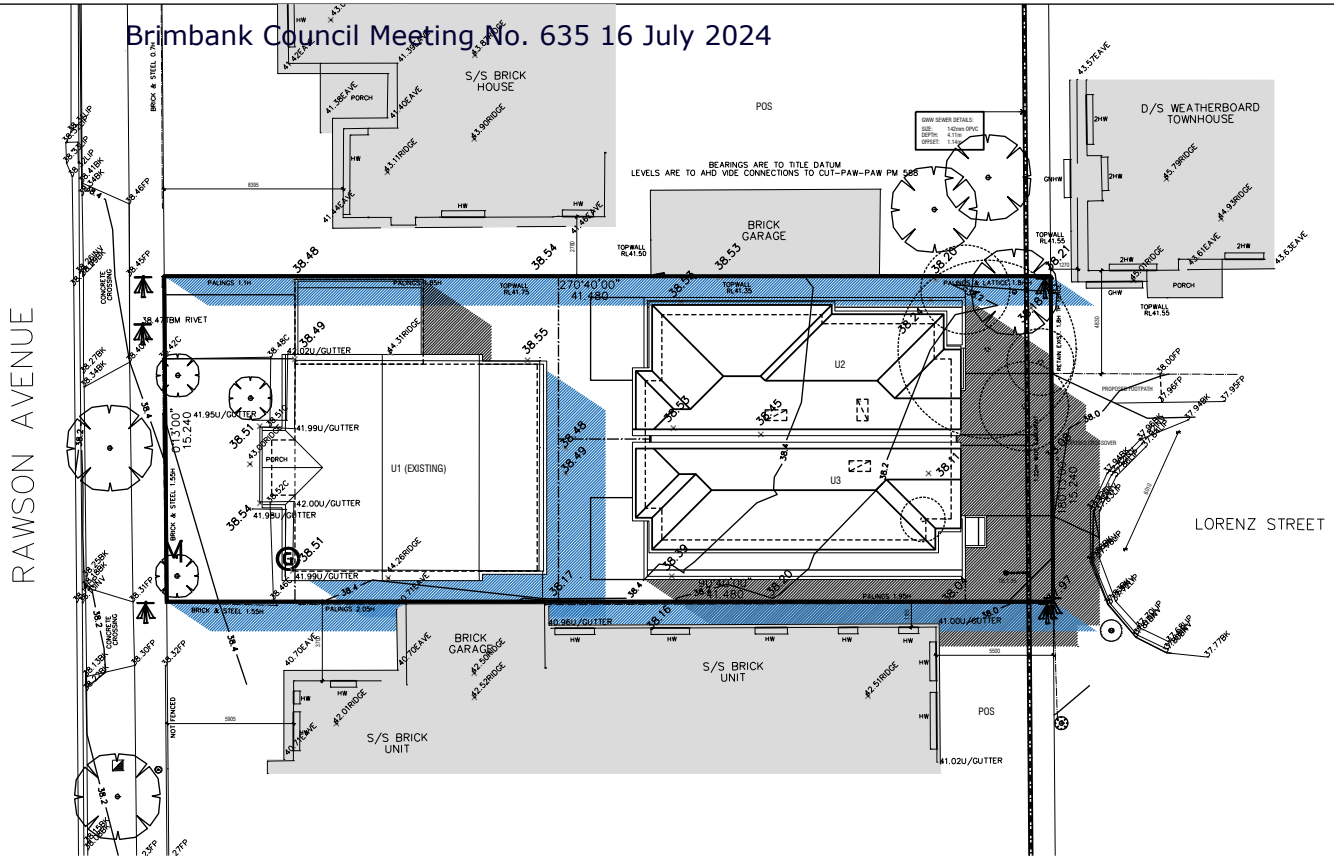

LEGEND

PROPOSED SHADOWS

EXISTING SHADOWS

NORTH

SHADOW DIAGRAM 3PM

22nd OF SEPTEMBER

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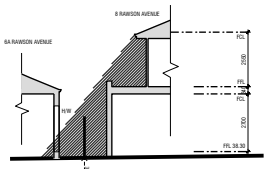
PROPOSED SHADOW DIAGRAM

UNIT DEVELOPMENT
8 RAWSON STREET, SUNSHINE

SD03
REV-



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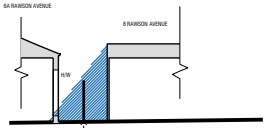
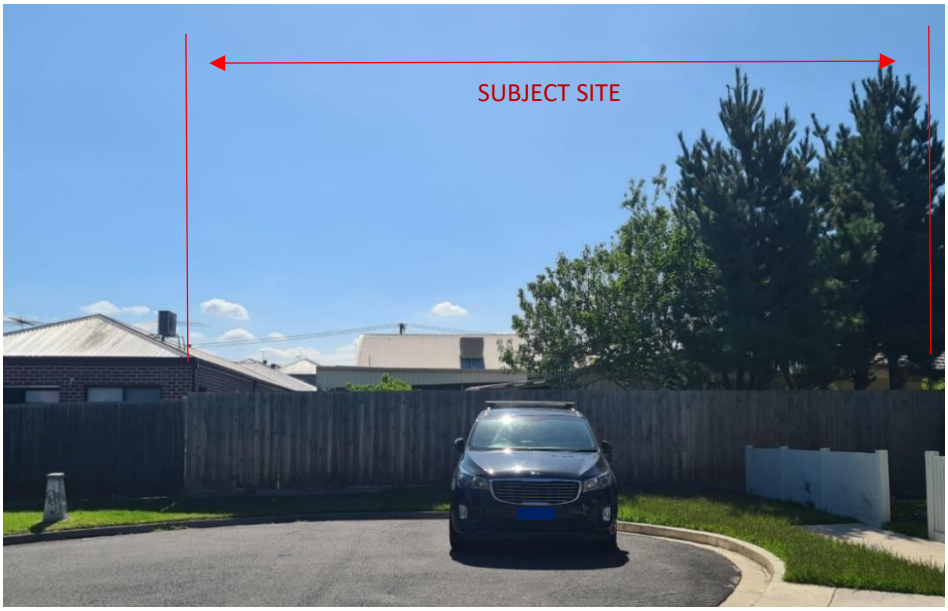


EXISTING SHADOW SECTION 3PM
SCALE 1:100

Detailed Assessment

Application Number:	P475/2023
Location:	8 Rawson Avenue, Sunshine
Proposal:	Alterations to the existing dwelling and construction of two (2) double storey dwellings to the rear
Applicant:	Planning & Design
Have all fees been paid?	Planning Application Fees: **Yes** Public Notice Fees: **Yes** Section 57 Fees: **Yes** Metropolitan Planning Levy Certificate provided? **N/A**
Zoning/Overlay:	General Residential Zone Schedule 1 Development Contributions Plan Overlay Schedule 2.
Adjoining Zoning/Overlay:	All surrounding land is zoned General Residential Zone and is affected by a Development Contributions Plan Overlay Schedule 2.
Potential Contamination:	A detailed history search of the subject site has not revealed any industrial or potentially polluting uses. No further assessment is required.
Proximity to former Land Fill sites:	The site is located outside the recommended buffer distance from the nearest former landfill. Accordingly, no landfill gas assessment of this site is required prior to the proposed development.
Cultural Heritage Management Plan:	Although the site is located within an area designated as being of Aboriginal Cultural Heritage Significance, a Cultural Heritage Management Plan (CHMP) is not required. The development is for the construction of two new dwellings, creating a total of three dwellings. Pursuant to Regulation 10 – *The construction of 3 or more dwellings on a lot or allotment is an exempt activity if the lot or allotment is—* *(a) not within 200 metres of the coastal waters of Victoria, any sea within the limits of Victoria or the Murray River;* ***and*** *(b) less than 0·11 hectares.* The site is not located within 200m of a specified location, and has an area less than 0.11 hectares (1,100sqm).
Restrictive Covenant:	No covenant is registered on the title.
Section 173 Agreement:	There is no Section 173 Agreement registered on the title.
Planning History:	There are no previous planning permits or refusals issued for this site.
Site Inspection Date:	A site inspection was carried out on 5 January 2024 and again on 2 July 2024.

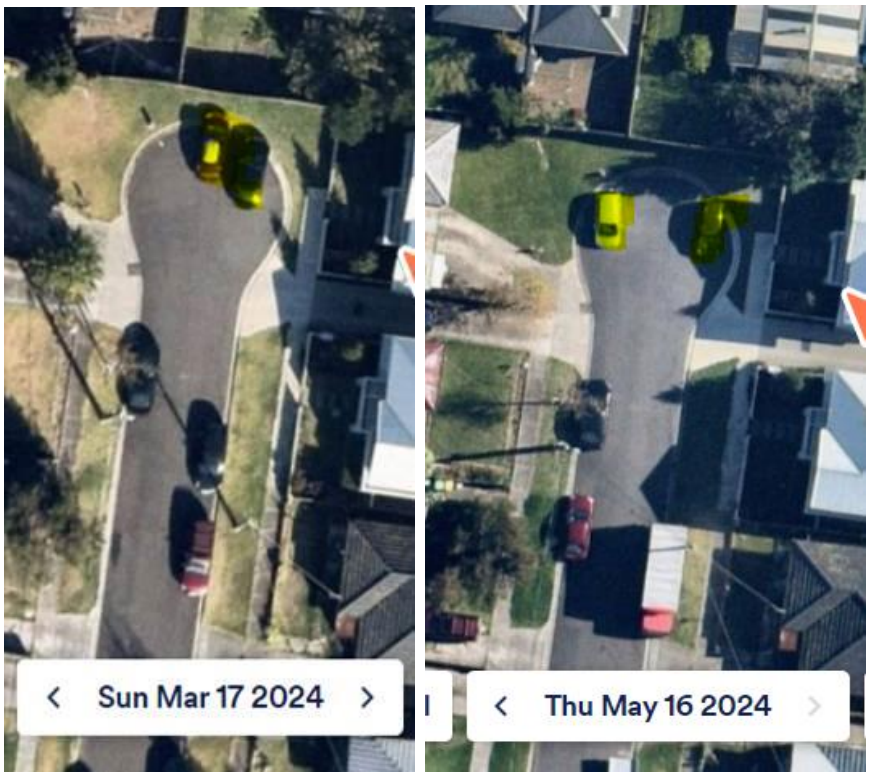
	 NearMap aerial image dated May 2024  View of subject site from Lorenz St on 5 January 2024.
Considered Plans:	Advertised Documents and Plans – all received on 30 April 2024. The main plans are included in **Attachment 3** to this report.
Permit Required Pursuant to:	<u>Definition of Use</u> Pursuant to Clause 73.03 of the Brimbank Planning Scheme the proposed use is defined as a dwelling. <u>Use</u> Pursuant to the table at Clause 32.08-2 under the General Residential Zoning provision, a dwelling is a Section 1 Use and **does not** require a planning permit. <u>Development</u> A planning permit **is required** pursuant to Clause 32.08-6 under the General Residential Zoning provision to: *Construct a dwelling if there is at least one dwelling existing on the lot.* *Construct two or more dwellings on a lot.* *The development must meet the requirements of Clause 55.*

	Overlay: A Development Contributions Plan Overlay applies to the site and whilst this does not trigger the need for a planning permit, any permit issued must include conditions to give effect to the approved Development Contributions Plan. Other: Clause 52.06 – Car parking establishes car parking rates, and provides design guidelines for car parking spaces and accessways.
Proposal Details:	The proposal involves works to the existing dwelling (internal works and the construction of a new carport) and the construction of two double storey dwellings to the rear of the lot, with access from Lorenz Street. The plans and elevations are provided in **Attachment 3**. Existing Dwelling Works to the existing dwelling include the demolition of two roofed elements located to the rear of the dwelling, one of which extends to the northern side boundary. The remaining demolition works involve the removal of two outbuildings. The structures to be demolished have a larger footprint than the dwelling that is to be retained. The existing dwelling contains three bedrooms. The demolition of internal walls will enable the creation of an L-shaped open plan living area positioned to the northern side and rear of the dwelling. New works to the dwelling include the construction of a carport with a roller door for security, with the carport positioned in line with the front wall of the dwelling. The carport will be provided with a tandem car space. A flat roof screened by a brick parapet wall to the front elevation will be supported by four posts. The carport will be located on the northern side of the dwelling and will be accessed via the existing crossover. A sliding door and window will be installed to the new living room, positioned adjacent to the carport. The fixed glazing shall be positioned under the flat roof to the carport, with the sliding door located to the unroofed wall. The remnant driveway paving will be removed and replaced with grass and landscaping. A new internal fence shall be installed 1m from the rear wall of the dwelling to separate the land associated with this dwelling from that of the proposed dwellings. Proposed Dwellings Two double storey attached dwellings are proposed to be constructed to the rear portion of the lot, both with frontage to Lorenz Street. The interface with Lorenz Street is a court bowl configuration. Each new dwelling is provided with both vehicle and pedestrian entry from Lorenz Street. Dwelling 2 contains an entry positioned to the side of the porch with a window for surveillance from the hall provided within the front wall. Dwelling 3 provides a covered entry positioned under a projecting porch with a side window providing surveillance from the hall. A double width crossover is proposed to be constructed to provide access to a double width driveway providing access to the two single side by side incorporated garages and tandem car spaces. Each garage has direct access into the dwelling via the laundry. The single width driveways are separated by a landscape bed for the majority of their depth.

	The ground floor layouts of Dwellings 2 and 3 are similar. The ground floor provides an open plan living area with windows on two external walls. Access to the rear yard will be via sliding doors located in the rear elevation. The secluded private open space has a depth of 4m with additional open space located along the side setback and front yard. The first-floor levels have individual designs. Each dwelling contains a total of 3 bedrooms, one with an ensuite and a central bathroom. Dwelling 3 contains an open study which is too small to be converted into an additional bedroom. First floor walls are setback from the side boundaries, with sheer double storey elements proposed to each façade and the central portion of each rear elevation. The building forms are contemporary. Wider cladding boards in a horizontal arrangement are proposed for both ground and first floor wall finishes, posing a lightweight appearance to both levels of the buildings. The front porches will be cantilevered and finished in render. The roofs present centrally positioned matching gables at the first-floor level to the façade. All remaining first floor roof elements are hipped and constructed in metal cladding. The limited ground floor roof elements are flat and will be screened by parapet walls.
Site & Surrounds:	<u>Subject Site</u> The subject site is located on the east of Rawson Avenue and the majority of the rear boundary faces directly onto Lorenz Street. The dual street frontage of the lot is unusual. The subject site is regular in shape, generally flat and has a frontage of 15.24m, a depth of 41.48m and a total site area of 632sqm. A 1.22m wide drainage and sewerage easement occupies the rear boundary for its full length. The existing dwelling is to be retained, with works outlined in the 'Proposal' section above. The dwelling is typical of original buildings within the locality, presenting a simple form and site layout that provides side access and a larger rear yard that is currently dominated by covered structures and outbuildings. <u>Surrounding Area</u> The site has interfaces with two streets, being Rawson Avenue and Lorenz Street. Each street presents a varied character. Within Rawson Avenue, original buildings were modest in their floor area. Many buildings retain their original configuration while a smaller number contain rear additions. Many lots contain multiple outbuildings located in the rear yard, positioned along one side boundary. One anomaly is No. 13 Rawson Avenue which contains a dwelling with an offset alignment and presents a double storey element constructed to the rear of the original building. The site to the south, being No.6A Rawson Avenue is the only other lot with a partial interface to Lorenz St. This lot does not provide access to Lorenz Street, with vehicle access to the incorporated garage provided from Rawson Avenue. The site has been redeveloped with two single storey side by dwellings with an extended building length and mirror image layout.

	A similar form of redevelopment is present at No's. 5 and 9 Rawson Avenue on the opposite side of the road, where double storey attached dwellings are present. Each of these dwellings contains an incorporated single garage with tandem space located on the side boundary. The first-floor footprints are notably shorter than the extensive ground floor elements. To the north, No. 14 Rawson Avenue is the only example of an infill development where the original building was retained with a second dwelling constructed to the rear. Lorenz Street contains mostly single dwellings with similar characteristics to the original dwellings within Rawson Avenue. A mix of brick and timber dwellings are present, with hipped and gable forms identified. Roof materials are tiles or galvanised iron. Site layouts provide a dwelling with side driveway, low front fence and landscaping in the front setback. A double storey addition is present to the front of the dwelling located at No. 3 Lorenz Street. Infill development is present in the form of two double storey dwellings fronting the street at Nos. 8 and 10 Lorenz Street, with two single storey dwellings located to the rear of the consolidated site. All four dwellings share a centrally positioned accessway. The front elevations of the double storey dwellings present sheer double storey walls with first floor gable elements. Ground floor walls are constructed in brick and rendered finishes, with first floor walls finished in lightweight materials.
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. **12** (Note - one objector submitted an individual objection and is part of a joint objection. These have been counted as two separate objections). The amended plans were readvertised, and updated comments from three original objectors were received emphasising that the amended plans do not address the main concern of access from Lorenz Street. The objections are summarised as follows: • Court bowl / cul du sac issues • Lorenz Street parking / traffic • Waste bins storage and collection • Planning considerations • Neighbourhood character • General amenity issues • Other – Commercially based, breaches Charter of Human Rights

	Further details on each summarised point and an assessment against the grounds of objection are provided under *Officer's Comments* later in this report.
Referrals:	The application was referred to the following departments. **Internal:** <u>Traffic:</u> Council's Traffic Engineering Unit supports the application subject to the following conditions: *CC01B: Car Park Construction – Residential* *CC03: Vehicular Crossings* *CC04: Vehicle Crossing Naturestrip and Footpath Reinstatement* *CC07: Determining Infrastructure in Road Reserve* *Vehicle crossing splays to be annotated on plans 1200mm required* <u>Drainage:</u> Council's Drainage Engineering Unit supports the application subject to the following conditions: *EC01: Access to Site* *EC02: Stormwater Retention* *EC03: Drainage and Sewerage Connection* *EC05: Services to be Shown* *Standard conditions regarding Kerbs* *Vehicle Crossings* <u>Waste Services</u> Council's Waste Services have confirmed that there is already difficulty for garbage trucks to turn around in the cul de sac of Lorenz Street due to the narrow nature of it. An additional two units would make it more difficult for a truck to turn around if cars are parked within the cul de sac. A suggestion is to make the cul de sac section of this street a 'no standing zone' either permanently or on bin days (which in this case is a Tuesday). Their preference is for a permanent 'no standing zone'. The comments from Waste Services were relayed to Council's Traffic Engineers who advised that there are a number of options including: - Waste Services to send a letter to residents advising not to park in the street and obstruct truck movements on bin days. - No standing signs for the top portion of the cul de sac at the cost of the developer – including mail outs, consultation and signage. - Enforcement when cars are parked illegally. <u>Assessment:</u> Given the above comments, Planning officers had a look at the parking situation in the past year and where cars are currently parking. The aerial images below are from NearMap and any cars parked in the cul de sac are highlighted in 'yellow'



On street parking should be available for visitors rather than residents who ideally should park on their property. The images have not been taken on bin collection day, so it is unknown whether cars are parked in the cul de sac of these days.

The new double crossover proposed as part of the application at the top of the court will take away an area where residents are currently parking. It is likely they are parking there because there are currently

	no crossovers at the end of the cul de sac so vehicles parking there are not blocking access to any properties. The current application raises a concern that some of the on-street parking would no longer be available at the cul de sac part of the street. This is an issue with most cul de sacs where the curvature of the bowl limits car parking. The configuration of the court bowl does not actually allow for any vehicles to park in the court bowl however the aerials indicate that this is currently happening. Creation of access to the proposed development will not result in the reduction of official car parking spaces within Lorenz Street. Further, the creation of access from the court bowl will not prevent vehicles legally conducting multiple manoeuvres within the court bowl to exit the street in a forward direction. Crossovers are commonly allowed at the head of the court and such arrangement will have no impact on the ability of trucks to turn. <u>Further investigation following Planning Forum</u> Following the Planning Forum where it was outlined by the objectors that the garbage truck currently reverses down Lorenz Street to collect the bins, and that all bins were collected from the northern side of the street, Planning Officers undertook discussions with Waste Services Officers who confirmed that this was the case. They advised that this was to prevent the garbage trucks having to reverse out onto Dulcie Street if they were unable to turn around at the end of Lorenz Street, because Dulcie Street tends to be a busy road. Waste Services advised that they believe that there was the ability to place some additional bins on the northern side of the court bowl (even when the proposed crossover is constructed) without obstructing any crossovers. They advised that the arms on the garbage trucks can reach out from the side of the vehicle so the bins did not necessarily need to be in line with the straight section of the court. Waste Services still advised that it is their preference that the court bowl itself was a "no standing" zone, but acknowledged that this was not imperative given that the trucks do not currently turn around in this area. Council's Traffic Engineers were also involved in this discussion and agreed that this was not imperative and that they were satisfied with the response from Waste Services. <u>ESD Officer</u> Council's ESD Officer supports the application subject to the following conditions: *Drawings* Revise the drawings to provide the following to the satisfaction of the responsible authority: The following should be detailed on the plans (floor, elevation, landscape and roof plans where possible): (1) Provide at least one openable sash in the first-floor stair window, with remote operation if out of reach. (2) Note all windows can be locked open. (3) Note electric vehicle charging electrical (32 Amp. minimum)

	(4) Provide a WSUD Plan in the main drawing set, annotate tank connection to all toilets and irrigation in each dwelling, and remove reference to raingardens. *SDA* Amend the SDA to provide the following to the satisfaction of the responsible authority: (5) Revise text in the body of the SDA (not appendices) to remove duplicate information, and provide clear commitments to the following: (a) electric vehicle charging electrical will be a minimum Level 2 (32 Amp. minimum) (b) rainwater tanks will be connected to all toilets and irrigation in each dwelling. (c) timber is to be sourced from sustainably managed sources that hold third party verification is sought (e.g. FSC/PEFC 'Responsible Wood'). (6) Provide space heating and cooling which has energy efficiency which is rated within one star of the best available and adjust BESS accordingly. (7) Provide LED lighting with best practice efficiency and remove reference to fluorescent lighting. (8) Include a full copy of the published BESS report within the SDA after revision to include: (a) Use 5-star minimum efficiency for gas heating, and 4 stars to represent an average rating for heat pumps heating or cooling. (b) Changes triggered by other conditions. (9) Provide a recycling target to ensure waste avoidance, reuse and recycling of materials during demolition and construction. *STAND ALONE CONDITION* The performance of any Water Sensitive Urban Design (WSUD) device must be monitored and maintained such that it continues to meet Best Practice standards. In the event that the device fails to meet Best Practice standards it must be repaired or replaced with an alternate at the cost of the owner/operator to the satisfaction of the Responsible Authority. **External:** The application was not required to be referred externally. **Discussion on Referral Advice** The above mentioned conditions should be included on any permit issued. Discussion on the Waste Services response is included above, including their further response following the Planning Forum.
Planning Scheme Requirements:	**Municipal Planning Strategy** Clause 02 – Municipal Planning Strategy Clause 02.03-4 – Built Environment and Heritage Clause 02.03-5 – Housing **Planning Policy Framework** Clause 15 – Built Environment and Heritage Clause 15.01-1S – Urban Design Clause 15.01-2L – Building Design

	Clause 15.01-4R – Healthy Neighbourhoods – Metropolitan (20-minute city) Clause 15.01-5 – Neighbourhood Character Clause 15.01-2L-02 – Environmentally Sustainable Development (ESD) Clause 16 - Housing Clause 16.01-1 – Housing Supply(if 3 or more dwellings) Clause 16.01-2 – Housing Affordability Clause 19 - Infrastructure Clause 19.03-3S – Integrated Water Management **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 Clause 53.18 – Stormwater Management in Urban Development Clause 55 – Two or More Dwellings on a Lot and Residential Buildings **General Provisions** Clause 65 – Decision Guidelines Clause 66.02 – Use and Development
Comparison against Planning Controls:	**Municipal Planning Strategy** Clause 02.03 - Settlement - Clause 02.03-4 – Built Environment and Heritage **Built environment** *Strategic directions:* • *Encourage, innovative built form, configuration and design in areas where a change in character is encouraged.* • *Support development that incorporates durable and weather resistant building materials.* • *Facilitate the delivery of attractive, safe, high amenity neighbourhoods that have a strong sense of identity.* - Clause 02.03-5 – Housing **Residential development** *Strategic directions:* • *Encourage increased residential development in and around activity centres that are well serviced by public transport, services and community facilities.* *Encourage medium density development in incremental changes areas, as shown on the Housing map.* *Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.* Assessment The location of this site within the General Residential Zone provides in principal support for a medium intensity of infill residential development that is an appropriate design, having regard to the design provisions contained within the scheme. The inclusion of the land within the General Residential Zone reflects the level of access future occupants of the site would have in relation to physical and social infrastructure and services.

The site has a typical lot area with dimensions that match those of the adjoining and nearby sites. It is the interface with a road to the rear of the site being Lorenz Street that creates an unusual feature of the lot – a characteristic that is only shared with No.6A Rawson Avenue to the south of the site.

In summary, this site has an unusual opportunity due to the dual street frontages and the proposal utilises this opportunity to create dwellings with frontage to each street.

The application has been assessed against the Municipal Planning Strategy and it is considered that the proposed development is consistent with relevant policies contained within this section of the Brimbank Planning Scheme.

Planning Policy Framework
Clause 15 – Built Environment and Heritage

- Clause 15.01-1L – Urban Design - Brimbank
Strategies
Encourage low-level planting adjacent to windows, fencing and pathways to define private and public land.

Encourage landscaping design that complements that landscape treatments of adjoining public spaces.

Encourage landscaping that enhances pedestrian safety, provides clear sight lines and does not create concealed spaces.

Ensure outdoor spaces are design to be safe, accessible and adaptable so that they can be used by different age groups and for different purposes.

Encourage lighting along pedestrian pathways.

Policy Guidelines:
- *Using indigenous, drought tolerant species in landscapes areas.*
- *Avoiding the use of species identified as environmental weeds.*

Assessment:
The scheme seeks development that takes the site characteristics into consideration, as well as the neighbourhood character considerations which require the design response to have appropriate regard for the nearby building and development forms.

The neighbourhood character considerations reflect the varied scale of development presented to each of the street interfaces, the public realm and in the wider surrounding area. The scheme seeks development that respects the characteristics of development in the locality and dwellings in single and double storey buildings with traditional layouts and incorporated car parking facilities. The scheme also seeks to achieve development that presents appropriate building bulk and highly articulated buildings to the street and adjoining properties. The neighbourhood character is created by the original relatively modest buildings and more recent infill developments where double storey building form presented to the street is typical (8-10 Lorenz Street).

- Clause 15.01-2L – Building Design

Strategies

- *Incorporate external services and equipment such as storage, plumbing, heating, ventilation and lift over-runs into the building design and conceal them from public view.*
- *Encourage unobtrusive waste collection and storage areas that are screened from the street and accessible by waste collection vehicles.*
- *Encourage covered car parking spaces to be located behind the front façade of dwellings.*
- *Provide for landscaping opportunities within front and side setbacks and between dwellings in new developments.*

Assessment:
The proposal utilises high quality materials and ensures the development is oriented toward the street. The design and scale of the proposed development is such that it will contribute positively to the streetscape and character of the area. The double storey and attached building elements are present in both adjoining streets. The use of lightweight materials at both building levels will create an infill development with a softened appearance, creating a new contemporary building form in the locality.

- Clause 15.01-2L-02 – Environmentally Sustainable Development

This policy complements a range of non-statutory measures aimed at encouraging environmentally sustainable development through energy performance, integrated water management, indoor environment quality, transport, waste management and urban ecology. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Strategies

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- *Is consistent with the type and scale of the development.*
- *Responds to site and opportunities and constraints.*
- *Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimises environmental impacts.*

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

A Sustainable Design Assessment (SDA) was submitted and the plans include the recommendations of the environmental report.

- Clause 15.01-5L Neighbourhood character
The objective is to recognise, support and protect neighbourhood character, cultural identity and sense of place to ensure that development responds to its cultural identity and contributes to existing and preferred neighbourhood character.

Strategies

Orient development to address the street frontage.

Preserve or enhance the landscape character by:

- *Ensuring access ways are located to minimise any impact on street trees.*
- *Ensuring driveways and hard stand areas do not dominate the frontage of dwellings.*
- *Encouraging the retention and planting of new canopy trees, especially within front setbacks.*

Ensure secluded private open space is located behind the front façade of dwellings.

Policy guidelines (consider as relevant):

- *Providing no more than one vehicle crossover per site frontage.*

Assessment:
The construction of a carport to the side of the existing dwelling is typical of development on single dwelling lots. The development retains the Rawson Avenue streetscape character, resulting in minimal change being proposed albeit with the double storey dwellings having a limited level of visual intrusion. There is no opposition to further double storey dwellings being developed in the locality, subject to an appropriate level of amenity being retained for the adjoining properties and an acceptable quality of design being provided.

The creation of two additional dwellings in the rear portion of the site with access to Lorenz Street creates an efficient site layout with the benefit of providing each dwelling with direct street frontage and private vehicle access. The double storey nature of the new dwellings creates a lower site coverage and replicates the general form and scale of nearby infill developments. The existing boundary fence fronting Lorenz Street will be replaced by two double storey dwellings fronting the street.

Clause 16 – Housing

- Clause 16.01-1L – Housing Supply - Brimbank

Strategies
Increase the amount of housing and a mix of dwelling types in and around the Sunshine Metropolitan Activity Centre, where there is good access to services, facilities and transport.

Assessment
The development provides one dwelling with a single floor level that could be modified to provide accommodation for a person/s of limited mobility.

The proposed dwellings contain bedrooms only at the first floor level, and could not be occupied by a person/s of limited mobility. These dwellings are capable of providing accommodation for families, with each dwelling having three bedrooms plus a separate study. The site is within a reasonable walking distance from the Sunshine Campus of Victoria University, Sunshine Harvester Primary School and the Sunshine Town Centre.

The application has been assessed against the Planning Policy Framework and it is considered that the proposed development is consistent with relevant policies contained within this section of the Brimbank Planning Scheme.

Zoning and Overlay Provisions
Clause 32.08 – General Residential Zone (Schedule 1)

Purpose:
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *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.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The purpose of the zone (as listed above) is considered throughout the assessment of this is report.

Clause 32.08-1 – Neighbourhood Character Objectives
This clause states that the Schedule must contain neighbourhood character objectives to be achieved for the area, however no objectives are currently included in the Schedule.

Clause 32.08-4 – Construction or extension of a dwelling or residential building

This clause was introduced into the planning scheme on 27 March 2017 via VC110 and specifies the following requirements:

Minimum garden area requirement
An application to construct or extend a dwelling or residential building on a lot, must provide the minimum garden area at ground level as set out in the following table:

Lot size	Minimum percentage of a lot set aside as garden area
400 - 500 square metres	25%
501 - 650 square metres	30%
Above 650 square metres	35%

The subject site is 632sqm, requiring a minimum garden area of 30%. A garden area of 32% has been set aside for this allotment, meeting the minimum requirements.

Clause 32.08-7 – Requirements of Clause 55
Clause 32.08-5 list specific requirements within Schedule 1 which overrides the following standards of Clause 55 (ResCode):

B13 (landscaping) and
B28 (private open space).

The provision states that if a requirement is not specified in a schedule to this zone, the requirement set out in the relevant standard of Clause 55 applies.

	Clause 32.08-10 – Maximum building height for a dwelling or residential building This clause specifies the following requirements: *A building must not be constructed for use as a dwelling or a residential building that:* *exceeds the maximum building height specified in a schedule to this zone; or* *contains more than the maximum number of storeys specified in a schedule to this zone.* *If no maximum building height or maximum number of storeys is specified in a schedule to this zone:* *the building height must not exceed 11 metres; and* *the building must contain no more than 3 storeys at any point.* As there is no height specified in the schedule to the zone, the maximum building height therefore should not exceed 11 metres and contain no more than 3 storeys at any point. The proposal has a maximum building height of 6.9m and contains no more than 2 storeys, meeting the requirements specified above. *Clause 32.08-13 - Decision Guidelines* The relevant decision guidelines within the General Residential Zone states: *Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:* • *The Municipal Planning Strategy and the Planning Policy Framework.* • *The purpose of this zone.* • *The objectives set out in a schedule to this zone.* • *Any other decision guidelines specified in a schedule to this zone.* • *The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.* • *For the construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55.* No roof mounted solar panels have been identified on the adjoining buildings. In addition to the above, the following decision guidelines are stipulated within the Schedule to the zone: • *Whether the development provides for an appropriate transition in built form, scale and height to the adjoining Neighbourhood Residential Zone or Residential Growth Zone.* • *The extent to which the proposed building or works assists in respecting and enhancing 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 extent to which the proposed built form reflects prevailing side setbacks, where applicable.* • *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.*
- *Whether a variation to the requirements of part 2.0 would result in a loss of on or offsite amenity.*

The above decision guidelines have been considered throughout this report, in particular against the objectives and standards of ResCode.

Note that no 'design objectives' have been set in the schedule to the zone at this time.

Clause 45.06 - Development Contributions Plan Overlay (Schedule 2)
The purpose of the Development Contributions Plan Overlay is:
To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

It applies to all new development that results in additional demand units, meaning the levy amount is based on the proposed increase in the number of dwellings on a site.

The site is located within a specified charge area as detailed at Clause 1 of the Schedule. The contribution amounts are current as at 30 June 2016 and will be adjusted annually on July 1 each year to cover inflation, by applying the Consumer Price Index for Melbourne (All Groups) as published by the Australian Bureau of Statistics.

A condition will be included on any permit to issue requiring the payment of the development contribution, in accordance with the requirements of this overlay.

The application has been assessed against the relevant zoning and overlay provisions and it is considered that the proposed development is consistent with the purpose of the zoning and overlay controls contained within the Brimbank Planning Scheme.

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 development meets the relevant decision guidelines contained within this section of the Brimbank Planning Scheme, subject to certain conditions being included on any planning permit issued (these conditions are outlined throughout this report).

Whilst it is noted that there are 12 objections to this planning application, the grounds of objection raised relate predominantly to amenity considerations, neighbourhood character, car parking and traffic concerns. None of these items specifically relate to significant social effects.

Particular Provisions

<u>Clause 52.06 – Car Parking</u>
Clause 52.06-5 sets out the following requirements for car parking on site:

1 car space to each 1 or 2 bedroom dwelling;
2 spaces to each 3 or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms);
And
1 visitor's space to every 5 dwellings (for development of 5 or more dwellings), unless the land is located within the Principal Public Transport Network Area, then no visitor space required.

	The proposal includes the following car parking spaces in accordance with the standard requirement: Dwelling 1 (existing dwelling) contains 3 bedrooms and is provided with 2 car spaces in the form of a single carport and tandem car space. Dwelling 2 contains 3 bedrooms and is provided with 2 car spaces in the form of a single garage and tandem car space. Dwelling 3 contains 3 bedrooms and is provided with 2 car spaces in the form of a single garage and tandem car space. In relation to the garage doors, where a tandem space is provided in front of the carport or garage to each dwelling, the garage door has been notated on the plans as a panel lift door. Another important consideration to note is that pedestrian access and storage cupboard doors of Dwellings 2 and 3 do not open inwards into the garage. The car parking provision also includes design standards that car parking spaces and accessways must meet. These standards are outlined under Clause 52.06-9. The accessway and car parking provisions comply with the design standards, and Council's Traffic Engineer has raised no objections to the layout subject to conditions of permit. The proposed layout is therefore considered to be acceptable in terms of traffic safety and has support from Council's Traffic Engineer subject to conditions. Other design standards for car parking are carried out as part of the assessment against Clause 55 (see assessment below). <u>Clause 53.18: Stormwater Management in Urban Development</u> *Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:* • *Any relevant water and stormwater management objective, policy or statement set out in this planning scheme.* • *The capacity of the site to incorporate stormwater retention and reuse and other water sensitive urban design features.* • *Whether the development has utilised alternative water sources and/or incorporated water sensitive urban design.* • *Whether stormwater discharge from the site will adversely affect water quality entering the drainage system.* • *The capacity of the drainage network to accommodate additional stormwater.* • *Whether the stormwater treatment areas can be effectively maintained.* • *Whether the owner has entered into an agreement to contribute to off-site stormwater management in lieu of providing an on-site stormwater management system.* The application included Environmental Sustainable Design information which has been reviewed by Council's ESD Officer and Engineering Department in accordance with the decision guidelines above and will form part of the endorsed plans. <u>Clause 55 – Two or more dwellings on a Lot and Residential Buildings</u>

		Clause 55 sets out "objectives" for a number of design components. All "objectives" must be met. "Standards" are also included and these should be met unless it is demonstrated that compliance with the objectives has been achieved. However where a development meets standard B6, B7, B8, B17, B18, B19, B20, B21, B22, B27, B28, B30 or B32, it is deemed to meet the objective for that standard. Where standard B6, B7, B8, B17, B18, B19, B20, B21, B22, B27, B28, B30 or B32 is met the decision guidelines for that standard do not apply to the application. Below is an assessment against the standards of Clause 55.
Clause 55: Two or More Dwellings on a Lot and Residential Buildings		
B1	Neighbourhood Character	Objective *To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.* *To ensure that development responds to the features of the site and the surrounding area.* Assessment The site and surrounds were described in detail earlier in this report. The analysis identified: • The characteristics of original single dwellings on regularly shaped lots. • The emerging character of infill development being double storey attached dwellings in a side by side layout. • Limited double storey additions to original dwellings. • Limited infill development where the original building was retained and the rear portion of the site developed. • Limited presence of consolidated sites, with the land at No.8-10 Lorenz Street the only example with a combination of double and single dwellings developed. The new works to the existing dwelling will create a covered and secured car space positioned to the side of the dwelling, with the garage door positioned within a brick parapet wall. The original dwelling which presents typical characteristics of single dwellings will be retained. The two dwellings will have direct street frontage and present a side by side, double storey attached building form. Each dwelling contains a direct outlook onto the street from the entry with multiple habitable room windows at the first floor level of the facade. A shared double width crossover is positioned centrally on the site boundary, with a central landscape bed separating the driveways. Variations proposed to this development include the use of lightweight materials for all walls at both levels of each dwelling. This breaks the typical presence of some form of face brickwork at the ground floor level of infill developments. Another variation is the provision of individual designs for each dwelling, rather than the typical mirror image of nearby dwellings within infill developments. In this context, the proposal is considered to present appropriate interfaces to the two streetscapes, the numerous adjoining dwellings and the public realm. The provision of additional double storey building form in a site layout that has regard to the dual frontage of the lot and

		the identified neighbourhood character elements has been developed in this efficient layout and design response. **Complies**
B2	Residential Policy	Objective *To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.* *To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.* Assessment The application was accompanied by a written statement which addresses all the requirements contained within the Brimbank Planning Scheme, in particular the provisions of Clause 55. **Complies**
B3	Dwelling Diversity	Objective *To encourage a range of dwelling sizes and types in developments of ten or more dwellings.* Assessment This standard only relates to 10 or more dwellings. **N/A**
B4	Infrastructure	Objective *To ensure development is provided with appropriate utility services and infrastructure.* *To ensure development does not unreasonably overload the capacity of utility services and infrastructure.* Assessment The subject site is located within an existing residential area and will be able to connect to reticulated services, including sewerage, drainage, electricity. **Complies**
B5	Integration with the Street	Objective *To integrate the layout of development with the street.* Assessment The dwellings have been sited and orientated, within the constraints of the site and 1.8m high fencing separating the front of dwelling 2 and Unit 1, 10 Lorenz St, to face the respective street with unobscured covered entries. **Complies**
B6	Street Setback	Objective *To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.* Assessment The design response does not fit into any of the scenarios established under the numerical requirements of this standard. The adjoining dwelling (1/10 Lorenz St) is located on a site that has a front boundary to Lorenz Street that is positioned 90^0 to the proposed front boundary of the subject site.

		With the front boundaries having a varied alignment (ie; 1/10 Lorenz St orientated south; proposed dwelling 2 facing east), the provisions of the numerical requirements cannot be used to assess the proposed development. The decision guidelines for this standard which are: *Before deciding on an application, the responsible authority must consider:* • *Any relevant neighbourhood character objective, policy or statement set out in this scheme.* • *The design response.* • *Whether a different setback would be more appropriate taking into account the prevailing setbacks of existing buildings on nearby lots.* • *The visual impact of the building when viewed from the street and from adjoining properties.* • *The value of retaining vegetation within the front setback.* There are no preferred neighbourhood character provisions that apply. The proposal has a front setback of 4m to each front wall of Dwellings 2 and 3, with the porch of Dwelling 3 encroaching into this setback for a depth of 1m. The centrally positioned double driveway will also provide pedestrian access to the entry of Dwelling 3 with Dwelling 2 provided with a pedestrian path. The remaining land will form landscaping positioned at either side of the site interface with Lorenz Street. The front setback proposed has the capacity to contain an appropriate level of landscaping, including an opportunity to introduce a central landscape bed between the two side by side driveways to be accessed from the double width crossover. The double storey scale and form of the development is similar to that of the interface created by the two dwellings fronting Lorenz St on the adjoining lot at No.10 where a central shared driveway provides access to the 4 dwellings developed on the site. Assessment against the objective is also relevant, where dual outcomes are required to be met: *To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.* The development is considered to create an outcome where the front setback of the new dwellings creates the opportunity for appropriate car parking and landscape facilities to be created, including the provision of a central landscape strip between the two single width driveways. The attached building form, creation of a tandem car parking arrangement with use of a shared, centrally positioned double width crossover are considered to constitute an efficient site layout. **Complies with objective**
B7	Building Height	This standard is replaced with the maximum building height provisions specified in the zone requirements. Refer to earlier assessment under the zoning section of this report.

B8	Site Coverage	Objective *To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.* Numerical requirements *The site coverage should not exceed 60%.* Assessment The proposal incorporates site coverage of 52%. The site coverage respects the neighbourhood character. **Complies**
B9	Permeability	Objective *To reduce the impact of increased stormwater run-off on the drainage system.* *To facilitate on-site stormwater infiltration.* Numerical requirements *The site area covered by the pervious surfaces should be at least 20%.* Assessment The proposed development results in 40% of the site area being covered by pervious surfaces in accordance with the standard. This is considered sufficient to reduce the impact of increased stormwater run-off on the drainage system and to facilitate on-site stormwater infiltration. **Complies**
B10	Energy Efficiency	Objective *To achieve and protect energy efficient dwellings and residential buildings.* *To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.* Assessment No roof mounted solar panels have been identified on the adjoining buildings. The proposal has given due consideration to the orientation of the lot and provides an appropriate layout to make appropriate use of solar energy where possible. The existing dwelling will be provided with a north facing window and sliding door to the open plan living area, providing increased access to daylight and ventilation. In relation the new dwellings, eaves are provided to all first-floor windows for protection from the summer sun. Ground floor windows are not covered with eaves, providing increased access to daylight with the walls setback 1m from the side boundaries. The provision of windows and openings to two external walls of the open plan living areas will be provided with increased access to daylight and cross ventilation. First floor bathrooms located centrally are provided with skylights to compensate for the rooms not having a window on an external wall. Windows adjacent to the stairs will provide daylight to the central halls. **Complies**

B11	Open Space	Objective *To integrate the layout of development with any public and communal open space provided in or adjacent to the development.* Assessment There is no communal private open space provided in or adjacent to the development. **N/A**
B12	Safety	Objective *To ensure the layout of development provides for the safety and security of residents and property.* Assessment The development has been designed to take into account safety and security, with the entries to each new dwelling being visible from the street and for dwelling 2 & 3, a window adjacent to the front entrance providing surveillance over the driveway and visitors arriving at the site. The covered entries will provide shelter for the future residents and visitors. Additional security and convenience have been created through the provision of direct access to Dwellings 2 and 3 from the incorporated garage, and the sliding door adjacent to the carport of the existing dwelling will form the same function. **Complies**
B13	Landscaping	Objective *To encourage development that respects the landscape character of the neighbourhood.* *To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.* *To provide appropriate landscaping.* *To encourage the retention of mature vegetation on the site.* Numerical requirements The schedule to the General Residential Zone specifies the following requirement in relation to this standard: *A minimum of 1 medium-sized tree of 6-12 metres (at maturity) should be provided in the front setback.* *A minimum of 1 small to medium sized tree up to 6 metres (at maturity) should be provided in private or secluded private open space greater than 25 square metres 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.* Assessment The proposed development will allow for appropriate landscaping to enhance the neighbourhood character and amenity of adjoining and future residents. A new landscape bed will be created along the northern boundary and along the driveway to the carport. This will increase the landscaping presented to Rawson Avenue. Three of the four trees present in the rear portion of the site are proposed to be removed, with the tree to be retained located in the

		north-east corner of the lot. The semi-mature street tree located in the Rawson Avenue naturestrip will also be retained. Tree planting will be required in the rear yard of each dwelling as well as within the front setback of the new dwellings. Landscaped front setbacks will be provided to dwellings 2 & 3 fronting Lorenz St. The land located on either side of the shared driveway to be created to Lorenz Street will provide landscaping that will form an attractive outlook from the dwelling entries. A condition of permit will also require the introduction of a landscape strip between the tandem parking spaces to soften the appearance of the development as viewed from Lorenz St. A detailed landscape plan will be required as a condition on the permit specifying the requirements above. **Complies subject to conditions**
B14	Access	Objective *To ensure the number and design of vehicle crossovers respects the neighbourhood character.* Numerical requirements *The width of accessways or car spaces should not exceed:* • *40 per cent of the street frontage where the width of the street frontage is less than 20 metres,* *No more than one single-width crossover should be provided for each dwelling fronting a street.* Assessment The car parking facilities for the existing dwelling will be accessed via the existing single crossover to Rawson Avenue. A 6m wide double width crossover is proposed to Lorenz Street, increasing in width to 6.6m at the property boundary. The new crossover occupies 39.5% of the frontage of the site. The following considerations apply to the variation sought: • The double width crossover is positioned centrally with the design response creating landscaping within the site and in the naturestrip to the southern side of the crossover. The landscaping will soften the appearance of the wider crossover and corresponding driveways. • All original crossovers within Lorenz Street are double width, in a configuration where each dwelling is provided with a single crossover joined with the crossover to the adjoining dwelling. • The new crossover to No.10 Lorenz Street is single width and positioned centrally to the site's frontage. This crossover is connected to the northern side of the court bowl and is the only crossover to the court bowl. It is considered that the number and design of the proposed vehicle crossovers respect the neighbourhood character. The provision of an increased naturestrip width and landscaping to the front boundary will reinforce the residential character of the development and prevent cars from parking in the cul de sac.

		Complies Unit 1 **Variation sought and supported Unit 2 and 3**
B15	Parking Location	Objective *To provide convenient parking for resident and visitor vehicles.* *To protect residents from vehicular noise within developments.* Numerical requirements *Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.* Assessment The position of driveways within the development will not create parking areas adjacent to habitable room windows of a separate dwelling within the development. The proposed car parking is considered convenient for resident's vehicles and ensures that the statutory required parking spaces are fully contained within the confines of the site. **Complies**
B17	Side and Rear Setbacks	Objective *To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.* Numerical Requirements *A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:* *At least the distance specified in a schedule to the zone, or* *If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.* *Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.* *Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.* Assessment Based on the wall heights of 3.45m at the ground floor level and 5.2m at the first-floor level, the required setbacks in this instance are: 1m at the ground floor level and 1.48m at the first-floor level. The dwellings are setback a minimum of 1m at the ground floor level and 1.6m at the first-floor level from the side and rear boundaries in accordance with the standard. It is considered that the height and setback of the proposed buildings respect the neighbourhood character and limits the impact on the amenity of the dwellings.

		Complies
B18	Walls on Boundary	Objective *To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.* Numerical Requirements *A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:* *10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or;* *Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.* *A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.* *A building on a boundary includes a building set back up to 200mm from a boundary. The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.* Assessment In this instance the length of the carport structure permitted to be located on the northern boundary is 17.8m. The proposed carport structure on the northern boundary is 6m in length and are a height of 3.3m to the parapet of the façade in accordance with the standard. **Complies**
B19	Daylight to Existing Windows	Objective *To allow adequate daylight into existing habitable room windows.* Numerical requirements *Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky.* Assessment All existing windows will maintain a minimum $3m^2$ light court in accordance with the standard. The development will have no impact on daylight access to 1/10 Lorenz St and the proposed development is separated from 10 Rawson St by a driveway and brick garage. It is considered that adequate daylight is provided into existing habitable windows. **Complies**

B20	North Facing Windows	Objective *To allow adequate solar access to existing north-facing habitable room windows.* Numerical requirements *If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window.* Assessment A total of five north facing habitable windows are located to the south of the site. The windows setback 1.19m from the boundary. The windows are not covered with an eave. The ground floor wall of Dwelling 3 is required to be setback 1m from the boundary. The first-floor wall of Dwelling 3 is required to be setback 1.96m from the boundary. The southern walls of Dwelling 3 are setback 1m from the shared boundary at the ground floor level, and 2.88m from the first-floor level in accordance with the standard. **Complies**
B21	Overshadowing Open Space	Objective *To ensure buildings do not significantly overshadow existing secluded private open space.* Numerical requirements *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.* Assessment The proposal complies with the numerical standards above. The dwelling to the south contains secluded private open space located along the rear boundary, beyond the rear wall of the extended footprint of the dwelling. The open space has a depth of 5.5m. Whilst shadow plans indicate that the shadow cast by the development create a minor increase in shadow beyond that cast by the existing fence at 3pm on the equinox, the secluded private open space of the dwelling to the south will maintain sunlight access in accordance with the requirements of this standard. **Complies**
B22	Overlooking	Objective *To limit views into existing secluded private open space and habitable room windows.* Numerical Standards *A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9*

		metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level. *A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:* *Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.* *Have sill heights of at least 1.7 metres above floor level.* *Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.* *Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.* *Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.* *Screens used to obscure a view should be:* *Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels.* *Permanent, fixed and durable.* *Designed and coloured to blend in with the development.* *This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.* <u>Assessment</u> A site cut along the internal north-south boundary will result in the ground level of the proposed dwellings being lowered slightly. The site cut and resultant altered ground levels are indicated on the plans and elevations. The proposal has incorporated the following mitigation measures in accordance with the standard: <u>Northern boundary interface</u> At the ground floor level, visual barriers comprise fences and lattice with a height of 1.8m, a 3.3m high garage wall and a fence with a height of 1.85m. These structures will provide an appropriate visual barrier between the dwellings at the ground floor level. At the first-floor level, two-bedroom windows are proposed. The windows are screened with one window containing fixed obscure glazing to a height of 1.7m above finished floor level with clear and openable glazing above. The second window is a highlight window with a sill height of 1.7m above finished floor level with clear openable glazing. A window provided at the landing of the stairwell is non-obscured. Whilst the garage provides limited screening, a condition of permit will require the window to comprise the use of a fixed external screen that satisfies the overlooking requirements of Standard B22.

		<u>Eastern boundary interface</u> This interface has an outlook onto Lorenz St. At the ground floor level, the boundary shared with No.10 Lorenz St will retain a portion of 1.8m high fencing providing privacy between the dwellings at the ground floor level. At the first-floor level, two habitable room windows are proposed. The window to Dwelling 2 is a distance of 7.5m from the ground floor habitable room window of 1/10 Lorenz and 8.6m from the first-floor habitable room window. A fixed external screen will be required along the dwelling 2, bedroom 1 window to accord with Standard B22 to address overlooking. <u>Southern boundary interface</u> The boundary fences have heights of 1.95m and 2.05m and are positioned either side of a garage with a wall height of 2.3m. At the first-floor level, one habitable room window is proposed to bedroom 2. The window is provided with fixed obscure glazing to a height of 1.7m above finished floor level with clear openable glazing above. A further window is located over the stairwell as opposed to the landing which will not be screened. The location of the window limits views into the adjoining habitable room windows. <u>Internal boundary interface</u> Dwellings 2 and 3 each contain a rear deck with a floor level elevated 0.25m above the natural ground level. The floor level of the decks will be the same as the buildings floor level. However, these are cut in lower than the ground level of Unit 1. At the first-floor level, the rear elevations of Dwellings 2 and 3 contain a total of three habitable room windows. Each of these windows is provided with fixed obscure glazing to a height of 1.7m above finished floor level with clear openable glazing above. **Complies subject to conditions**
B23	Internal Views	<u>Objective</u> *To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.* <u>Assessment</u> The proposal has incorporated the following in accordance with the standard (see numerical requirements of Standard B22 above). The construction of 1.8m fences between the dwellings and privacy screens will create appropriate visual barriers at the ground floor level. It is considered that the measures in place limit views into the secluded private open space and habitable room windows of dwellings within the development. **Complies**
B24	Noise Impacts	<u>Objective</u> *To contain noise sources in developments that may affect existing dwellings.* *To protect residents from external noise.* <u>Assessment</u>

		The noise generated from the development will be similar to what can reasonably be expected within a residential area. No external noise sources have been identified. **Complies**
B25	Accessibility	Objective *To encourage the consideration of the needs of people with limited mobility in the design of developments.* Assessment The standard relates to dwelling entries of the ground floor of dwellings to be accessible or able to be easily made accessible to people with limited mobility. The dwelling entries can be easily made accessible to people with limited mobility. Further, the single floor level of accommodation with the creation of open plan living could provide accommodation for a person/s of restricted mobility if bathroom design is DDA compliant. **Complies**
B26	Dwelling Entry	Objective *To provide each dwelling or residential building with its own sense of identity.* Assessment The dwelling entries are easily identifiable from the street and provide a good sense of individual address to the dwellings. **Complies**
B27	Daylight to New Windows	Objective *To allow adequate daylight into new habitable room windows.* Numerical Requirements *A window in a habitable room should be located to face:* *An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or* *A verandah provided it is open for at least one third of its perimeter, or* *A carport provided it has two or more open sides and is open for at least one third of its perimeter.* Assessment All new habitable room windows have been provided with a $3m^2$ light court in accordance with the standard. The lack of eaves to the ground floor windows of Dwellings 2 and 3 ensure this outcome is achieved. In relation to the existing dwelling, the installation of a north facing glazed sliding door will provide increased access to daylight to the reconfigured open plan living area, improving the amenity of occupant of this dwelling. It is considered that the proposal has been designed to allow adequate daylight into new habitable windows. **Complies**
B28	Private Open Space	Objective

		To provide adequate private open space for the reasonable recreation and service needs of residents. Numerical Requirements The schedule to the General Residential Zone specifies the following requirement in relation to this standard: *An area of 40 square metres, with one part of the private open space to consist of secluded private open space with a minimum area of 25 square metres and a minimum dimension of 4 metres.* *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.* Assessment The proposed dwellings are provided with the following areas of private open space in accordance with the standard: Dwelling 1: 150sqm (secluded area is 29sqm with a minimum dimension of 4m) Dwelling 2: 60sqm (secluded area is 45sqm with a minimum dimension of 4m) Dwelling 3: 57sqm (secluded area is 46sqm with a minimum dimension of 4m) It is considered that private open space has been provided for the reasonable recreation and service needs of the dwelling and each has convenient access from their respective living rooms. **Complies**
B29	Solar Access to Open Space	Objective *To allow solar access into the secluded private open space of new dwellings and residential buildings.* Numerical Requirements *The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.* Assessment It is considered that the development has been designed to allow adequate solar access into the secluded private open space of the dwellings. **Complies**
B30	Storage	Objective *To provide adequate storage facilities for each dwelling.* Numerical Requirements *Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.* Assessment Each new dwelling has access to at least 6 cubic metres of storage space which is incorporated into the garage, outside the clearance area for parked vehicles. As the storage areas are incorporated as additional floor space outside the clearance area and will not contain doors, the storage facilities are considered to pose an acceptable facility for future occupants.

		The existing dwelling is not provided with storage facilities. A condition of permit will require this facility to be provided along the internal rear boundary. It is considered that the development incorporates adequate storage facilities. **Complies subject to conditions – Dwelling 1**
B31	Design Detail	Objective *To encourage design detail that respects the existing or preferred neighbourhood character.* Assessment The retention of the original dwelling fronting Rawson Avenue and the construction of an attached carport with a brick parapet wall is typical of development in the locality. Original residential development in the locality present limited detailing, with weatherboard or brick walls covered by tiled hipped roofs. Recent infill developments present articulation created through the use of more varied materials, with each level of the building being treated differently. Each building level is provided with a hipped roof constructed of tiles which ensures the proportion of walls to roof is appropriate and that sheer double storey walls are created. This form of development is present on the adjoining site at No.10 Lorenz Street, where four dwellings of double and single storey scale have been constructed. The development proposes the introduction of a greater level of detail to the façade of each dwelling through the creation of individual designs containing similar elements and a staggered front wall design. The articulation creates a development which has a 'lighter' visual presence at the ground floor portion of the ground floor level of each dwelling within the duplex building form. The use of a gable at the first-floor level of each dwelling replicates the element present on the original building. The remaining first floor roof elements are hipped. The setback of each single garage behind the front wall and cantilevered first floor ensures the garages are not visually dominant within the façade. The staggered building line of each dwelling at both levels create visual interest that is combined with the relatively equal proportions of front walls to the garage widths. The building form presents an alternative façade design to a conventional side by side layout with a mirror image. Variation between the layout and appearance of the dwellings creates individual identities, while the duplication of elements and materials creates a cohesive building form. **Complies**
B32	Front Fences	Objective *To encourage front fence design that respects the existing or preferred neighbourhood character.* Assessment

		The existing front fence to Rawson Avenue is to remain. A low front fence to the Lorenz Street front of Dwelling 3 is proposed in accordance with the existing neighbourhood character which consists of a variety of front boundary treatments. **Complies**
B33	Common Property	Objective *To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.* *To avoid future management difficulties in areas of common ownership.* Assessment No common property is proposed. **N/A**
B34	Site Services	Objective *To ensure that site services can be installed and easily maintained.* *To ensure that site facilities are accessible, adequate and attractive*. Assessment Bin areas, clotheslines and mailboxes are provided to each dwelling. The electrical meter boxes will be required to be appropriately treated to Council's satisfaction. **Complies subject to conditions**
Officer Comments:		Response to grounds of objection ***Court bowl / cul de sac issues*** *Lorenz Street contains a court bowl, at the end of which it is proposed to provide vehicle access to the new dwellings within the development. This would alter the way the existing court bowl currently functions and remove the ability for some car parking within the court bowl. According to the objectors, the cul du sac characteristic was an attraction for many residents when purchasing property. The objectors do not want vehicle access to the new dwellings provided from Lorenz Street. At present children play in the court and the proposed development would impact on their ability to do so.* **Lorenz Street parking / traffic** *Increased traffic in Lorenz Street would create a reduced level of amenity, with car parking considered by residents to be at capacity.* *When vehicles park on both sides of the street access past parked vehicles is dangerous, and would restrict emergency vehicle access.* *When vehicles park too close to driveways access is restricted, creating a reduced level of amenity.* *There is already a high demand/shortage of parking available within the street, and the development would worsen this situation.* *Mobility and health issues of existing residents would be exacerbated. by increased traffic and parking issues associated with the development.* *Tandem spaces will not be used adding to car parking demand / pressure on Lorenz St.* Response The interface between the rear boundary and the cul du sac has always had the capacity for the creation of vehicle access to the site because the site has legal abuttal to Lorenz Street. This opportunity was created by the original subdivision configuration.

	Council's Traffic Engineers have not raised concerns regarding the increased traffic volume that would be generated by the development, with the road network having the capacity to cater for the additional demand, noting that it is only for two additional dwellings. An increase in traffic may result in some increased delays associated with vehicle movements which is considered to be acceptable in an urban context. The proposed site layout provides one centrally positioned double width driveway to Lorenz Street. The site has the right to create access to Lorenz St without the need for planning approval. The approval required would be a crossover permit processed by the Engineering Department. The configuration of the court bowl does not really allow for any vehicles to park in the court bowl, despite the convenience enjoyed by those who currently do it. Therefore the creation of the new access will not reduce the parking entitlement within the court bowl or prevent vehicles legally conducting multiple manoeuvres to exit the street in a forward direction. The court bowl will provide the opportunity for vehicles parked within the garages or tandem spaces of Dwellings 2 and 3 to carry out a multiple point reversing manoeuvre and exit the street in a forward direction. The function of the court bowl would apply to the future dwellings, as well as being retained by occupants/visitors of existing dwellings. The access arrangements for the development will be designed and constructed to current design standards. The provisions accept single garages with a tandem space for a development of this nature. Accessible parking permits are issued by Council. If necessary, residents can request the creation of an Accessibility on-street parking bay and the installation of 'hockey stick' line marking to the side of each driveway to ensure adequate clearance is provided to enable vehicles to enter and exit properties. In the event of access being obstructed, Council's Local Laws Officers can be requested to investigate complaints. **Waste bins storage and collection** *The street already has limited capacity for waste bin storage, and additional bins will exacerbate this situation.* <u>Response</u> As previously discussed in the referral section of this report, this is a legitimate issue given that residents all have to place their bins on the northern side of the street because Council's garbage trucks reverse down the street to collect the waste. A double crossover at the end of the cul de sac as proposed will not impact the trucks from doing this, and Council's Waste Services team are satisfied that there is sufficient room on the northern side of the court bowl for some additional bins on collection day. **Planning considerations** *The proposal does not comply with ResCode (a Clause 55 table with comments was provided).* *The proposal does not comply with various provisions of the PPF.*

	Dispute assessment provided in the applications written submissions, particularly in relation to the potential impact on Lorenz St residents. <u>Response</u> The application was accompanied by a written submission. Whilst this has been considered as part of this fficer assessment, officers have undertaken a full and detailed independent assessment of the application against the relevant provisions of the Brimbank Planning Scheme, as detailed throughout this report. Overall, the proposal is considered to pose an appropriately designed infill development that takes advantage of the dual street frontage of the site, whilst limited the impact on neighbours. The assessment of neighbourhood character is a subjective matter, and it is noted that the development has greater connection with Lorenz Street than Rawson Avenue where a single dwelling on a smaller lot will be established. In relation to ResCode (or Clause 55), variations have been identified against Standard B14 – Access, with Standard B6 – Street setback considered to have no applicable numerical requirements. Conditions relating to additional privacy measures will ensure the development does not create overlooking into the protected areas of the adjoining dwellings. This report has identified the proposed relationship between the development and Lorenz Street and Rawson Avenue. Overall, the proposal is considered to present an outcome that achieves a level of compliance with the various provisions of the Planning Scheme that justifies support for the proposal. **Neighbourhood character** *Development is not 'sympathetic' to existing building form.* *The court character of Lorenz St would be changed / lost.* *Loss of existing vegetation cannot be replaced.* <u>Response</u> Neighbourhood character is subjective. Its assessment requires consideration to be given to all existing building forms, and identify any consistencies in subdivision, building forms, materials, and the layout of buildings. Planning Officers have provided comments on the existing neighbourhood character in the various sections of this report, determining that the design response is found to be both 'respectful of' and 'sympathetic to' the existing neighbourhood character, which includes the bulk, height and appearance of the adjoining infill development that contains two double storey dwellings fronting the street. In relation to landscaping, while existing vegetation is proposed to be removed the conditions of permit would require the planting of semi-mature canopy trees within the front and rear setbacks of each dwelling in additional to garden beds. **General amenity issues** *Overshadowing and its impact on landscaping.* *Increased noise.* <u>Response</u>

	The shadow plans indicate that a minor increase in shadow on the rear yard of the dwelling to the south (6 Rawson) will still result in compliance with the relevant standard of ResCode. These concerns were submitted by a party that is not located to the south of the site. The level of noise that is likely to be generated by future occupants is expected to be appropriate for activity within an urban area and not dissimilar to noise generated by any other residential property. **Other** *Development is commercially based and has no regard to the impact on Lorenz St residents.* *Breaches the Charter of Human Rights (2006) Victoria in relation to rights of existing residents of Lorenz St to maintain their amenity* *Want site fully redeveloped with vehicle access limited to Rawson Avenue.* <u>Response</u> There are no planning controls that prevent developments being based on commercial considerations. Planning considerations include amenity for future and existing residents and neighbourhood character elements of the locality and the assessment of the proposed site layout and building design. The potential amenity impacts have been considered throughout this report, and it has been concluded that there will be little if any material detriment to the amenity of existing residents from the proposed development. One area of concern is however the construction phase of the development and the impact on Lorenz Street of construction vehicle parking, deliveries to the site, etc. As a result it is recommended that a condition be placed on any approval for a Construction Environmental Management Plan (CEMP) to be prepared and followed for the duration of the construction. In particular the CEMP should address the following additional matters: (a) Vehicle parking for all construction workers and visitors during the demolition and construction phase must be along Rawson Avenue, not Lorenz Street. (b) All demolition material must be removed from the site via Rawson Avenue, not Lorenz Street. (c) Where possible, all construction materials and equipment must be delivered to the site from Rawson Avenue, not Lorenz Street. In circumstances where this is not possible, delivery vehicles must not block driveways to existing properties in Lorenz Street, and must park there for the minimum time possible to complete the delivery.
Conclusion and Recommendation	A comprehensive and detailed assessment of the application has been undertaken against the provisions of the Brimbank Planning Scheme. On the merits of the proposal, it is recommended that the proposal be supported and that a Notice of Decision to Grant a Planning Permit be issued subject to the conditions listed within **Attachment 5** to this report.

Proposed Conditions:

Amended/Endorsed Plans

(1) Before the development starts, amended plans and reports to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans and reports will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans and reports must be generally in accordance with the plans and reports submitted with the application (received by Council on 30 April 2024) but modified to show:

(a) Provision of a 6m^3 storage shed located in the secluded private open space of Dwelling 1.

(b) Provision of at least one openable sash in the first-floor stair windows for both Dwellings 2 and 3, with remote operation if out of reach.

(c) Notation on floor and elevation plans that all windows are able to be locked open.

(d) Notation on floor plans that the electric vehicle charging point must be a minimum 32 AMP.

(e) A fixed external screen to meet the design requirements of Standard B22 to the following windows:

(i) Dwelling 2 first floor north-facing landing window; and,

(ii) Dwelling 2 first floor east-facing bedroom 1 window.

(f) A WSUD Plan in the main drawing set, annotating the water tank is connected to all toilets and irrigation in each dwelling, and removing reference to raingardens.

(g) Amendments to the SDA to provide the following to the satisfaction of the Responsible Authority:

(i) Revise text in the body of the SDA (not appendices) to remove duplicate information, and provide clear commitments to the following:

- Electrical vehicle charging will be a minimum Level 2 (32 Amp minimum).
- Rainwater tank will be connected to all toilets and for irrigation purposes in Dwellings 2 & 3.
- Timber is to be sourced from sustainability managed sources that hold third party verification is sought (e.e. FSC/PEFC 'Responsibility Wood').

(ii) Provide space heating and cooling which has energy efficiency which is rated within one star of the best available, and adjust BESS accordingly.

(iii) Provide LED lighting and remove reference to fluorescent lighting.

(iv) Include a full copy of the published BESS report within the SDA after revision to include:

- Use 5 star minimum efficiency for gas heating, and 4 star to represent an average rating for heat pumps heating or cooling.
- Any changes triggered by other conditions.

(v) Provide a recycling target to ensure waste avoidance, reuse and recycling of materials during demolition and construction.

(h) A landscape plan in accordance with Condition 3.

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

Landscaping

(3) Prior to the endorsement of plans, and commencement of development, 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. The landscaping plan must be generally in accordance with the proposed development plan but must show:

(a) A minimum of 1 medium-sized tree (minimum 2 metres tall when planted and 6-12 metres at maturity) in each of the front setbacks of Dwellings 1, 2 and 3;

(b) Areas of lawn and garden beds delineated on the plans. All proposed vegetation planting must be contained within a garden bed and mulched accordingly;

(c) Permeable concrete pavers provided to the pedestrian path to Dwelling 2;

(d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant; and,

(e) Changes as per conditions 1 (a), (b) and (g) of this permit.

All species selected must be to the satisfaction of the Responsible Authority.

(4) Prior to the commencement of Occupation, unless otherwise agreed in writing with the Responsible Authority 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. This includes the replacement of any dead, diseased or damaged plants.

(6) A cash bond for $1,500, plus a non-refundable 5% service charge of $75 (Total of $1,575), 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.

Construction Management Plan

(7) Prior to works commencing, a Construction Environmental Management Plan (CEMP) must be submitted to and approved by the Responsible Authority. When approved, this CEMP will form part of this permit. The CEMP must be in accordance with Council's CEMP template and guidelines. The approved CEMP must be implemented at all times, to the satisfaction of the Responsible Authority. In particular the CEMP must address the following additional matters:

(a) Vehicle parking for all construction workers and visitors during the demolition and construction phase must be along Rawson Avenue, not Lorenz Street.

(b) All demolition material must be removed from the site via Rawson Avenue, not Lorenz Street.

(c) Where possible, all construction materials and equipment must be delivered to the site from Rawson Avenue, not Lorenz Street. In circumstances where this is not possible, delivery vehicles must not block driveways to existing properties in Lorenz Street, and must park there for the minimum time possible to complete the delivery.

Street Tree Protection

(8) A fenced tree protection zone (TPZ) must be established and maintained using methods set out in AS4970-2009 "Protection of Trees on a Development Site" for the entire duration of the works onsite for the street trees to Rawson Avenue and Lorenz Street. TPZ fencing must be in place prior to any works onsite including any demolition.

(9) No mechanical excavations are to occur within the TPZ or structural root zone (SRZ) of any existing street trees, including for service connections.

(10) The nature strips must not be used for the storage or delivery of any building materials.

Development Contribution Levy

(11) A Development Contribution in accordance with the approved Development Contributions Plan must be paid to Brimbank City Council.

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 in the number of new dwellings within each stage.

The Community Infrastructure Levy (CIL) must be paid prior to the issue of a building permit under the *Building Act 1993*.

The total amount payable will be dependent on the levy amount at the time of payment, as the levy amount is adjusted annually based on the Consumer Price Index (CPI).

Car Parking

(12) Before the occupation of the development starts, the areas set aside for the parking of vehicles and driveways as shown on the endorsed plans must be:

(a) Constructed in concrete or asphalt;

(b) properly formed to such levels that they can be used in accordance with the plans;

(c) Drained; and,

(d) Maintained

all to the satisfaction of the Responsible Authority.

(13) Car spaces, access lanes and driveways must be maintained, kept free of obstructions, and remain available for vehicle parking and movement at all times.

(14) Prior to the commencement of the development hereby approved, vehicular crossings must be constructed to the road to suit the proposed driveways in every location shown on the endorsed plans to the satisfaction of the Responsible Authority. A Vehicle Crossing Permit must be obtained from Council's Engineering Department prior to any works commencing on the site.

(15) The owner/developer is responsible for determining the location of any road infrastructure or non-road infrastructure in the road reserve (e.g. pits, poles, water mains, gas mains, telecommunications cables etc.) that could be affected by the installation of the new crossovers or related works.

Any existing road infrastructure or non-road infrastructure located within or adjacent to the new crossovers must be altered, relocated or reconstructed to the satisfaction of the Responsible Authority and/or the relevant utility provider or infrastructure manager at the expense of the owner/developer.

Engineering

(16) Access to the site and ancillary road works must be constructed in accordance with the requirements of the Responsible Authority.

(17) Prior to the commencement of the development, a legal point of discharge is to be obtained. A stormwater drainage plan showing how the site will be drained from the property boundary to the stated point of discharge must be submitted to and approved by the Responsible Authority.

(18) An on-site stormwater drainage retention/detention system must be installed on the subject land to the satisfaction of the Responsible Authority.

(19) The entire development site must be connected to the existing underground drainage and sewerage systems to the satisfaction of the Responsible Authority.

(20) The crossovers 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.

(21) Protective kerbs (of a minimum height of 150mm) must be provided to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas and to control drainage flows.

Water Sensitive Urban Design

(22) The performance of any Water Sensitive Urban Design (WSUD) device must be monitored and maintained such that it continues to meet Best Practice standards. In the event that the device fails to meet Best Practice standards it must be repaired or replaced with an alternate at the cost of the owner/operator to the satisfaction of the Responsible Authority.

Multi Unit Residential Development

(23) Obscured, fluted or similar glazing must not be used on the front elevation of any dwelling hereby approved.

(24) All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

(25) The walls on the boundary of the adjoining property shall be cleaned and finished to the satisfaction of the Responsible Authority.

(26) Provision must be made on the land for the storage of waste and recycling bins in a location that is not visible from the street to the satisfaction of the Responsible Authority.

(27) Prior to the occupation of the dwellings hereby permitted all side, rear and internal fencing must be provided to a minimum height of 1.8m above the finished ground level (except where visibility splays are required toward the front of the site) and be in good condition to the satisfaction of the Responsible Authority. The owner of the subject land must pay all costs associated with the construction / modification of the fences, to the satisfaction of the Responsible Authority.

Time Limit – Development

(28) This permit will expire if one of the following circumstances applies:

(a) The development is not started within two years of the date of this permit,

(b) The development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before 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) ***Building Surveyor Note:*** *A siting assessment has already been undertaken and therefore an assessment under Part 5 of the Building Regulations 2018 is not required.*

(3) Approval must be obtained from Council's Engineering Department (Phone: 9249 4000) for the construction or alteration of any vehicle crossings prior to the commencement of any works on the site.

(4) Prior to any works commencing on site, an Asset Protection Permit must be obtained from Council's Engineering Department (Phone: 9249 4000).

(5) Mailboxes must be dimensioned, located and orientated to accord with the relevant Australia Post Guidelines as updated from time to time.

(6) A copy of this permit and the endorsed plans must be provided to all builders and contractors who are to work on the site so that they are aware of the conditions to which this approval is subject.

(7) If there is a change in ownership or any change in detail of the payee for the landscape bond, a 'Transferral of Bond' form can be obtained from Council's City Planning Unit (9249 4000) ensuring the details of new payee of the landscape bond are transferred to the application.

(8) Please refer to Council's website at: https://www.brimbank.vic.gov.au/building-and-planning/development-contributions-plan to calculate the indicative Development Contribution Plan (DCP) levy and to request a DCP invoice.

12.4	**Submission to Albion Quarter Structure Plan Discussion Paper**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Leanne Deans
Attachment(s)	1. Albion Quarter Structure Plan Discussion Paper [**12.4.1** - 53 pages] 2. BCC Submission to Albion Quarter Structure Plan Discussion Paper - July 2024 [**12.4.2** - 21 pages]

Purpose

To seek Council endorsement of the draft Submission to the Albion Quarter Discussion Paper.

Officer Recommendation

That Council:

a. Notes the Albion Quarter Discussion Paper, prepared by the Department of Transport and Planning, shown at Attachment 1.

b. Endorses the Submission to the Albion Quarter Discussion Paper, shown at Attachment 2, and its lodgement with the Department of Transport and Planning by 28 July 2024.

c. Notes that the Victorian Government announced infrastructure investment changes in the May State Budget that impacts the Sunshine Precinct, and that Council will continue to advocate for infrastructure investment in line with the *Brimbank Advocacy Plan 2023-25.*

d. Provides the Submission to the Albion Quarter Discussion Paper, shown at Attachment 2, to the Hon. Natalie Sulyman MP, Member for St Albans, and Sarah Connolly MP, Member for Laverton.

Background

On 20 May 2024, the Department of Transport and Planning (DTP) released the Albion Quarter Discussion Paper (Discussion Paper), shown at **Attachment 1,** for public comment to inform the further development of the Albion Quarter Structure Plan (Structure Plan) within the Sunshine Precinct.

The Albion Quarter, shown at Figure 3 and 4 of the Discussion Paper, comprises an area focused on Albion Station and its surrounds, extending to existing industrial and mixed commercial areas north of Ballarat Road (either side of the railway line) and land east of the station.

The Discussion Paper is a high-level planning focused document that will inform the preparation of a Structure Plan. The Discussion Paper is intended to facilitate feedback from the community and key stakeholders on issues and opportunities to inform the next phase of the Structure Plan. The Discussion Paper provides background information on the project, contextual analysis and proposes a Draft Vision, Principles and Emerging Ideas, which are being tested as part of the engagement process.

The purpose of developing the Structure Plan is to guide the transition of Albion Quarter from the current industrial land use mix to a more commercial and mixed-use area which supports the next generation of jobs, innovation and services, and provides space for new residential housing close to public transport and active transport connections.

The need for an Albion Quarter Structure Plan

There is significant opportunity to reimagine the Albion Quarter and was recognised in Council's *Sunshine Precinct Opportunity Statement Vision 2050* (Sunshine Vision), adopted in August 2021. The Sunshine Vision and several other Council led policy documents and advocacy campaigns were some of the catalysts for the Victorian Government to recognise the opportunity that exists in the Albion Quarter area. Investment by the Commonwealth and Victorian Government in Melbourne Airport Rail and the Sunshine Super Hub will bring unprecedented benefits into the Sunshine Precinct.

The Victorian Government's *Sunshine Precinct Opportunity Statement 2021* also sought to capitalise on these opportunities by identifying Albion as one of three distinct hubs within the Precinct to accommodate transformational change, alongside Sunshine Station and the Sunshine CBD.

While other parts of the Sunshine Precinct have begun to change through urban renewal, the land around the Albion Station has not and this has driven the need for greater planning certainty and direction to drive the development of this important area.

The Structure Planning process

DTP commenced work on the Structure Plan in 2021 and has been working in collaboration with departments across the Victorian Government, Brimbank City Council, and key stakeholders.

Where opportunity exists Council officers have worked closely with DTP officers, seeking to ensure that both Council's and the community's priorities are considered as part of the Discussion Paper and other key projects being undertaken for the broader Sunshine Precinct.

A range of background analysis and technical investigations are being progressed to inform structure planning for the Albion Quarter. This work will improve DTPs understanding about utilities, transport, amenity impacts of existing land uses, land contamination, population and employment forecasts to inform the Structure Plan.

The release of the Discussion Paper forms the conclusion of Phase 1 (the background and vision phase) of three key phases in the development of the Structure Plan. Phase 2 focuses on the drafting of the Structure Plan with Phase 3 focused on consultation and planning scheme changes.

Following feedback from the community and stakeholders as part of Phase 1, DTP will commence development of a draft Structure Plan, incorporating and or reflecting relevant feedback and technical studies and investigations. It is understood that there will be stakeholder engagement as part of this phase, with opportunity for the public to provide feedback on the draft Structure Plan in Phase 3 of the process.

In Phase 2 DTP will also commence developing an implementation plan which may include further development contributions through an Infrastructure Contributions Plan, in addition to the two Development Contribution Overlays that impact the area, to help funded delivery of key elements in the Structure Plan over time.

Matters for Consideration

Options

A draft Submission prepared in response to the Albion Quarter Discussion Paper is shown at **Attachment 2**.

The following options are available to Council:

A. Endorse the draft Submission to the Albion Quarter Structure Plan, shown at **Attachment 2.**
B. Endorse the draft Submission to the Albion Quarter Structure Plan, shown at **Attachment 2**, with changes
C. Determine not to endorse the draft Submission to the Albion Quarter Structure Plan Discussion Paper, shown at **Attachment 2**, with no further action.

Overview of draft Submission

The draft Submission focuses on matters of greatest impact and importance to Council and community to inform the next phase of the development of the Structure Plan. Many of these matters have been raised with DTP in ongoing discussions, including in meetings about the development technical studies and background analysis work to inform the development of the Structure Plan.

This draft Submission addresses, but is not limited to:

- The importance of the Victorian Government committing to funding and the timely delivery of key infrastructure projects including the Melbourne Airport Rail and the Western Rail Plan.

- Provides in-principle support for the draft vision statement, principles and emerging ideas which are consistent with the Sunshine Vision, while encouraging a focus on cultural and indigenous identity as part of developing the Structure Plan.

- Give greater regard to how Albion Quarter plays a contributing role in the development of the broader Sunshine Precinct and beyond.

- Prioritise job creation by providing a clear competitive advantage and sufficient floorspace to provide jobs growth and jobs for the future. Target case figures in the Opportunity Statement indicate significant growth in jobs and population in the Sunshine Precinct by 2051, however there is limited information at present on what are the quantum of jobs and/or population numbers are being planned for in the Albion Quarter.

- Prioritise the creation of a high amenity, walkable and connected urban environment that presents as a seamless and interconnected environment with the Sunshine Metropolitan Activity Centre and the broader Sunshine Precinct, as well as its neighbouring residential and other areas.

- Provide clarity on the role of streets and potential future infrastructure investment which could unlock more frequent and better accessible bus networks servicing both Albion and Sunshine Stations for local and regional travel.

- Plan for significant growth and development opportunity that maximises planned investments in infrastructure, while also providing strategic justification for proposed densities. This includes reference to how investment opportunities

such as the Western Rail Plan, Melbourne Airport Rail and those for Sunshine and Albion stations play a role in physical transformation opportunities.

- Identifies the shared vision and objectives that Council and DTP have for the area and the alignment with Council policies, strategies, and plans, and proposed Brimbank Planning Scheme Amendment C225brim that align and provide guidance to the future structure plan. Examples include Council's *Sunshine Priority Precinct Vision 2050, Urban Forest Strategy, Brimbank Housing and Neighbourhood Character Strategy 2023 and Planning Scheme Amendment C225brim.*

Victorian Government Infrastructure Investment Changes

In 2019, Council adopted the *Brimbank Response Strategy to Western Rail* (Response Strategy) in response to significant transport infrastructure and investment flagged by the Victorian Government.

The Response Strategy provides a framework and work plan, including advocacy, to ensure delivery of these projects results is a win/win for Council and community. Part of the work to date has included community consultation as part of Building Brimbank which informed the development of the *Sunshine Priority Precinct Vision 2050*.

The Victorian Government budget announced in May 2024 that the Geelong and Ballarat Fast Rail, and Wyndham Vale and Melton Rail Lines Electrification projects have all been cancelled, with delivery of the Melbourne Airport Rail (MAR) project set back by at least four years from the previously identified completion date in 2029.

While both the Victorian and Commonwealth governments have committed to funding the delivery of MAR, its delay along with the cancellation of the above projects will have flow on effects impacting the scope of development outlined in the Sunshine Station Masterplan. The delay also creates significant uncertainty regarding the scope, scale and form of development proposed for the Albion Station rebuild, and surrounds, including impacts on planning for the immediate Albion Station Precinct and Albion Quarter.

In addition to Council, there is strong support from a wide range of stakeholders and neighbouring councils for the progressing the delivery of MAR and the other rail infrastructure projects. Council will continue advocacy in line with the *Brimbank Advocacy Plan 2023-2025* to encourage the delivery of MAR as a priority given its stimulus effect on the local and regional economy and community benefits.

It has been reported that the Commonwealth Government appointed mediator, Neil Scales OBE, will be submitting his report to Government in the coming weeks.

Next Steps

Subject to Council's decision, the draft Submission would be lodged with DTP by 28 July 2024.

Council officers will continue to advocate for appropriate consideration, reflection and application of Council policies, strategies and plans to inform the development of the structure plan and associated planning scheme amendment.

Community Engagement

DTP are seeking submissions on the Discussion Paper between 20 May 2024 and 28 July 2024. The Discussion Paper is available on the Victorian Government's Engage Victoria

website and interested individuals or groups can complete an online questionnaire or feedback form.

In person 'pop-up sessions' have been, or are scheduled for:

- Victoria University - Sunshine Campus between 11:00am and 1:00pm on 12 June 2024
- Albion Station between 7:00am and 9:00am on 23 July 2024.

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 – A future structure planning process will directly impact existing landowners and occupiers within and around the Albion Quarter. The draft Submission seeks appropriate development outcomes and ongoing investment in key public transport infrastructure that will deliver social and economic benefits for the community.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land:
• Yes – The redevelopment of the Albion Quarter neighbourhoods represents a significant opportunity to improve the environmental health and performance of the area through site cleanup/management, landscaping and appropriate long term land use change and development.

Financial: significant financial impacts:
• None at this stage – The redevelopment of the Albion Quarter will increase the demand for Council services, facilities and asset maintenance as land use changes and population grows within the precinct.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders:
• Yes – The implementation of a future Structure Plan will require an amendment to the Brimbank Planning Scheme and will be required to align with the Planning and Environment Act 1987.

Safety: health, safety or duty of care impacts
• Yes – The development of the Albion Quarter is anticipated to improve safety and amenity in and around the area.

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

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.

This report is informed by the:

- *Planning and Environment Act 1987*
- Brimbank Planning Scheme
- Plan Melbourne 2017-2050
- Sunshine Priority Precinct Vision 2050
- Advocacy Plan 2023
- Brimbank Response Strategy to the Western Rail Plan 2019
- Sunshine Town Centre Structure Plan 2014
- Sunshine Town Centre Development Contributions Plan
- Municipal Development Contributions Plan
- Brimbank Activity Centre Strategy 2018
- Industrial Land Strategy 2018
- Brimbank Heritage Strategy 2018
- Transport Priorities Paper 2022
- Car parking management plan for Sunshine Activity Centre 2019
- Cycling and Walking Strategy 2016
- Urban Forest Strategy 2016
- Creating Better Parks - Brimbank Open Space and Playground Policy and Plan 2016
- Creating Streets for People Policy 2022
- Sustainable Water Management Strategy 2013 -2023

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

Sunshine Precinct

Albion Quarter Discussion Paper

VICTORIA State Government | Department of Transport and Planning

Sunshine PRECINCT

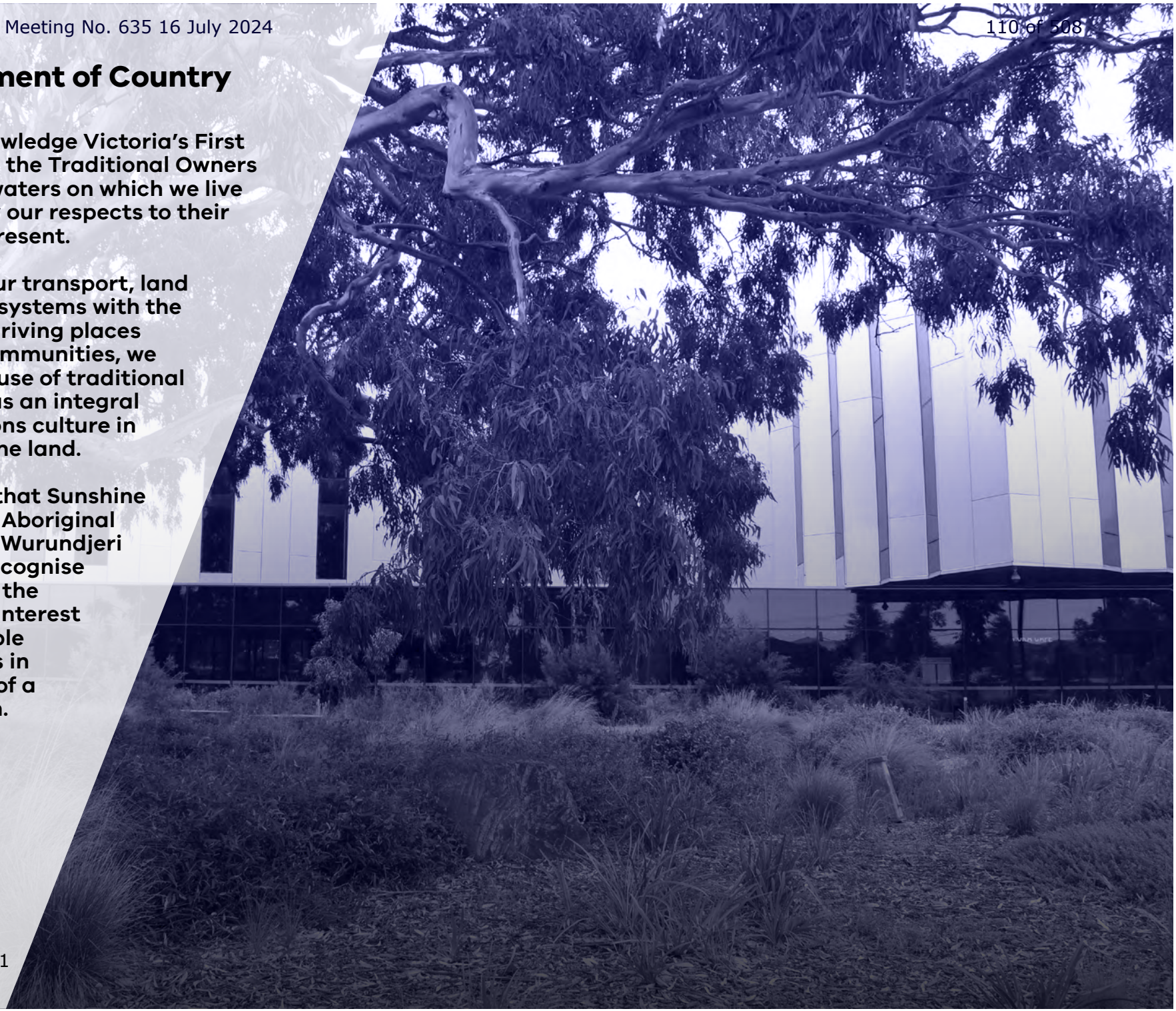
Attachment 12.4.1

Acknowledgment of Country

We proudly acknowledge Victoria's First Nations people as the Traditional Owners of the lands and waters on which we live and work and pay our respects to their Elders past and present.

As we integrate our transport, land use and planning systems with the aim of creating thriving places and connected communities, we acknowledge the use of traditional songlines routes as an integral part of First Nations culture in connecting with the land.

We acknowledge that Sunshine and Albion are on Aboriginal land – land of the Wurundjeri people. We also recognise and acknowledge the contribution and interest of Aboriginal people and organisations in the development of a prosperous region.



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1 Introduction

Introduction

The Department of Transport and Planning (DTP) is working on a Structure Plan for Albion Quarter, part of the Sunshine Precinct.

The name Albion Quarter reflects the focus of change in the proposed Structure Plan area centred around Albion Station and acknowledges this does not reflect existing suburb names.

This Discussion Paper sets out the background of this project, a draft Vision and Principles for the future of Albion Quarter, and a series of Emerging Ideas designed to guide development of the Structure Plan.

The Structure Plan will acknowledge the industrial heritage of the John Darling Flour Mill and the historical significance of Sunshine Harvester to the Sunshine Precinct.

Transforming Albion Quarter in Sunshine Precinct

Why Albion Quarter?

In November 2021 the State Government released a Precinct Opportunity Statement for the Sunshine Precinct. It suggests that much of the forecast growth and change over the next 30 years in Sunshine will be centred around 3 distinct hubs - Sunshine CBD, Sunshine Station and Albion Quarter (Figure 1).

The Precinct Opportunity Statement sets out the vision for Sunshine Precinct:

The Sunshine Precinct provides an opportunity to support the next generation of jobs, innovation, and services in Melbourne. Improving amenity, connectivity and integration with the train station will see Albion transformed into a new centre in Melbourne's west.

The Precinct Opportunity Statement outlines the following goals:

- Transforming Sunshine into the Centre of Melbourne's west.
- Increasing the connectedness of Sunshine's neighbourhoods and hubs.
- Making Sunshine a great place to live.
- Improving outcomes for Sunshine's diverse communities.

It also suggests that Sunshine Precinct can accommodate 34,000-45,000 jobs, 21,000-26,000 homes and 55,000-70,000 residents. As part of the Precinct, Albion Quarter can support the provision of this.

The Structure Plan Project

Plan Melbourne designates Sunshine as a National Employment and Innovation Cluster (NEIC), Metropolitan Activity Centre and Priority Precinct. Sunshine is also a focal point for investment in the rail network, with Metro Tunnel and Suburban Rail Loop (SRL) Airport converging at Sunshine Station transport superhub.

With Sunshine's population expected to more than double over the next 30 years, the State Government is looking to provide certainty to community and investors about how the area will accommodate this growth. As such, Sunshine is a government priority for encouraging jobs and housing growth and leveraging off significant existing infrastructure investment.

Project History

Sunshine Precinct is one of a number of priority precincts. The Department of Transport and Planning (DTP) is leading a whole-of-government effort to implement the vision for Sunshine Precinct as set out in its 2021 Precinct Opportunity Statement.

DTP is leading preparation of the Albion Quarter Structure Plan in collaboration with departments across the Victorian Government, Brimbank City Council, and key stakeholders.

Some parts of Albion Quarter were earmarked for change in the Sunshine Town Centre Structure Plan 2014. Prevalent industrial land uses were considered an underutilisation of land with good access to transport and other infrastructure and amenities. The 2014 Structure Plan informed changes to the Brimbank Planning Scheme including the Activity Centre Zone being applied to 'Sunshine Town Centre' including these segments of Albion Quarter.

The Opportunity

There is a significant opportunity to reimagine Albion Quarter. While other parts of Sunshine have experienced significant change in terms of urban renewal over the last several years, the land around Albion Station has remained largely unchanged.

Large tracts of underutilised or vacant industrial and commercial land epitomise the Albion Quarter. A century of intensive industry and manufacturing activities have created an environment that is car-dependent, contaminated, lacking in open space and tree canopy, and relatively hostile to pedestrians. These conditions make it a strong candidate for positive change and major urban renewal.

Sunshine is poised to become a key transport superhub. By 2025, it will be just 16 minutes from the Melbourne CBD via the new Metro Tunnel, and further enhanced through the planned connection to the airport.

The Sunshine Station Masterplan outlines the plans for upgrading the areas around Sunshine Station. Concurrently, the State Government has committed to a future upgrade of Albion Station. There are also opportunities to upgrade the public realm around Albion Station, and create better transport connections and neighbourhood interfaces.

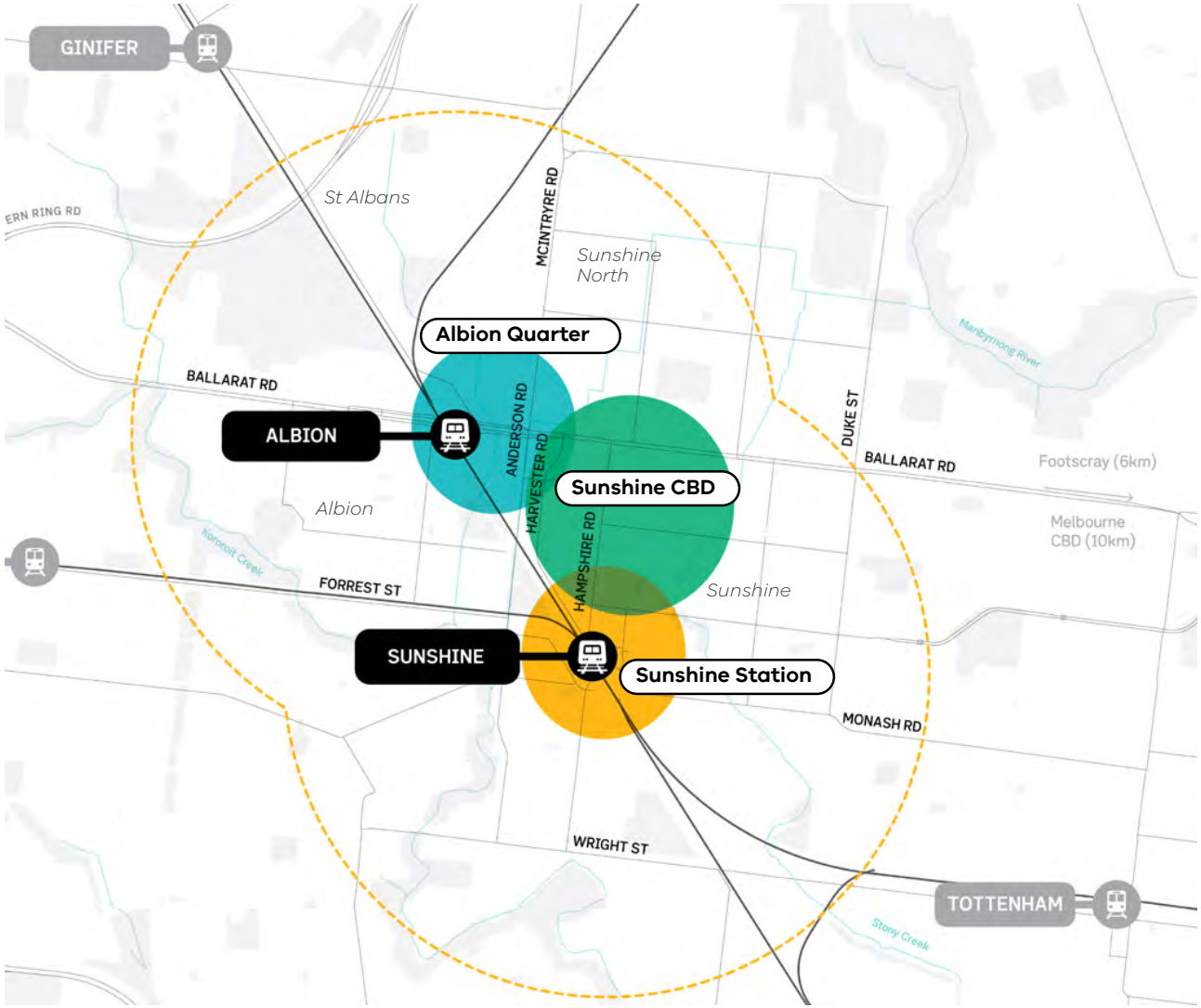


Figure 1 Albion Quarter is one of three distinct hubs that will accommodate much of the forecast growth and change in Sunshine Precinct.

Source: Sunshine Precinct Opportunity Statement

What is a Structure Plan?

The result of this strategic planning process will be a Structure Plan. A Structure Plan sets out a shared vision and outlines the future character, uses, and features of the place, while also guiding development. The Structure Plan will identify and locate where and how change can occur, including transport and access, built form, and public realm. It will provide guidance around the nature and scale of land uses going forward, and include commentary on how Albion Quarter may develop and evolve into the future.

The Structure Plan will set out a clear framework to guide the growth of Albion Quarter in line with local population increases, infrastructure investment and proposed development and renewal in Sunshine and surrounds. Currently, there are a number of barriers to that change, including the requirements for Development Plans where multiple owners are involved.

A significant amount of analysis has been undertaken to understand the opportunities and constraints for future growth and improvement of Albion, and its relationship to the Sunshine Activity Centre.

The objectives of the Structure Plan are to:

- Develop a cohesive framework that integrates the significant employment and complementary residential densities within Albion Quarter, with an upgraded Albion Station and community anchors.
- Plan for the retention of employment generating uses adjacent to Albion Quarter and the orderly transition of uses where change is envisaged.
- Plan for the delivery of precinct-shaping infrastructure, including local and major transport infrastructure, the future upgrade of Albion Station, resolution of the future of St Albans Road, and revitalisation of Stony Creek in Albion Quarter.
- Provide guidelines for a pedestrian-priority urban fabric across Albion Quarter that supports an effective active and public transport network and equitable access to green amenities.
- Identify necessary local infrastructure and potential funding strategies to deliver that infrastructure.
- Promote opportunities for green and sustainable infrastructure that supports and future-proofs Albion Quarter as a liveable employment precinct.
- Provide for a diverse range of housing options suitable for both the existing community and a new incoming community, including consideration of affordable housing.

The Structure Plan will address key issues related to:

- Albion Station transport and rail upgrades
- Transformative projects in the area
- Significant neighbourhoods and land-holdings
- Current and future role and function of Ballarat Road
- Employment, housing and related services
- Open space, public realm and landscape
- Community infrastructure and services
- Housing
- Environmental sustainability initiatives
- Victoria University Campus, and the associated Albion Quarter East
- Revitalisation of Stony Creek in Albion Quarter
- Implications of the existing gas pipeline on the redevelopment of land.

Building on Previous Community Engagement

This discussion paper builds on the Sunshine Precinct Opportunity Statement.

Additional consultation with the Sunshine Precinct Community Reference Group, established by the State Government, has revealed community desire for:

- Improved safety and security
- Albion Quarter as an innovation hub
- Improved connectivity to Sunshine CBD
- Leveraging educational uses
- Existing community to be central to revitalisation efforts
- Greening of Albion Quarter, including Stony Creek
- Tourism.

Project methodology

The broad methodology for the Structure Plan is outlined in the diagram below:

Phase 1:
Background & Vision

This phase will seek to understand the issues, opportunities, and context of Albion Quarter through technical studies, key stakeholder consultation and community engagement.

Background Studies
Preparation of technical investigations includes utilities, transport, amenity impacts of existing land uses, land contamination, population and employment forecasts. These will continue into Phase 2.

Discussion Paper
Identify the Vision and Principles for Albion Quarter and Emerging Ideas to be addressed in the draft Structure Plan.

Public Consultation
We are here.

Phase 2:
Draft Structure Plan

This phase will include the preparation of a Draft Structure Plan, continue with technical assessments, including feasibility, as required to realise the Vision and Key Ideas.

Draft Structure Plan
Incorporating the outputs of all technical studies, stakeholder and community engagement.

Draft Implementation Plan
Identifying how the Draft Structure Plan and Infrastructure Contributions will be realised over time, including actions to be directly delivered by Government.

Stakeholder Engagement

Phase 3:
Structure Plan Consultation & Planning Scheme Changes

Community consultation for the Structure Plan and associated Planning Scheme Amendment.

Approved Albion Quarter Structure Plan and Infrastructure Contributions Plan.

Gazetted Planning Scheme Amendment.

Policy Context

The Albion Quarter Structure Plan will be informed by a broad range of state and local government plans and strategies.

State Government Framework	
Planning and Environment Act 1987	Sets the legislative framework for Victoria's planning system. Section 4 sets out the objectives of planning in Victoria, which councils must implement.
Plan Melbourne 2017-2050 – Metropolitan Planning Strategy	Establishes a vision for Melbourne by integrating land use, infrastructure and transport planning to meet future environmental, population, housing and employment needs. Plan Melbourne identifies Sunshine as a National Employment and Innovation Cluster (NEIC), Metropolitan Activity Centre and Priority Precinct, confirming Sunshine's integral role in providing housing, jobs and services.
Melbourne Industrial and Commercial Land Use Plan 2020	A framework to more effectively plan for future employment and industry needs, and better inform future strategic directions. The strategic framework supports high-density knowledge intensive employment generating land uses within the Sunshine Precinct including Albion Quarter.
Sunshine Precinct Opportunity Statement (2021)	The Statement identifies Albion Quarter as one of three distinct hubs to accommodate transformational change in the Sunshine Precinct, alongside Sunshine Station and the Sunshine CBD. It articulates the Vision for Sunshine Precinct and government's role in leading this.
Victoria's Housing Statement (2023)	A bold plan to deliver housing over the next decade with the whole-of-government delivery and coordination of Priority Precincts including Sunshine, a focus for significant new homes. It outlines the plan to create places where people have vibrant, liveable and sustainable communities, affordable housing and quality jobs which help to grow Victoria's economy. Priority precincts will capitalise on the benefits of major infrastructure investments to support thriving communities and encourage further investment.

Local Government Framework	
Sunshine Priority Precinct – Vision 2050 (2021)	A framework for leveraging infrastructure investment to double the resident and business jobs population in the precinct and to become the capital of Melbourne's west. It specifically identifies for the Albion Quarter: The upgraded Albion Station is the catalyst for the transformation of the northern end of Sunshine CBD.
Brimbank Climate Emergency Plan 2020-2025	Identifies a position statement, principles and five themes for action to achieving a healthy, more resilient environment and economy in the face of climate emergency.
Policy Statement on Affordable Housing (2022)	Articulates Council's position on social and affordable housing to Brimbank residents and other key stakeholders. It also outlines the principles, roles and pathways that guide Council's decisions and actions to encourage and support increased local supply.

2

Context

Regional Context

Albion Quarter is a significant urban renewal opportunity located within the City of Brimbank. It is approximately 12km west of Melbourne's CBD, within the Sunshine Metropolitan Activity Centre as identified in Plan Melbourne. It is also part of the State Government identified NEIC, and a Priority Precinct. The regional context is depicted in Figures 2 and 3. The Albion Quarter Structure Plan working boundary and its context is depicted in Figure 4.

Cultural context

Albion Quarter is part of the traditional lands of the Wurundjeri People of the Kulin Nation. For the Traditional Owners, the lands in the City of Brimbank have always been a significant trading and meeting place.

The municipality contains 427 known places of cultural heritage significance. These places, objects and landscapes are representative of the complex and changing lifestyles of Aboriginal people over thousands of years.

Transport-catalysed growth

Albion Quarter has easy access to Melbourne's CBD and to the western suburbs by train, and good access on Ballarat Road to the Western Ring Road and the freeway network. It is also directly served by the 215, 220, 426, 456, 903 and 941 bus routes. The train line to Ballarat passes through Albion Quarter (Figure 3).

Major investment in new transport infrastructure, including the Metro Tunnel Project, Albion Station upgrade and investment around Sunshine Station underpin the growth of the area.

The completion of the city-shaping Metro Tunnel project will result in Albion being connected to and through the City and the Melbourne's south east. Whilst Albion has its own station, proximity to the Sunshine Station transport interchange makes it a highly desirable location, and one that could accommodate a larger population ready to take advantage of this transport accessibility.

Employment and innovation

Plan Melbourne 2017–2050, the city's metropolitan strategy, locates the Albion Quarter area within the Sunshine NEIC, and identifies state-significant health and education precincts in the Victoria University Sunshine campus and Sunshine Hospital.

The cluster has the potential to build a critical mass of tertiary education, health-related training, health care, and retail and professional services, as well as facilitate private investment. Plan Melbourne estimates there are currently 14,600 jobs in the cluster.

Community context

As outlined in the Council Plan, the Brimbank municipality has a culturally rich and diverse population, with almost half the population born overseas. More than half of Brimbank's residents speak a language other than English at home. It is also the second most disadvantaged community in Greater Melbourne.

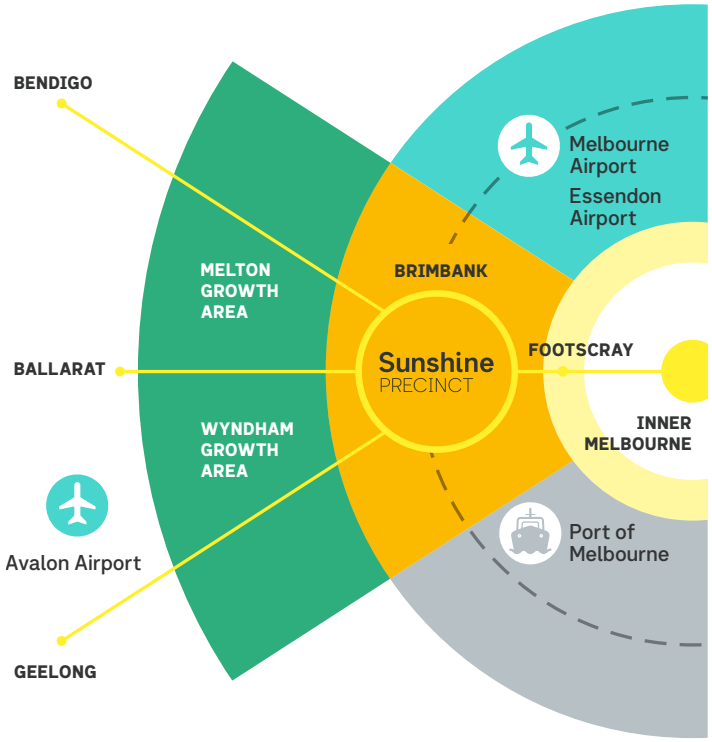


Figure 2 The role of Sunshine Precinct in the Regional Context

Regional Context Plan

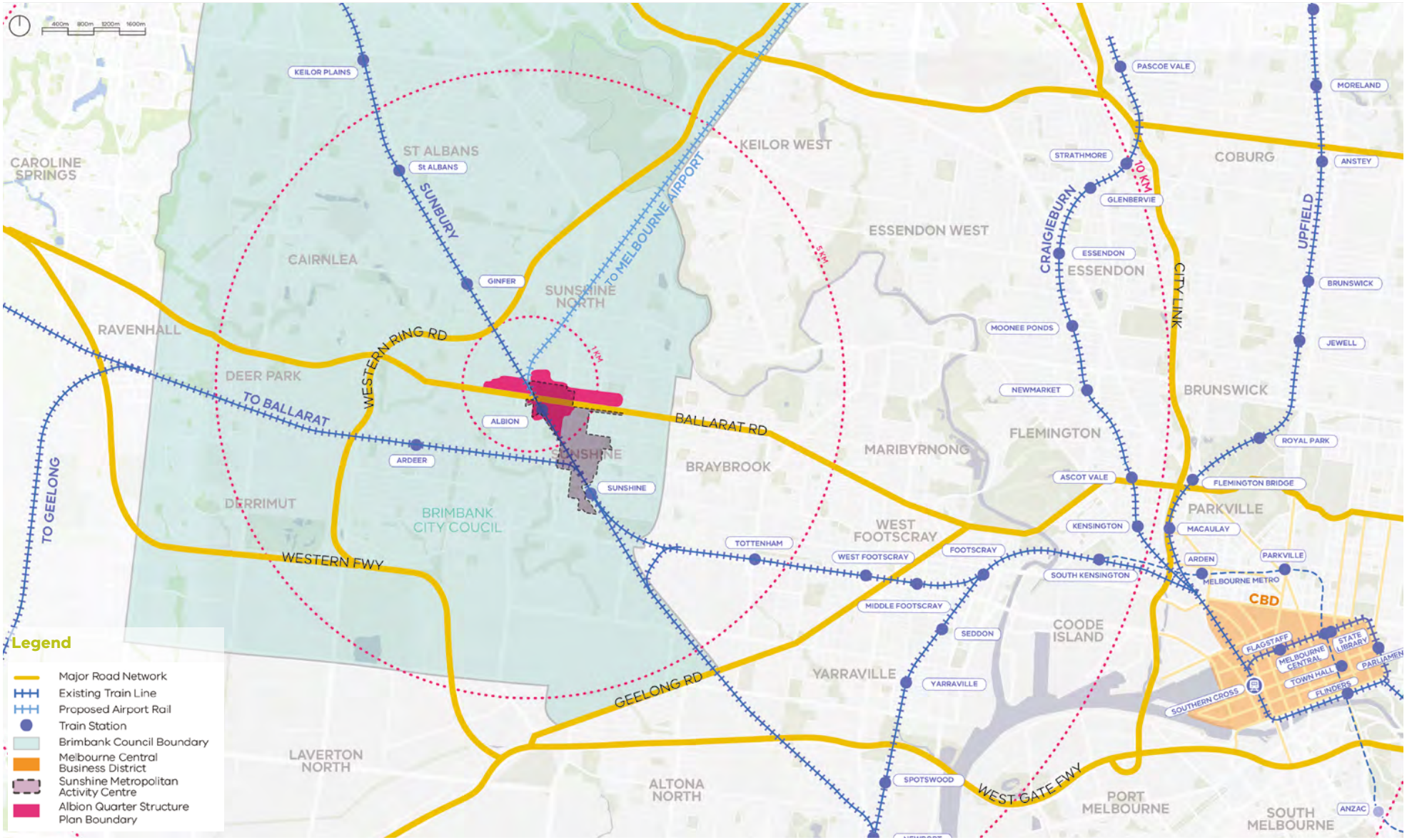


Figure 3 The Regional Context surrounding Sunshine's Albion Quarter

Albion Quarter Structure Plan Area and Context

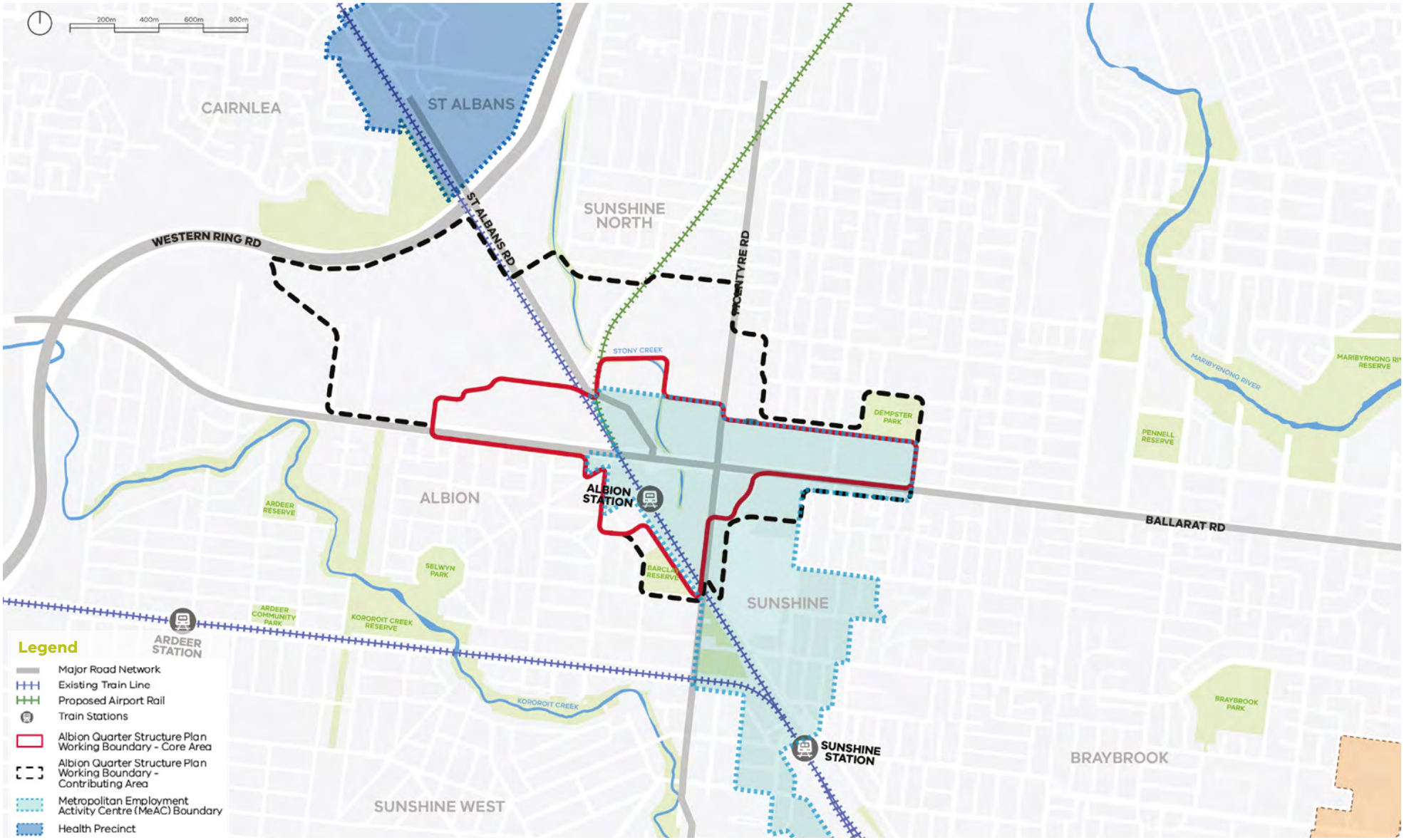


Figure 4 Albion Quarter Working Boundary and Context

Local context

Albion Quarter is a predominantly industrial area. Existing land uses comprise of steel and concrete manufacturing, vacant land, storage, and big-box retail. Most sites consist of one-storey buildings on large parcels. The existing conditions of the area are representative of outcomes left by decades of intense industry and manufacturing activities, resulting in a car-focused environment with poor pedestrian provision. Stony Creek, which runs through the area, is a concrete channel with underappreciated habitat value. There are also issues around soil contamination. The area is fragmented by significant roadways, large areas dedicated to car parking, few crossings across the rail line and many industrial buildings with limited active frontages. The result is an area with poor connectivity, poor amenity and a pedestrian environment that is lacking in both safety and character. The historical John Darling Flour Mill is located immediately to the west of Albion Station, a significant local landmark.

A changing community

Albion Quarter is on the threshold of extensive growth. Population growth and changing demographics in Melbourne's west has created demand in Sunshine and surrounding areas. This project provides the opportunity to consider changing land uses and a more intensive use of the land for employment, commercial and residential uses. This process will require a dramatic shift in amenity, with demands for a vibrant and convenient community-focused centre.

An environmentally degraded and socially disadvantaged community, there will be a strong focus on climate resilience and sustainability, and urban design and place making. The goal is to devise a framework to build a community with a deeply rooted sense of place, with equitable access to transport, housing, open space and infrastructure now and into the future.

Local destinations

There are a number of important existing local destinations within a 10 minute walk of Albion Station, including shopping centres, schools, sporting clubs and social services (Figure 5). The following outlines the existing major destinations in and around Albion Quarter.

Sunshine CBD

Sunshine is home to the bulk of retail, hospitality, entertainment, and civic activities in the area. With two major shopping centres (Sunshine Plaza and Sunshine Marketplace) flanking either side of Hampshire Road, this is undoubtedly the retail heart of Sunshine.

Brimbank City Council and the Sunshine Public Library civic facilities are also located on Hampshire Road. The local hospitality offerings reflect the ethnic diversity in the area, and this combined with recent public realm upgrades have helped to create a vibrant main street.

Neighbourhood activity centres

There are a number of small local activity centres surrounding Albion Quarter, though none within the study boundary. These mainly consist of small strips of shops offering cafés, takeaways, convenience stores, and beauty services.

The closest to the study area are the Perth Avenue and Northumberland Road neighbourhood activity centres, the latter of which recently underwent upgrades including the installation of a safe pedestrian crossing, wider footpaths, seating and shade.

The neighbouring suburb of Albion

The neighbouring suburb of Albion was developed in the early part of the 20th century inspired by the Garden City movement from England. Developed by H.V. McKay, it was designed to provide worker housing with equitable access to parklands and public buildings.

Education

Albion Quarter is home to the Victoria University Sunshine Campus, which hosts a range of courses in building, engineering, construction, nursing and paramedicine. It also houses the Western Melbourne English Program, which offers foundation courses to students seeking to increase their English literacy.

Significant investment has created a modern campus with state-of-the-art equipment and training facilities. These include the 6-green-star trade training centre, Construction Futures, and the Sunshine Skills Hub, which includes purpose-built innovation spaces, 3D printing facilities, a high-tech nursing simulation lab, and a paramedics lab.

Furthermore, a new Brimbank Technical School will be constructed by 2026.

Social services

Albion Quarter is home to a number of social services including the Sunshine Police Station and Magistrates Court, Services Australia, the Sunshine Fire Station and Ambulance Victoria.

Community mural at Victoria University

Local Destinations

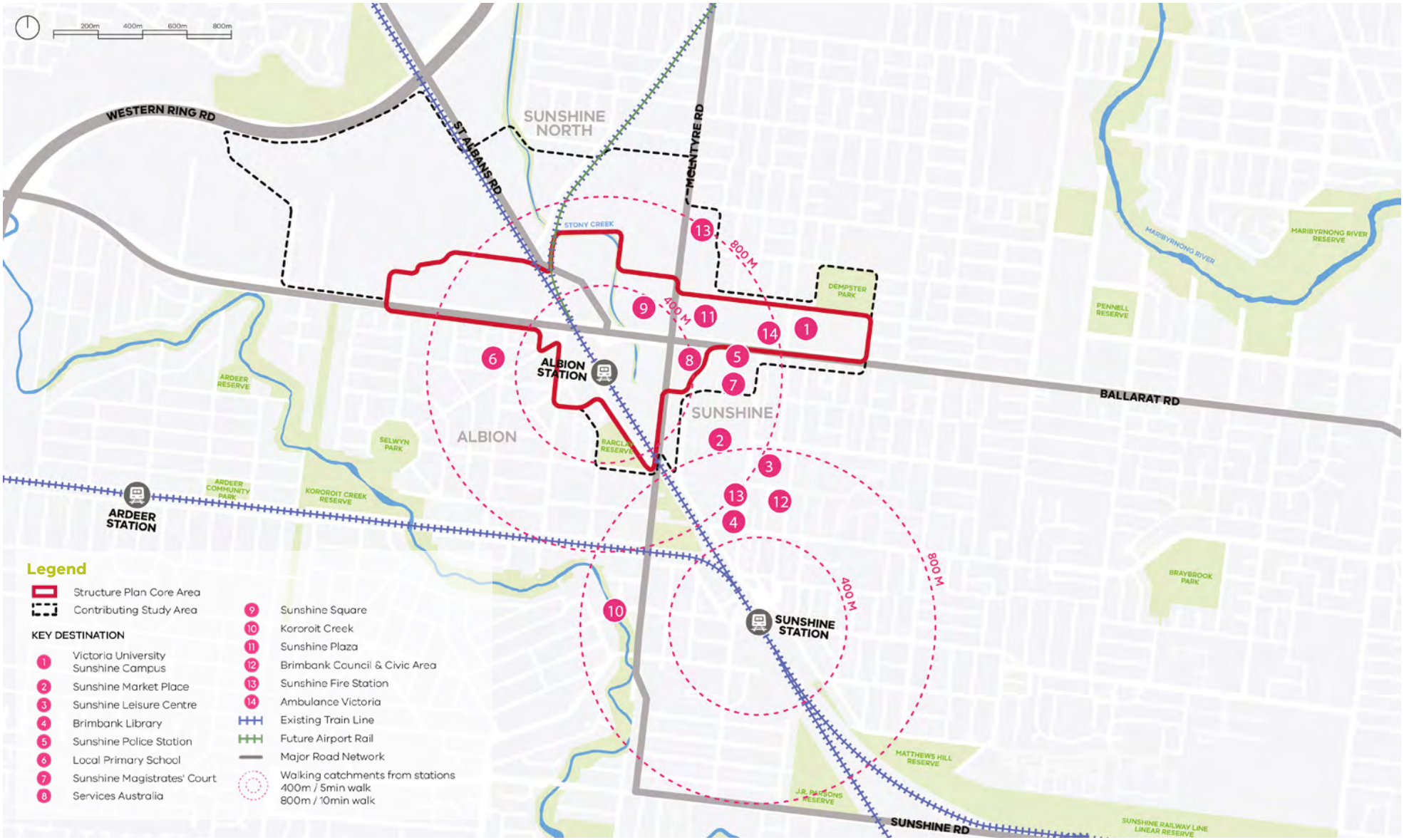


Figure 5 Existing Local Destinations

Major Projects

There are a number of major projects and key sites within the area that are contributing to reshaping the future of Albion Quarter, its character, and how it connects to its urban environment.

These projects include private developments, along with state infrastructure projects. It is important that the Structure Plan guides outcomes from these projects, where it can, that are consistent with the ambitions of the area, and that contribute positively to Albion Quarter as a place.

Albion Station upgrade

A future upgrade of Albion Station presents the opportunity to improve station user experience and support the long-term transition of industrial land to vibrant mixed-use neighbourhoods.

Private development

There are a number of large, privately owned land parcels within Albion Quarter that are in various stages of planning for future development. The major urban renewal opportunities in Albion Quarter include parcels on Ballarat Road east and west of the rail line. Others contain high value employment uses that might be better relocated to enable more intensive and compatible uses close to the upgraded Albion Station.

Furthermore, there is opportunity for redevelopment immediately east of Albion Station (Figure 9), in addition to other parcels along Anderson Road. The unique and historical John Darling Flour Mill will ultimately be redeveloped and will provide a significant destination in the Albion Quarter. The extent and nature of urban renewal and redevelopment opportunities will be a core focus of the Structure Planning process.

Stony Creek

Stony Creek runs through Albion Quarter (Figure 6). It currently takes the form of a concrete lined culvert drain. Resolving how Stony Creek might be revitalised and more widely accessible to the public will be a central part of this Structure Plan. Technical studies are underway to understand the possibilities and to produce design options.

Figure 6 The opportunity to revitalise Stony Creek is key to the transformation of Albion Quarter

Accessing Albion Quarter

It is anticipated that traffic volumes and demand within Albion Quarter will continue to increase through the influence of both local and regional patterns of growth. For Albion Quarter to develop sustainably and provide an access network and public realm that can meet future travel demands and preferences, emphasis must be placed on increasing sustainable transport modeshare, addressing barriers to movement, and access management.

Some of the access challenges for Albion Quarter are:

- the rail corridor and Ballarat Road corridor create significant physical and visual barriers within the Albion Quarter.
- significant grade changes and dated, confined and unappealing under/overpasses create a poor pedestrian experience.
- the pedestrian environment is dominated by freight and vehicle movement.
- historic and existing land use that has encouraged a legacy of prioritised vehicle movement through rather than to/from Albion Quarter as a destination.

Transport Opportunities

DTP has undertaken initial analysis of the transport context and opportunities for Albion Quarter. Transport objectives include:

Reducing severance

Resolving connections across major rail and road barriers to facilitate movement throughout Albion Quarter and reduce transport-led community severance.

Increasing mode choice

Facilitation of improvements within Albion Quarter to prioritise active transport and public transport and increase mode choice options for all trip types. The vision for Albion Quarter is a modal mix where 60 per cent of trips to, from and within Albion Quarter are undertaken by public transport, walking and cycling.

Enabling development

Upgrading the transport network within Albion Quarter to accommodate more people, enhancing adjacent place characteristics.

Supporting inclusion

Ensuring the transport network presents safe, accessible and affordable connections for everyone to use.

Increasing safety and perceptions of safety

Providing a safe and enjoyable environment and urban realm with active and passive surveillance which encourages pedestrian activity and opportunities for positive and safe social interactions.

The major transport opportunities include:

1. Albion Station upgrade

Upgrade Albion Station as a catalyst for development of the Albion Quarter.

- Albion Station needs to be upgraded as a high-quality interchange that attracts and supports passenger journeys by public transport
- Upgrading Albion Station should be supported by initiatives to improve walking, cycling and bus connections to the station.

2. Ballarat Road transformation

Review the key movement corridor in the study area to improve the movements along and across it for all users.

- Ballarat Road should transform into a corridor that can support its high movement function for east-west connections, providing for Albion and Sunshine's growing population with high quality public transport and support the high density and high value land uses of a Metropolian Activity Centre.
- Regular and safe crossings, safer speeds and dedicated public transport infrastructure along Ballarat Road should be explored to improve the movements along and across it for all users.

3. Establish an active transport web

Improve active transport connections to key destinations across Albion Quarter, filling the missing links in the network for the wider area.

- More safe, coherent routes for active transport are needed to connect people to Albion and its key destinations, fill gaps in the broader network and enhance user experiences for all.
- Linking key locations with direct, safe and pleasant connections to Albion Station, John Darling Flour Mill, key development sites, Victoria University, and Hampshire Road (Sunshine) should be considered.

4. An enhanced bus network

Provide an enhanced bus network for Albion Quarter, improving accessibility and route frequency.

- Buses need to provide competitive journey times at convenient frequencies to key destinations. The quality and accessibility of bus stops should also be improved.
- DTP's bus reform program focuses on improving the frequency, competitiveness and accessibility of bus services.
- Under DTP's bus reform program, the future network is expected to be underpinned by a series of rapid, connector and local routes that link through the Albion Quarter to regional destinations.

5. Unlocking Albion access

Provide a fine grain road and street network that unlocks transport access to, from and around Albion Quarter.

- As Albion Quarter grows, there is a need to implement a road and street network that will encourage redevelopment of the Albion Quarter area, enhance access to and within this area, and improve provisions for vulnerable road users, including pedestrians and cyclists.
- The future configuration of the road and street network should consider how it can support and encourage public and active transport movements. It should also ensure freight corridors are protected as safe, reliable and efficient means to moving goods to/from and through Albion Quarter.

6. Integrating land use

Facilitate future development within Albion Quarter to accommodate greater transport choice and affordability.

- As activity increases, integrating land use with the transport network is necessary to support growth, accommodate more people, and promote greater transport choice.
- Land surrounding stations is under pressure to accommodate a range of demands from transport infrastructure through to car parking, developments and community infrastructure. As there is a limited supply of this high value land, it should be used to sustainably accommodate growing demands in an equitable manner.

3

Future Neighbourhoods

Attachment 12.4.1

Future Neighbourhoods

The Structure Plan is organised into four areas: Albion Quarter South, Albion Quarter West, Albion Quarter North and Albion Quarter East (Figure 7).

Beyond this core area is a series of contributing areas. In these contributing areas the project will consider connections to and from, and adjacent land uses, but will not make specific recommendations.

Albion Quarter South

Centred around the station, Albion Quarter South runs north to Ballarat Road, south to the Barclay Reserve, east to Anderson Road and beyond to Harvester Road and west to Sydney Road. It includes the areas of station car parking and land immediately to the east of the station including the continuation of Stony Creek.

This neighbourhood is set for change as Albion Station is upgraded, and the surrounding public realm, car parking, bus drop-off and access improved. Plans to extend St Albans Road will also play a key role in determining the final outcome for this neighbourhood.

There is significant opportunity for urban renewal in this neighbourhood, with large areas of industrial land between the station and Anderson Road underutilised.

The historical John Darling Flour Mill is an important local landmark and offers significant adaptive reuse potential.

Albion Quarter East

Albion Quarter East lies to the north of Ballarat Road and south of Phoenix Street, the major destination being the university itself. The neighbourhood runs east to the eastern end of Victoria University and west to McIntyre Road.

The Sunshine Priority Vision 2050 has identified the Victoria University area as the SunRISE district, which is described as a university city focused on research, innovation, study and enterprise.

The neighbourhood also includes restricted retail offerings at its western end, including the large Bunnings store on the corner of McIntyre Road and Ballarat Road.

The future Albion Quarter East centres around Victoria University

Albion Quarter North

Albion Quarter North (located in the suburb of Sunshine North) sits immediately north of Albion Station and north of Ballarat Road. It lies to the east of the rail line and runs north to Annastasia Way and beyond. Stony Creek runs through the neighbourhood, as does St Albans Road, which connects to the Ballarat Road Service Road and under Ballarat Road to the Station.

There is significant opportunity for urban renewal across this neighbourhood which could include connections across to McIntyre Road. The revitalisation of Stony Creek offers opportunities for neighbourhood placemaking and to rationalise the alignment of St Albans Road. Better connections to Albion Station must also be a key consideration for this neighbourhood.

Albion Quarter West

Albion Quarter West is located west of the railway line and north of Ballarat Road. It runs west to Perth Avenue and includes key industrial uses.

Access across and under Ballarat Road and to Albion Station is challenging for pedestrian and cyclists at present and will need to be a focus for the Structure Plan.

Future Neighbourhoods

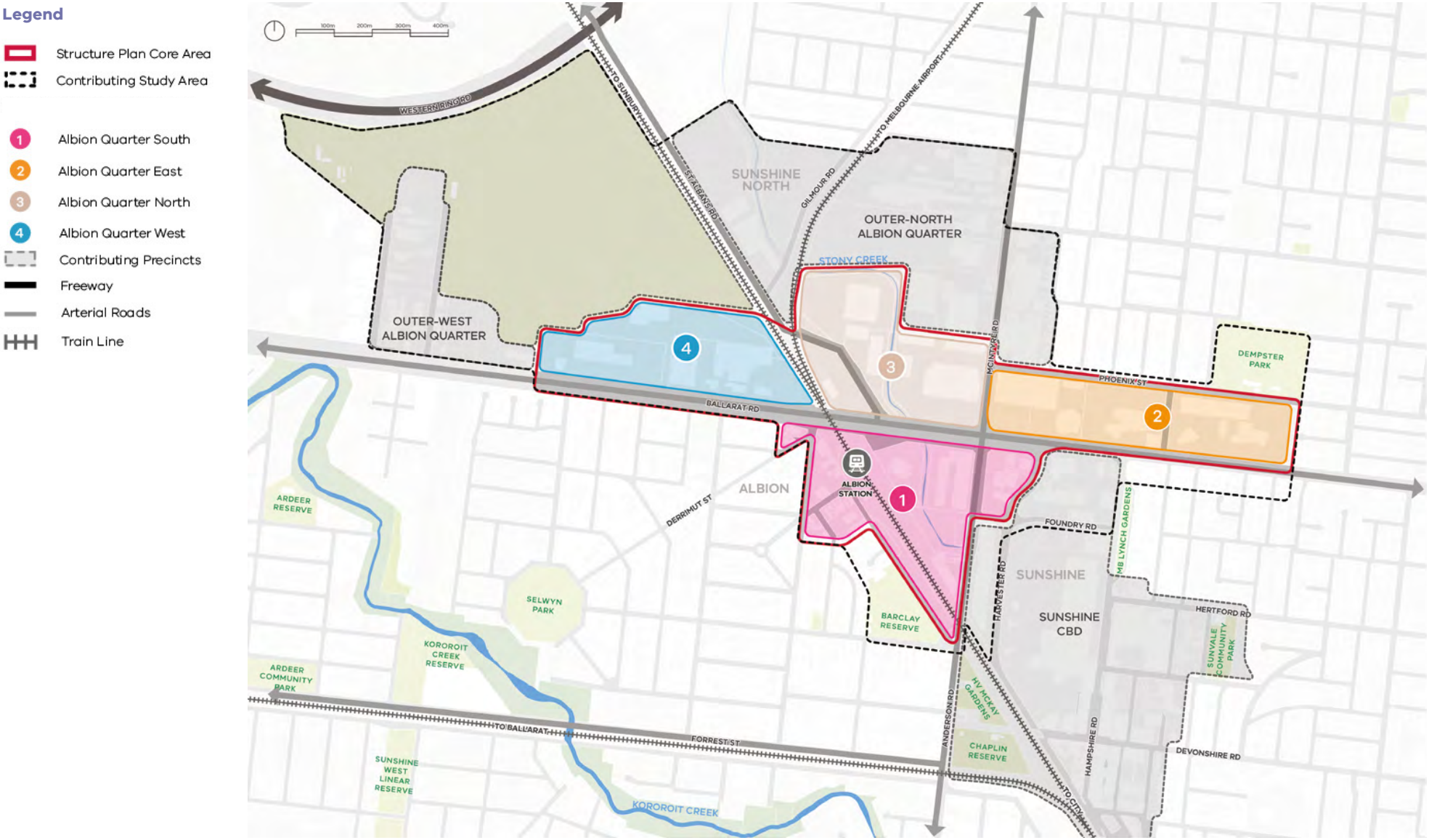


Figure 7 Albion Quarter Future Neighbourhoods

4

Urban Design Analysis

Place Identity Summary

The role of 'place' in structure planning

Structure Plans define a preferred direction for future growth in a specific area, such as activity centres or employment areas. The structure planning process develops a shared vision for the area, and identifies the type and scope of change projected over time. It is a tool to help manage, influence and facilitate change within the area in accordance with state planning policy.

Structure planning also provides greater certainty to the local community and investors about future land use and preferred development intensity including heights and density. As such, they must follow a specific structure and format so they can help give effect to state planning policy. Ultimately key components will be included in the Planning Scheme. Whilst a significant portion of the Structure Plan has regulatory requirements, some consideration should still to be given to the less tangible aspects of planning and urban design. The consideration of 'place' and 'place-making' must also be an essential part of the structure planning process.

Albion Quarter is a major urban renewal opportunity, in which creating 'place' will be a central focus. It is important to identify the existing characteristics that are unique to Albion, and to better understand what makes it special. The unique features of the area can then be leveraged to create stronger, more identifiable, and more authentic places.

The following unique features of Albion Quarter have been considered when developing the draft Vision and Key Ideas:

1. Albion Quarter and the broader Sunshine area is surrounded by a diverse, multicultural and engaged community.
2. Albion Quarter is centred on an existing station, which implies high levels of accessibility. Its location 1 km north of Sunshine Station means that Albion Quarter can leverage the benefits of increased accessibility to Sunshine and beyond via the train network.
3. Albion Quarter is only 12 km from Central Melbourne, making it a highly convenient location within greater Melbourne.
4. The John Darling Flour Mill buildings and the substation adjacent to Albion Station are unique and central features of Albion Quarter. Located at the station, the unusual roof line makes it a landmark in Melbourne's west. Adaptive reuse opportunities could further reinvigorate Albion Quarter.
5. Stony Creek could be a significant environmental and recreational open space. Its location bisecting Albion Quarter means that it can influence the design of future developments in the area.
6. Victoria University is an existing heartbeat and hive of activity within Albion Quarter.
7. Sunshine CBD, only 1 km to the south, is an established area already teeming with activity and life. The reimagination of the Albion Quarter should tap into this existing urban life and ensure seamless connections between the two areas.

There are a number of existing locations within Albion Quarter and beyond that will be considered during the Structure Planning process. Consideration of these places will be central to representing local character and flavour when establishing a vision for the future. In addition to the destinations outlined above they also include MB Lynch Memorial Gardens, Dempster Park, and Barclay Reserve. Figure 8 depicts these locations.

Improvements to the public realm, an upgraded station, improved station surrounds, and a reconfigured Ballarat Road stand to significantly shape the urban form and character of Albion.

Place Identity Summary

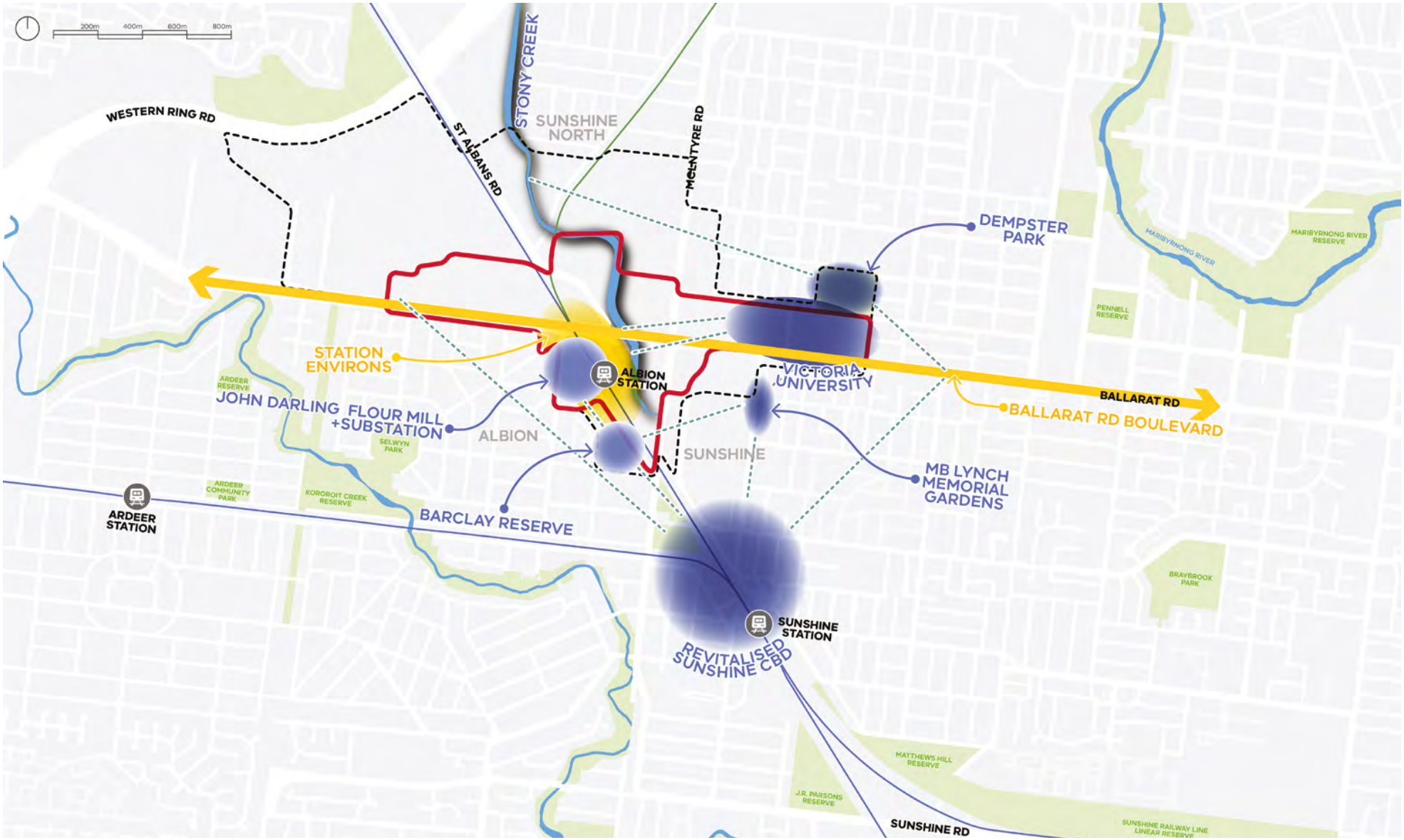


Figure 8 Place Identity Summary

Defining the Key Issues for Albion Quarter

There is a significant opportunity to reimagine Albion Quarter as a bustling neighbourhood to live, work and play centred around an upgraded train station with a host of micro-mobility options and a comfortable and interesting pedestrian and climate-ready environment. In order to realise these improvements, the task is to articulate the challenges, big and small, that Albion Quarter faces now. The issues are broadly described on this page, followed by more detailed analysis on subsequent pages.

Land use and activity

Albion Quarter is currently mostly occupied by industrial, vehicle-centric land uses. The goal of this project will be to change and intensify land uses across Albion Quarter in order to create a more urban environment with a mix of uses, accessible by a variety of modes and set in an environment that supports liveability, housing diversity and activity. With this change comes a need to transform in a way that ensures good development and retention of employment uses, in addition to the introduction of new uses. Ultimately the challenge will be to transition to an appropriate mix of uses and degree of intensity fitting of an urban area so close to Melbourne's CBD and so accessible in the region's transport network.

Opportunity to transition Albion Quarter to more mix of uses and better connectivity

Movement and access

The existing hierarchy of movement prioritises vehicular and freight movement which creates car dependency, low pedestrian amenity, and limited connectivity. The Structure Plan will set up Albion Quarter to become a truly multi-modal transport destination, with less reliance on private vehicles and greater provision for active transport and micro-mobility options.

Integrating an upgraded Albion Station and new transport infrastructure, and resolving key connectivity issues are to be resolved as part of this process.

Open space and public realm

There is currently a significant lack of public realm and open space within Albion Quarter. Open space and parks on the edge of the Study Area are disconnected and difficult to access. The challenge for the Structure Plan will be to identify opportunities for new open space and public realm, leveraging the improvements around Albion Station and Stony Creek.

Additionally, there is extremely limited tree canopy across Albion Quarter which creates a hostile public realm and little habitat, and also as a result, a substantial urban heat island effect.

Opportunity to transform Stony Creek to be a place for people

Place and placemaking

While broader Sunshine is steeped in character, cultural diversity and a strong community identity, the local character of Albion Quarter is more difficult to define beyond its role as an industrial area. Issues around the local sense of place will be an important part of the character, determining how local residents, workers, and visitors experience the Albion Quarter and its community.

The John Darling Flour Mill site and other heritage buildings in Albion Quarter provide a significant opportunity to define character, and the opportunity will be to integrate them sensitively.

Stony Creek provides significant opportunity for recreation, amenity, and ecology, despite the challenges around restoration and contamination.

Environmental sustainability

The aspiration is Albion Quarter will be a place prepared to face a changing and more hostile climate. To prepare, there will need to be a strong focus on issues such as reduced impervious surfaces to improve water management and reduce the urban heat island effect, planting of more trees and emphasis on an expanded canopy, an emphasis on active transport, the expansion of biodiversity and habitat, and a focus on responsible development including social responsibility and housing diversity.

In the following pages specific and tangible issues for each of the four neighbourhoods are summarised and identified on a corresponding plan. As described in Section 3, the Albion Quarter Study Area is broken into four neighbourhoods:

1. Albion Quarter North
2. Albion Quarter South
3. Albion Quarter East
4. Albion Quarter West

Albion Quarter South

The key issues for Albion Quarter South include:

- Ensuring the successful integration of future SRL (Airport) infrastructure into Albion Quarter.
- Appropriate design of an upgraded Albion Station and public realm surrounds, including parks, plazas, car parks and access.
- Revitalisation of Stony Creek including integration with future developments and the broader open space network.
- Consideration of potential flooding implications.
- Resolution of best alignment and most appropriate street hierarchy and typology of the road network.
- Creation of an environment that supports increased trips by walking, cycling and public transport.
- Facilitation of redevelopment to create a new and high-quality urban environment.
- Sensitive adaptive reuse of John Darling Flour Mill and other heritage buildings.
- Accommodation of new development when considering the existing jet fuel pipeline and high pressure gas pipeline.

See Figure 9 for detail of key issues.

The station surrounds are dominated by car parking, with little consideration for how pedestrians navigate the space.

Stony Creek represents an opportunity for revitalisation.

Edge treatments around Albion Station should be focused on pedestrian safety, comfort and ease of movement.

Interfaces with single storey residential housing will require a considered edge treatment.

The John Darling Flour Mill is iconic in the landscape of Albion, and provides a significant opportunity to define character.

The former substation provides a significant opportunity to define character and needs to be integrated sensitively.

Albion Quarter South

Key Issues

1. Successful integration of future SRL (Airport) infrastructure.
2. Ensuring appropriate design of an upgraded Albion Station and quality public realm surrounds, including parks, plazas, car parks and access suitable for community meeting and gathering.
3. Revitalisation of Stony Creek.
4. Resolution of public access and integration of future development with Stony Creek south of Ballarat Road.
5. Resolution of best alignment and most appropriate street hierarchy and typology.
6. Improvements to pedestrian access from north of Ballarat Road to the station.
7. Realisation of a functional bus interchange that meets community needs.
8. Upgrading existing pedestrian underpass under rail line.
9. Clear understanding of land use impacts from high pressure pipelines.
10. Realisation of safe and accessible pedestrian and cycle connections to and from Sunshine CBD.
11. Improvements to Ballarat Road to make it safer and more accessible.
12. Identification of critical safe passages across key intersections.
13. Resolution of redevelopment potential east of station.

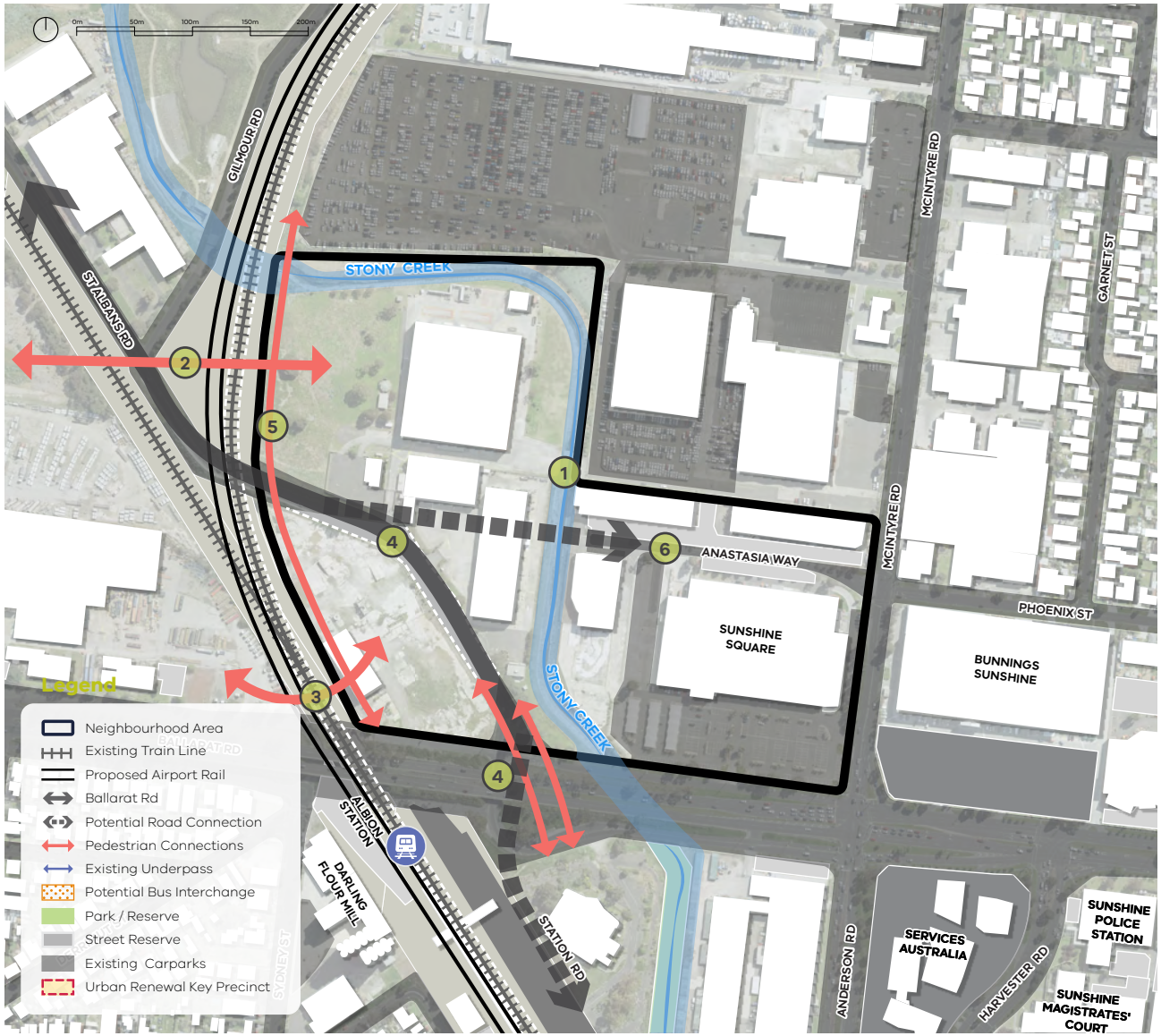


Figure 9 Key Issues Diagram for Albion Quarter South

Albion Quarter East

The key issues for Albion Quarter East include:

- Understanding of redevelopment potential and appropriate land use within and around the Victoria University campus.
- Understanding the potential for shared use opportunities at Victoria University.
- Understanding Victoria University's future expansion potential, and its role in Albion Quarter.
- Better connections to Dempster Park.
- Identification of critical safe passage crossings across Ballarat Road and integration into Albion Quarter.
- Changing the car-focused environment to one that will accommodate a modal shift towards pedestrians, cyclists and public transport.
- Resolution of the Ballarat Road configuration and realisation of a multi-modal transport corridor.

See Figure 10 for detail of key issues.

Key Issues

1. Consideration of crossing opportunities on Ballarat Road.
2. Articulation of a clear vision and redevelopment opportunities for land west of the Victoria University campus.
3. Better connections to Dempster Park.
4. Understanding of appetite for shared use opportunities at Victoria University.
5. Consideration of a multi-modal approach to Ballarat Road.

Figure 10 Key Issues Diagram for Albion Quarter East

Albion Quarter North

The key Issues for Albion Quarter North include:

- Revitalisation of Stony Creek including integration with future developments and the broader open space network.
- Consideration of potential flooding implications.
- Resolution of safe and seamless connections across the rail line, Ballarat Road and to the Station.
- Investigation of and resolution of impacts of adverse amenity buffers created by existing industrial uses.
- Resolution of the Ballarat Road configuration and realisation of a multi-modal transport corridor.
- Resolution of appropriate locations and typologies for new and improved road connections.
- Changing the car-focused environment to one that will accommodate a modal shift towards pedestrians, cyclists and public transport.
- Understanding of redevelopment potential and appropriate land use and interfaces with Stony Creek and rail corridor.

See Figure 11 for detail of key issues.

Key Issues

1. Public access and integration of a revitalised Stony Creek with future developments and open spaces.
2. Resolution of connection across rail line.
3. Resolution of appropriate connections across the rail line at Ballarat Road.
4. Consideration of appropriate alignment for St Albans Road connecting to the rest of Albion Quarter and beyond.
5. Consideration of best and safest access for pedestrians and cyclists along rail line and into Albion North.
6. Resolution of best potential connection from St Albans Road to McIntyre Road.
7. Resolution of redevelopment potential.

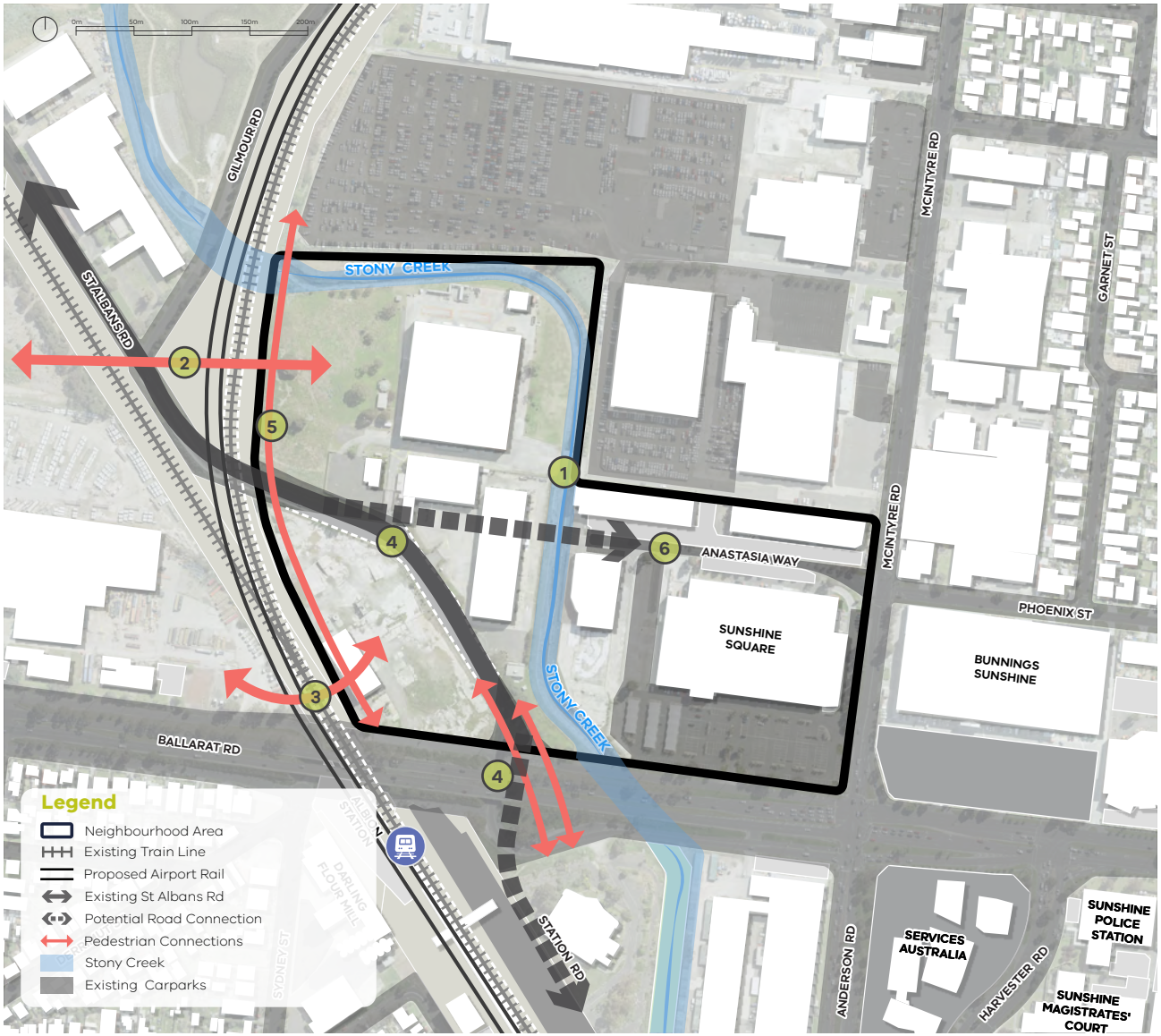


Figure 11 Key Issues Diagram for Albion Quarter North

Albion Quarter West

The key issues for Albion Quarter West include:

- The realisation of safe and seamless connections across Ballarat Road and the rail corridor.
- Appropriate connections and interfaces with surrounding land.
- Changing the car-focused environment to one that will accommodate a modal shift towards pedestrians, cyclists and public transport.
- Resolution of configuration of Ballarat Road and realisation of a multi-modal transport corridor.
- Resolution of redevelopment vision and appropriate land use mix on existing industrial land.

See Figure 12 for detail of key issues.

Key Issues

1. Resolution of appropriate connections across rail line and Ballarat Road.
2. Making good connections to surrounding land uses where appropriate.
3. Resolution of best and safest access along Ballarat Road Service Road and through underpass to station.
4. Consideration of a multi-modal approach to Ballarat Road.
5. Identification of critical safe passage crossings across Ballarat Road.
6. Ensuring good connections from the Station.
7. Resolution of redevelopment potential.

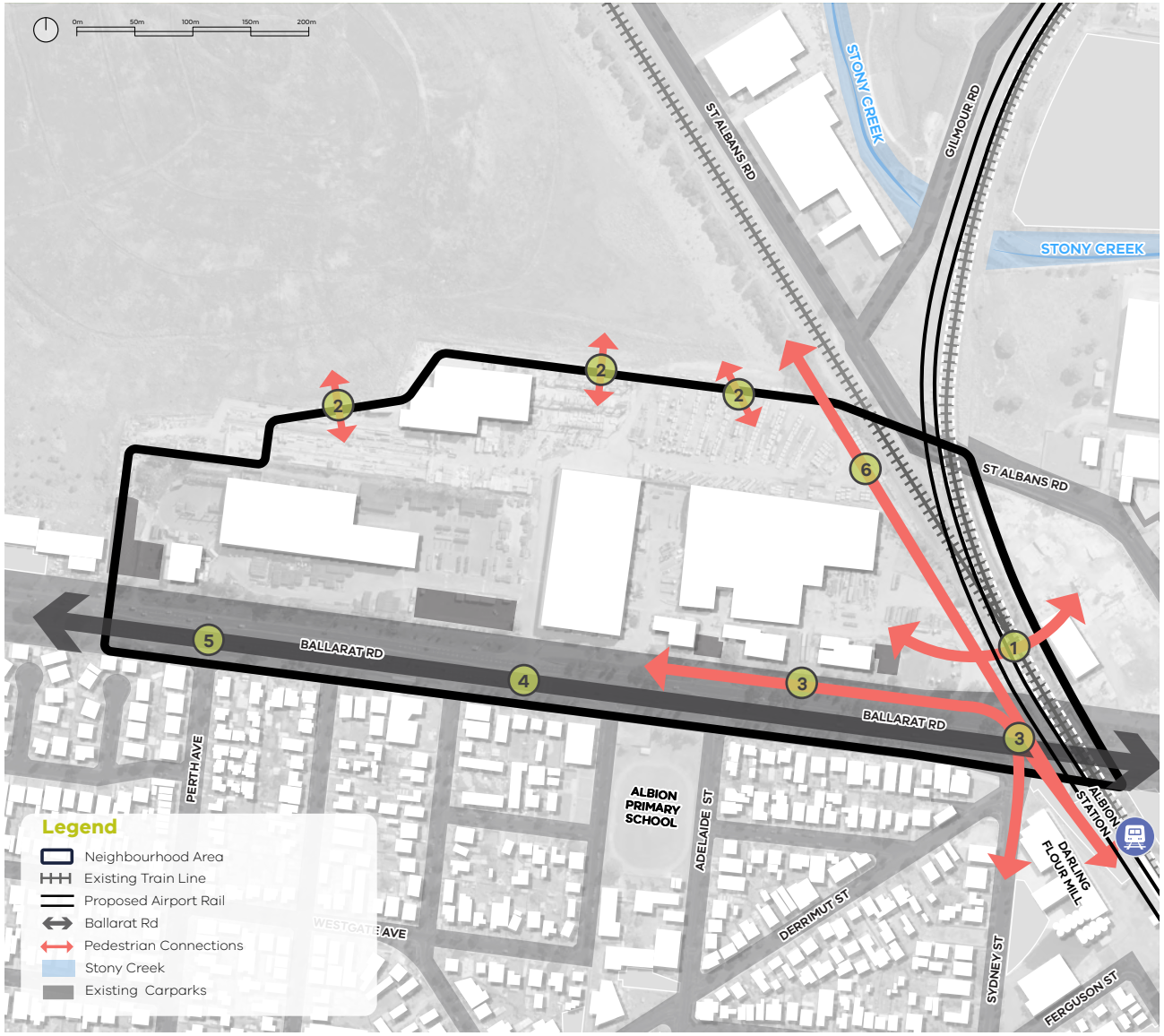


Figure 12 Key Issues Diagram for Albion Quarter West

5

Draft Vision and Principles

VICTORIA State Government | Department of Transport and Planning

Vision, Principles and Emerging Ideas

The following pages present a draft vision, principles and emerging ideas.

The draft **Vision** stems from the Precinct Opportunity Statement and in consultation with the Sunshine Precinct Community Reference Group. It is intended that this Vision represents a bold 30 year aspiration.

The Vision is supported by 10 **Principles** which begin to add detail to the overarching Vision. They will underpin the recommendations in the Structure Plan.

Following the principles, 12 **Emerging Ideas** are described. Each emerging idea articulates how the principles could be realised and represents a list of tangible improvements for Albion Quarter.

Sunshine Precinct

A Vision for Albion Quarter

Albion Quarter Structure Plan will be guided by a vision, 10 principles and 12 emerging ideas.

A Vision for Albion Quarter

The **Vision** outlines the high level aspiration for Albion Quarter.

Principles

10 **Principles** will underpin the Structure Plan and add detail to the Vision.

Emerging Ideas

12 **Emerging Ideas** provide direction on how the **Principles** will be realised.

Albion Quarter Structure Plan

The **Structure Plan** will ultimately articulate how the **Emerging Ideas** will be realised through design and policy.

Sunshine Precinct

Albion Quarter Draft Vision

1

Celebrating Sunshine:

Albion Quarter will be a high-quality employment and residential community that both celebrates and maintains its identity, culture, diversity and people throughout the creation of a reimagined place. Albion Quarter will be a destination serving people, business and education.

2

Centre of Melbourne's West:

Albion Quarter will be part of the most prominent employment precinct in the West boasting innovation, research, technology and education that draws upon its industrial heritage. Albion Station will be a transit hub, and employment will support a growing residential community and the ensuing vibrant urban life.

3

A Greener Sustainable Future:

Albion Quarter will showcase a transformed post-industrial landscape, responding with a revitalised Stony Creek and innovative water management. Leading in sustainable development, renewable energy and circular economy responses, Albion Quarter will be climate resilient at a precinct scale. Albion Quarter will be a highly urban environment with a focus on green streets and green spaces for people.

Principles

Albion Quarter will offer:

1

A lively urban place centred on an upgraded Albion Station.

- Mobility and activity hub
- Integrated transit options
- Inclusive public spaces
- Integrated with John Darling Flour Mill heritage renewal

2

A multicultural community that celebrates identity and promotes local opportunity and prosperity.

- Addressing social disadvantage
- Mitigating community disconnection
- Celebrating cultural diversity and First Nations culture
- Cohesive neighbourhoods

3

An employment centre that fosters innovation and technology, advanced manufacturing, services, health and social care and education.

- Leveraging Sunshine Metropolitan Activity Centre
- Connected to Health Precinct
- Advanced industry hub
- Optimise development of underutilised land

4

A sustainable community that is decarbonised and resilient to a hotter and drier climate.

- Circular economy
- Precinct solar generation
- Urban Ecology Standards
- Blue/grey/green Infrastructure
- Urban heat mitigation

5

Connected neighbourhoods that are easy to navigate with high pedestrian and cycling amenity.

- A reconnected Albion Quarter
- Minimise major barriers
- An inviting and walkable place

Principles

Albion Quarter will offer:

6

A place founded on local ecology and landscape with green places and cool streets.

- A healthy community focused on wellbeing
- Greener and cooler places
- Ecological restoration
- Inclusive, comfortable places for all ages and abilities

7

Sustainable and liveable housing choices that include social and affordable housing options.

- Local services aligned to housing provision
- Exemplary design and planning
- Diverse dwelling sizes and types
- Diverse, liveable and inclusive neighbourhoods

8

Quality public realm that supports community life and activity.

- Safe and family-friendly
- All ages, all times of day
- Culturally responsive

9

Authentic and high-quality architecture supporting an elegant density.

- Distinctive mid-rise urban form
- Respecting valued heritage
- Local character and identity
- Culturally responsive built form

10

Expanded educational uses anchored by Victoria University.

- Better connected university
- Adjacent student housing
- Increased business partnership opportunities
- Industry-focused education node

Summary of Emerging Ideas

Idea #1

Embed an upgraded Albion Station into the emerging neighbourhood with a safe and inviting public realm, surrounded by active uses.

Idea #2

Create a series of authentic urban neighbourhoods with increased housing diversity and choice aligned with key pedestrian streets and public spaces.

Idea #3

Create a hierarchy of streets that provides safe and easy movement and prioritises places for people.

Idea #4

Connect Albion Quarter to the activity of Sunshine CBD along the Foundry Road spine.

Idea #5

Revitalise Stony Creek to guide future developments and provide a new community destination.

Idea #6

Embed community life and activity by creating a series of vibrant and varied public spaces that respond to the changing character and user needs.

Idea #7

Transform Ballarat Road by creating a multi-modal corridor that also addresses issues around the barrier it creates.

Idea #8

Create a local village heart in Albion Quarter North located alongside Stony Creek.

Idea #9

Attract allied educational, innovation and enterprise businesses to co-locate with Victoria University along Ballarat Road.

Idea #10

Create a greener and cooler environment through tree canopy and vegetation, creative storm water management and habitat creation.

Idea #11

Define a new mid-rise character for Albion Quarter that creates elegant density balanced with amenity and liveability.

Idea #12

Take a precinct-based approach to sustainable and liveable neighbourhoods that integrates water, waste, and energy management.

6

Emerging Ideas

VICTORIA State Government | Department of Transport and Planning

Emerging Idea #1

Embed an upgraded Albion Station into the emerging neighbourhood with a safe and inviting public realm, surrounded by active uses.

Albion Quarter South is a revitalised multi-modal neighbourhood with a distinctive sense of place and character that is authentically Albion.

The upgraded station is embedded into the new surrounding vibrant neighbourhood and connects people across Albion Quarter. It is a transit-oriented 'front door' that maximises local community benefit.

There are multiple pedestrian connections leading into the upgraded Albion Station and across the railway corridor that are public, safe, activated and accessible for all. The primary station entries provide direct and integrated linkages that create an excellent pedestrian experience, including access to John Darling Flour Mill.

The revitalised Albion Quarter South is a welcoming public environment with a mix of community, and public realm uses that forms a major local landmark and destination. It represents the authentic local character of the area, and its identity into the future.

Why this idea?

The existing station environment is unwelcoming and challenging for pedestrians and does not encourage public transport use. In addition, the surrounding existing land uses do not support an active or safe station environment.

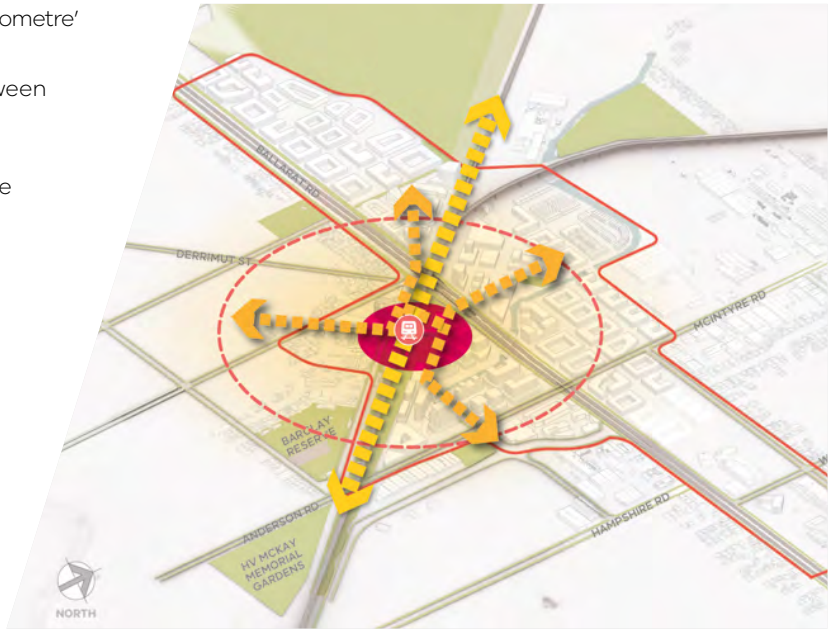
The opportunity includes:

- Creating an upgraded station concourse and entry featuring public pedestrian crossing over the rail corridor connecting the neighbourhood.
- Integrating regional cycle connections at Albion Station connecting north to new destinations.
- Integrating public transport and micro-mobility options, and supporting 'last kilometre' connections including bikes and scooters.
- Creating clear and logical connections between Albion Station and key destinations such as Victoria University and the Health Precinct.
- Creating a western forecourt adjacent to the John Darling Flour Mill building to include recreation, hospitality and retail activity.
- Creating an eastern forecourt adjacent to Albion Station that emphasises both place and access.
- Ensuring bus interchanges that connect seamlessly with services at Albion Station.

A welcoming new transit landmark with an authentic Albion identity

A focus on inclusive high quality public spaces that support wider community connections

Integration with the John Darling Flour Mill heritage environment



Emerging Idea #2

Create a series of authentic urban neighbourhoods with increased housing diversity and choice aligned with key pedestrian streets and public spaces.

A new transit-oriented urban community around Albion Station supports a range of housing choices, and social and affordable living models.

Residents and workers enjoy the walkable local urban neighbourhoods connected to high quality public realm, local shops, destinations and transport options.

Development is facilitated around Albion Station and around a new public realm network to provide an active urban environment where day and night-time uses create a sense of safety. There is a strong focus on affordable housing and student housing within Albion Quarter, complementing education, employment and enterprise uses.

A vibrant and inclusive mix of social and affordable housing options are in place to meet the needs of key workers and a diversity of household and family types.

Why this idea?

There are currently very few residents living within Albion Quarter, and the urban environment is lacking in human activity or streetlife. There are limited housing options beyond detached standard housing stock outside Albion Quarter, or options that respond to different family size, form, tenure or ownership.

The opportunity includes:

- Prioritising urban living and higher density housing choices within a 5 minute walkable catchment of the Albion Station.
- Creating the residential community that supports activity and streetlife both around Albion Station and around a new public realm and open space network.
- Encouraging non-traditional housing models such as build-to-rent, rent-to-buy, and other community-focused offerings.
- Embedding a range of affordable and social housing catering for the community's most vulnerable and disadvantaged.
- Supporting student and key worker housing options that complement the health, education and enterprise growth within the area.
- Improving the transport services in order to limit vehicle parking and use through new housing models.
- Establishing an activated neighbourhood and local resident population for Sunshine's shops, food and beverage and destinations after hours.

New housing choices and forms supporting a changing local community

Urban housing models that improve social and community disadvantage

Sustainable, liveable and loveable housing choices

Emerging Idea #3

Create a hierarchy of streets that provide safe and easy movement and prioritises places for people.

Albion Quarter boasts a network of improved streets, links and outdoor spaces that are safe and accessible for all ages and abilities, and support a local street life.

All four neighbourhoods of Albion Quarter are connected through high-quality pedestrian and cycle connections, crossing Ballarat Road and the rail line.

Albion Quarter is an easier and more pleasant place to move around and spend time. Streetscapes are revitalised with a network of inviting places to meet and socialise, in safe and inclusive ways.

The barriers of Ballarat Road and the rail corridor are diminished through improved wayfinding as well as options for improved pedestrian accessways.

Walking, cycling, and micro-mobility becomes the local 'mode of choice' throughout the precinct and better connects the neighbourhoods of Albion Quarter.

Albion Quarter is home to a network of streets that prioritise canopy, shade, and communal spaces.

Why this idea?

Getting around Albion Quarter is currently difficult, and the urban environment is often unwelcoming, unsafe and dominated by vehicles and traffic movements. The major barriers of Ballarat Road and the rail corridor constrain effective multi-modal access. There is opportunity to better manage and allocate road space to provide equity for all users, and to create people-friendly streets across Albion Quarter.

The opportunity includes:

- Creating streets that are safe, inviting, and comfortable to move through at all times of day and in all weather.
- Creating safer, low-speed neighbourhood streets through local traffic management intervention.
- Establishing local streets lined with active frontages, and featuring trees, street furniture and weather protection.
- Providing places for community to gather, linger, socialise and enjoy.
- Establishing a new Station street type as a pedestrian, cycle and bus priority urban street connected directly to the station environment.
- Considering a potential east-west pedestrian overpass or underpass across rail north of Ballarat Road.
- Creating a new active transport spine along the rail corridor to Albion Station.
- Investigating a precinct-based parking approach that positively impacts streets and public realm.

Streets that support and showcase the rich local heritage, character and culture

Provide generous and direct paths connecting key destinations

Support cycling between all neighbourhoods of Albion

Emerging Idea #4

Connect Albion Quarter to the activity of Sunshine CBD along the Foundry Road spine.

Albion Station and Albion Quarter as a whole is connected back into the heart of Sunshine along Foundry Road, which is home to generous and inviting footpaths and safe crossings.

Redevelopment supports this connection with high quality built form and active interfaces, and new public spaces fostering street life and activity.

Extending the street network from Albion Quarter into Foundry Road catalyses the introduction of a finer grain street and block pattern and facilitates the redevelopment of strategically important sites.

Pedestrian movement is improved between Albion Station and the activity of the Sunshine CBD on Hampshire Road, with safe and direct walkable and bikeable connections.

Redevelopment opportunities have active interfaces at street level and localised open space treatments.

Why this idea?

Albion Quarter is currently detached from the activity and vibrancy of the Sunshine CBD, and physical pedestrian connections are indirect and underutilised. The uses and destinations in Albion Quarter can complement the Sunshine CBD through direct, safe and inviting links.

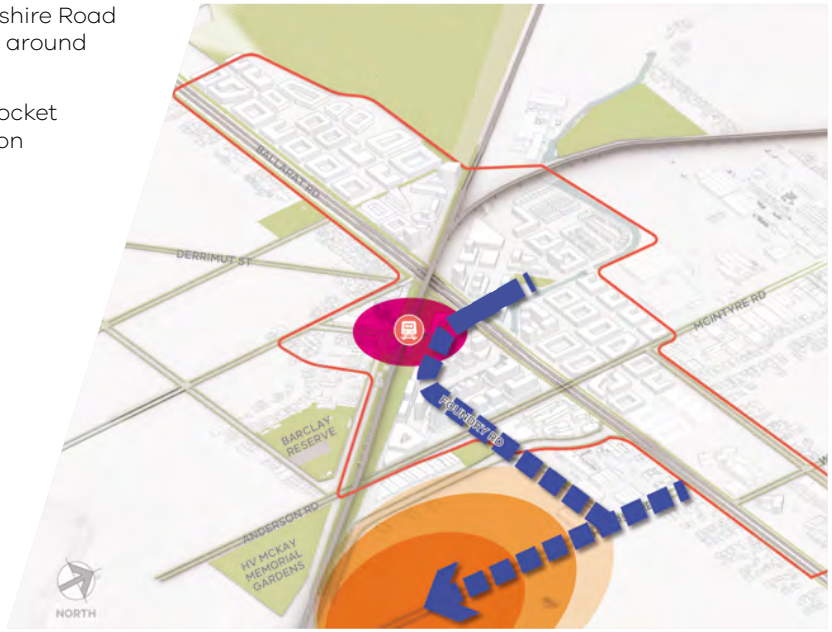
The opportunity includes:

- Creating a new walkable connection between Albion Station and Sunshine Marketplace Shopping Centre along Foundry Road, through to Hampshire Road.
- Extending the pedestrian priority zone beyond Albion Station to Foundry Road at Anderson Road.
- Making easy, safe and attractive walking and cycling links between the shops and cafes of Hampshire Road and new urban living and employment uses around Albion Station.
- Creating urban public places (plazas and pocket parks) along Foundry Road and a new Station street type to support community use.
- Establishing coordinated signalised intersections on Foundry Road at Anderson Road and Harvester Road to support safe east-west connections.
- Supporting mid-block pedestrian links in redevelopment sites, particularly through Sunshine Marketplace Shopping Centre.

Create a strong walking link with interest, activity and character

Support shops and development opening out onto the busy pedestrian thoroughfare

Create direct viewlines and connections into the Vicinity site



Emerging Idea #5

Revitalise Stony Creek to guide future developments and provide a new community destination.

Stony Creek is a reimagined ecological place that developments integrate with and face onto.

It incorporates integrated water management, urban cooling, increased tree canopy and high quality amenity to influence the urban renewal of Albion Quarter.

Overcoming contamination and development barriers, the Stony Creek corridor has been reinterpreted as a green and blue spine, introducing a new destination in Albion Quarter. The post-industrial land has been transformed and an emerging biodiversity is celebrated.

Albion Quarter's Stony Creek is a place of local identity and community pride. Development along the corridor respond to the creek, and the public and private realm is well integrated. The creek corridor supports new recreational activities and cooling opportunities to places and streets adjacent to it.

Why this idea?

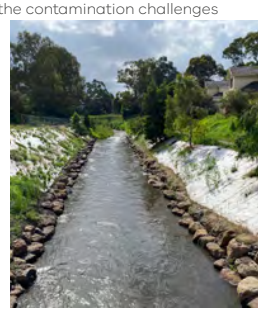
Stony Creek is a relatively narrow concrete channel with underappreciated ecological and little aesthetic value, designed to efficiently drain the local and upstream catchment. The creek environment has been heavily impacted by industrialisation and urbanisation, with soil contamination and areas susceptible to flooding. Despite the challenging constraints along this corridor, Stony Creek can play a key role in both the ecological and place renewal of Albion Quarter.

The opportunity includes:

- Revitalising Stony Creek to create a healthy place with habitat value and ecological diversity.
- Promoting the creek as a community asset with significant passive recreational opportunity that supports physical and mental health.
- Creating new public realm along and across Stony Creek to provide more places for the community.
- Increasing the permeability, infiltration and small-scale water storage upstream of Ballarat Road to mitigate downstream impacts.
- Reducing proportion of adjacent developed impervious surfaces, to reduce stormwater volumes in Stony Creek and improve stormwater quality.

Explore urban waterway ideas to bring place into the creek corridor and respond feasibly to the contamination challenges

Align adjacent green public realm and pedestrian paths with the channel waterway



Balance water management, ecology and contamination

Emerging Idea #6

Embed community life and activity by creating a series of vibrant and varied public spaces that respond to the changing character and user needs.

A diverse and integrated network of public spaces across Albion Quarter supports a variety of passive and active recreational activities, and formal and informal social gatherings.

The new public realm is cooler, greener, inviting and comfortable.

High quality new public spaces have created opportunities for community connection and social interaction. Large parks, pocket parks and urban plazas provide places to relax, unwind, play and exercise as the new residential and working community of Albion Quarter emerges.

New urban parks successfully balance solar access and development opportunities.

Open spaces with a local character and flavour better provide for the community and give people opportunities for daily enjoyment and value.

Why this idea?

Albion Quarter is currently lacking in open space, despite some excellent parks being located just outside Albion Quarter. Additionally, the lack of shade makes Albion Quarter extremely vulnerable to urban heat. Redevelopment efforts offer a catalyst to redefine the public realm network as the local community grows to create more green spaces with differing roles and functions, increased street trees for shade, shelter and a softening of a harsh urban environment.

The opportunity includes:

- Envisioning lively and active forecourts on both the east and west side of the upgraded Albion Station.
- Reimagining a series of public spaces along the Stony Creek spine.
- Realising a series of new public spaces or local parks north of Ballarat Road.
- Locating new smaller urban public spaces on Anderson Road and within Sunshine Marketplace Shopping Centre area as it is redeveloped.
- Considering more gathering space and open space at Victoria University.
- Identifying additional small open spaces/ plazas throughout redevelopment parcels.

Local public places that celebrate heritage, character and identity

Green open spaces that support revitalising local ecological values

Community gathering spaces that support activity at all hours

Emerging Idea #7

Transform Ballarat Road by creating a multi-modal corridor that also addresses issues around the barrier it creates.

The Ballarat Road corridor is reimagined as a major transit spine of Albion and a comfortable and attractive urban environment.

Road space is reallocated to prioritise public and active transport, improve safety and facilitate urban renewal.

Creative transport interventions have improved connections across Ballarat Road.

Ballarat Road is a multi-modal corridor, set in a tree-lined boulevard with high pedestrian and micro-mobility amenity.

New and reconfigured streets around the station and under Ballarat Road unlock the development potential of Albion Quarter while establishing a new pedestrian focused Station street type.

An active transport web ensures that intersections and crossings are improved, underpasses reconsidered and new north south connections are in place. The growing resident and working population enjoy walking and cycling on safe, interesting and convenient paths.

Why this idea?

Ballarat Road is a major east-west conduit for Melbourne but it is a complicated environment for vehicles which dominates the character and identity of Albion Quarter.

With up to six lanes, additional service lanes, and an elevated profile, the Ballarat Road environment is hostile to pedestrians and cyclists. Additionally, the barrier that it creates across Albion Quarter means that opportunities for crossing over or under are limited.

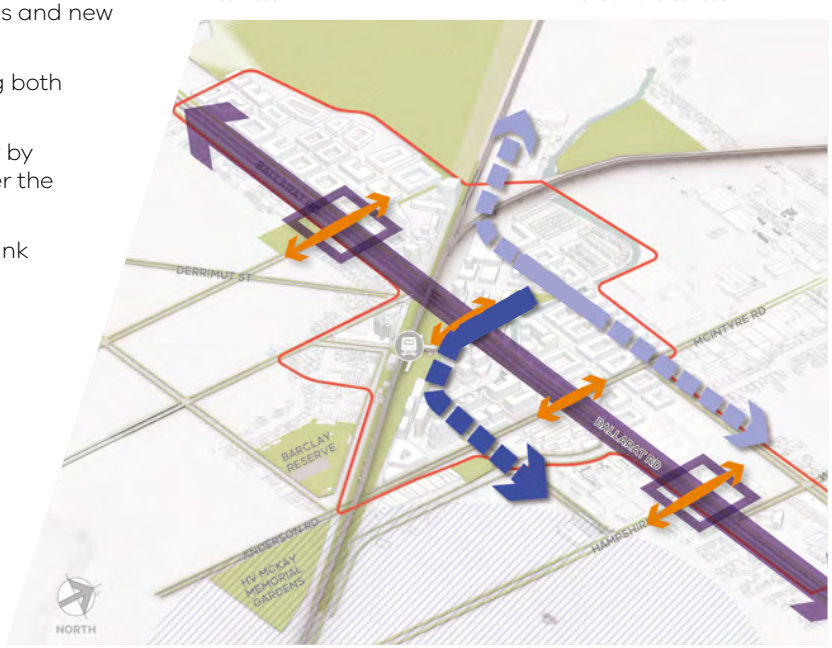
The opportunity includes:

- Improving active transport through crossing improvements, underpass treatment options and new north south connections.
- Investigating an employment corridor along both sides of Ballarat Road.
- Unlocking the access across Albion Quarter by investigating a suite of options that consider the full network of streets.
- Consideration of a new Station street type link between Foundry Road and St Albans Road passing underneath Ballarat Road.
- Significant upgrades to Ballarat Road underpasses to include space for bikes and pedestrians, and other active transport.
- Rationalising the bus network to improve routes, frequency and interchanges.
- Consideration of new pedestrian connections under Ballarat Road along the rail corridor.

Unlock major north-south active transport connections

Support for improved bus transit services

Improved multi-modal services under Ballarat Road



Emerging Idea #8

Create a local village heart in Albion Quarter North located alongside Stony Creek.

A new village heart and convenience centre north of Ballarat Road has street life, retail activity, a generous public realm and the reimagined Stony Creek at its heart.

New urban neighbourhoods for living and working provide a mix of uses.

A new convenience centre provides people with the ability to meet most of their daily needs within a 5-minute walk from home or work, north of Ballarat Road.

Generous public realm and landscaped green spaces are integrated with the revitalised Stony Creek corridor. This provides a focus for local community activities, which create a strong identity for this part of Albion Quarter.

St Albans Road is adjacent to this village heart and ensures good access, viability and legibility.

Why this idea?

The areas of Albion Quarter north of Ballarat Road will experience significant land use and physical change as they grow. A new mixed-use, employment and residential development will ultimately need a community 'heart'. There is currently no logical centre of activity, public gathering, or community services in this neighbourhood.

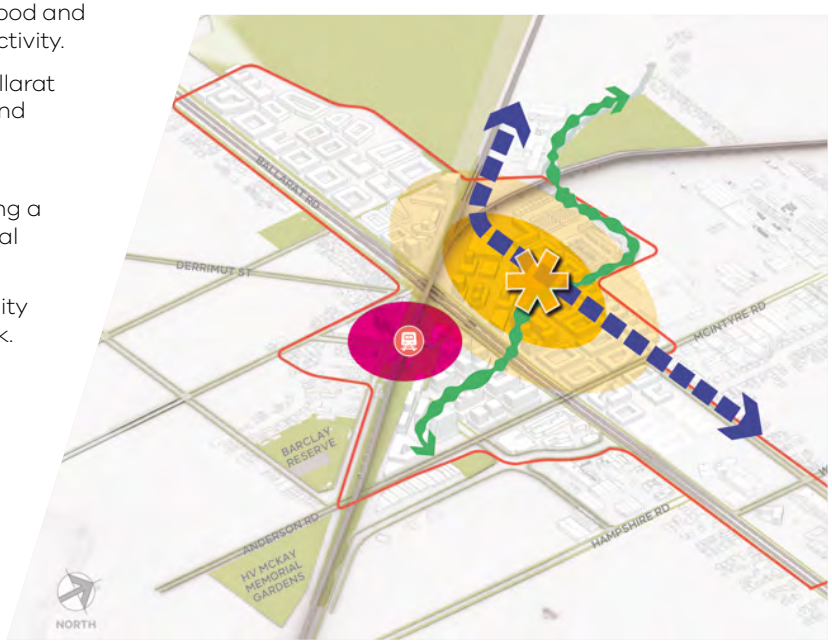
The opportunity includes:

- Establishing a village heart that anchors Albion Quarter North and links directly to Albion Station, new homes and jobs, Victoria University, and the activity of Sunshine CBD.
- Creating a 'heart' that combines a diversity of retail and convenience needs. This could include food and beverage which also provide vibrancy and activity.
- Accommodating employment uses along Ballarat Road to bolster the neighbourhood centre, and provide amenity for workers.
- Facilitating a mix of uses such as retail, professional, and community services serving a local walkable catchment and providing local jobs for local people.
- Green public spaces providing the community with opportunities to connect to Stony Creek.
- Providing high quality public realm and plaza space supporting workers, visitors and community events.

A community heart for gathering, socialising and engaging

Local convenience and community services

A night-time economy



Emerging Idea #9

Attract allied educational, innovation and enterprise businesses to co-locate with Victoria University along Ballarat Road.

Focused around Victoria University on both sides of Ballarat Road, this is a district for allied educational businesses and initiatives that leverages its proximity to the university.

It is a district focused on collaboration between university, research bodies, government and industry in a contemporary urban setting.

Victoria University is a highly-attractive knowledge centre that supports adjacent allied business opportunities related to education. The allied uses align with Victoria University's focus on construction, manufacturing, and health.

The emerging centre is also supported by a positive social experience generated by the existing student activity.

Why this idea?

The existing educational and social asset that is Victoria University is a catalytic opportunity for the revitalisation of Albion Quarter. Already identified in Brimbank City Council's *Sunshine Priority Precinct Vision 2050,* there is significant scope for more employment, research and innovation in Albion Quarter. Underutilised land immediately surrounding the university provides the opportunity for allied uses to be located close to Victoria University.

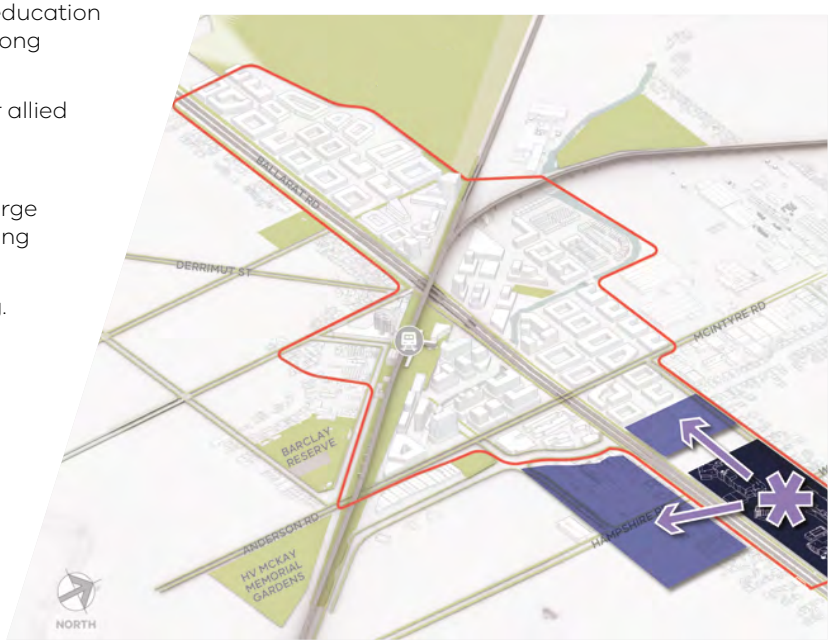
The opportunity includes:

- Attracting leading companies headquarters and research bodies to anchor the urban renewal around Victoria University.
- Clustering of major government, business, education and legal services north of Foundry Road along Ballarat Road.
- Redeveloping land around the university for allied educational uses.
- Developing generous public realm and pedestrian prioritised streets through the large blocks to support student and workers moving between Albion Quarter destinations.
- Provision of affordable and student housing.
- Creating opportunity for training in advanced manufacturing and future energy production.
- Provision of hotels, event venues, cafés and restaurants supporting the university and allied uses.

Connect Albion Quarter East back to Albion Station and Sunshine

Support a growing university campus

Encourage allied research and education uses to collocate



Emerging Idea #10

Create a greener and cooler environment through tree canopy and vegetation, creative storm water management and habitat creation.

Albion Quarter is greener than it has been in decades. Stormwater is creatively managed throughout. Canopy trees and large habitat areas are a new feature of Albion Quarter. Road reserves, parks and plazas are home to this newly created habitat.

Landscape and ecology are prioritised throughout Albion Quarter in a way that connects the community to nature, open space, water and Country.

Reducing and slowing urban runoff, cleansing stormwater, planting trees and creating areas of habitat value and biodiversity are a central feature of Albion Quarter. In support, new development also reduces water use, applies measures to reduce the urban heat island effect, and utilises rainwater creatively.

Why this idea?

Albion Quarter has limited tree canopy and public open space which creates challenging urban heat conditions. Footpaths, parks and cycling corridors have almost no shading which discourages people from walking or spending time outdoors in Albion Quarter.

Separately, localised flooding north and south of Ballarat Road along the alignment of the West Moreland Road Drain is also problematic, and requires local detention or drainage upgrades with development and a more innovative and precinct-wide response to storm water management.

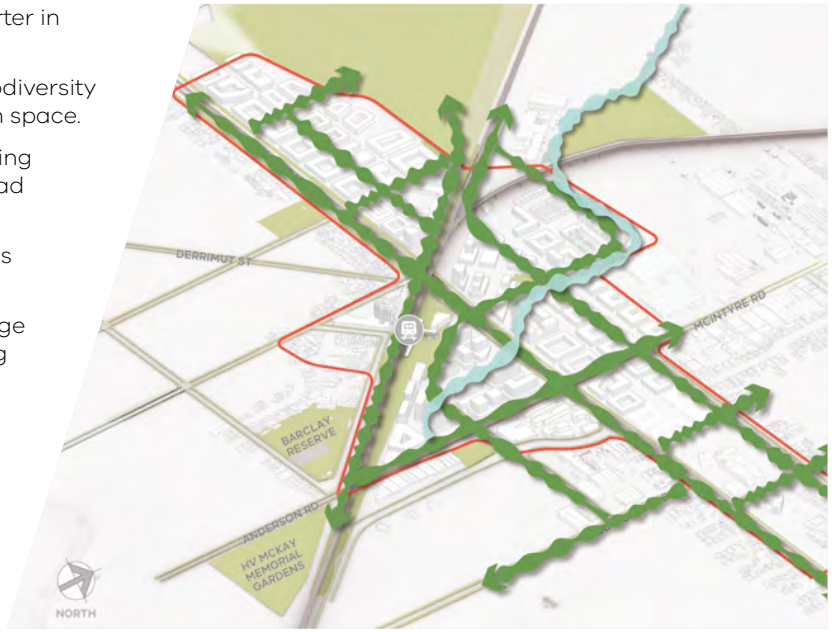
The opportunity includes:

- Planting more trees throughout Albion Quarter in parks and in road reserves.
- Creating areas of habitat and increased biodiversity in the road reserves and newly formed open space.
- Creative stormwater management (harvesting and storage) in public spaces, parks and road reserves.
- Dramatically expanding permeable surfaces and infiltration areas.
- Understanding the impacts of climate change and a constrained water outlook in planning and designing Albion Quarter.
- Leveraging the revitalisation of Stony Creek to seek improved stormwater management across Albion Quarter.

Represent water and ecology management through the public realm and streetscapes

Create opportunities for local habitat corridors and revegetation projects

Getting around Albion Quarter is cool, shady, and enjoyable



Emerging Idea #11

Define a new mid-rise character for Albion Quarter that creates elegant density balanced with amenity and liveability.

Albion Quarter is a series of neighbourhoods that are comfortable, urban, and able to be incrementally and evenly developed over time.

The built form at ground level embraces the streets and actively supports the public realm. Buildings do not negatively impact solar access to the network of new parks and plazas.

Albion Quarter is a quality urban environment with a diverse mix of land uses and businesses.

Redevelopment with quality built form has created a high-quality public realm and pedestrian experience.

Buildings engage the streets with active frontages, windows and articulation.

The scale of the built form supports community and urban life, but it is still a comfortable human scale and doesn't overwhelm.

Why this idea?

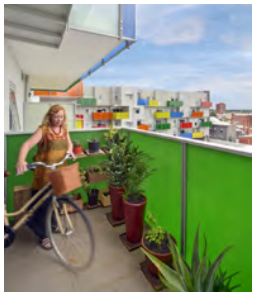
The size of the redevelopment opportunity in Albion Quarter is significant. The challenge is to find an appropriate scale that supports a vibrant community. The scale of development must be managed across the precinct to avoid poor architectural, street life and open space outcomes.

The opportunity includes:

- Testing a scale of development appropriate to Albion Quarter and the surrounding neighourhoods.
- Considering sequencing of development to ensure Albion Quarter can be evenly developed over time.
- Prioritise investment into the public realm, depressurisation of gas line, management of contamination, and revitalisation of Stony Creek to enable the development of key sites such as those immediately to the east of the Station.
- Facilitating restoration and sensitive reuse of the John Darling Flour Mill and other heritage buildings as architectural features with social community benefit.
- Realising the public realm network and its relationship with key redevelopment parcels.
- Devising a framework to ensure appropriate interfaces with and transitions to Stony Creek and key public spaces.
- Ensuring high quality, well-articulated active frontages.
- Ensuring well designed buildings that support liveability, housing choice and quality urban outcomes.
- Committing to buildings with strong connections to neighbourhood and open space.

Embrace a style of density that prioritises high quality street level interfaces and conditions

Support human scale entries and thresholds



Create built form retaining connections to outdoors and the street

Emerging Idea #12

Take a precinct-based approach to sustainable and liveable neighbourhoods that integrate water, waste, and energy management.

Albion Quarter comprises high quality, environmentally sustainable buildings that incorporate the latest technologies in water, waste and energy.

The sustainability solutions and innovations have been applied to individual buildings and across Albion Quarter at a precinct-scale.

Albion Quarter is home to the latest technology and sustainability practices in both building and precinct-wide design outcomes.

The neighbourhoods of Albion Quarter have been constructed with regard to energy consumption, during and post construction.

There is local energy generation and storage, and infrastructure to foster the shift away from gas has been incorporated.

A multi-modal transport network is in place, with a sharing economy at its heart and a precinct-wide strategy to minimise individual reliance on cars.

Innovative approaches to waste collection, transfer, and management have been implemented throughout the precinct.

Why this idea?

The need to create high quality buildings that employ best practice environmental standards, meet the needs of the new and existing community, and also interface well with the street is critical.

However the opportunity for the structure planning process lies in devising a precinct-based approach for creating a network of resilient and sustainable neighbourhoods across Albion Quarter.

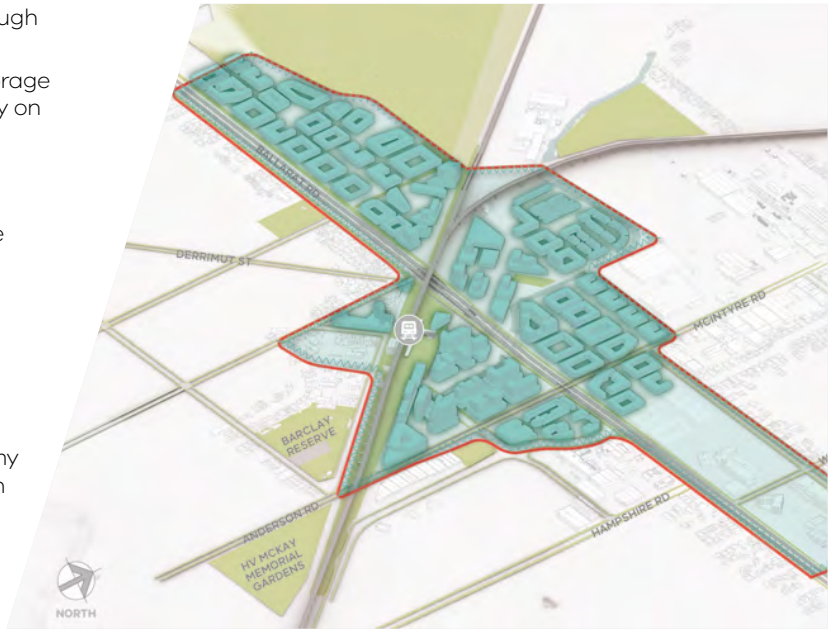
The opportunity includes:

- Understanding and responding to the energy demand implications of building design and construction choices.
- Ensuring that buildings are designed to minimise energy consumption and maximise natural systems.
- Exploration of renewable energy targets through partnerships.
- Encouraging local energy generation and storage such as solar PV on buildings (and specifically on government land/infrastructure)
- Encouraging buildings that are designed to improve the recovery of waste.
- Development that is designed to encourage a reduction of private car use, along with a precinct-wide parking strategy.
- Considering energy infrastructure needs to support transition from gas.
- Provision for more efficient water use at building and precinct scale.
- Providing spaces to support a sharing economy (including transport choices) and innovation in waste collection and transfer.
- Embedding an efficient and non-carbon based transport network including micro-mobility options.

Incorporate sustainable systems like energy generation and waste management into the function and construction of the building

Green roofs assist with building temperature regulation and increase biodiversity

Energy generation and storage embedded into buildings



Attachment 12.4.1

Albion Quarter Discussion Paper

Brimbank City Council Response – July 2024

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Overview

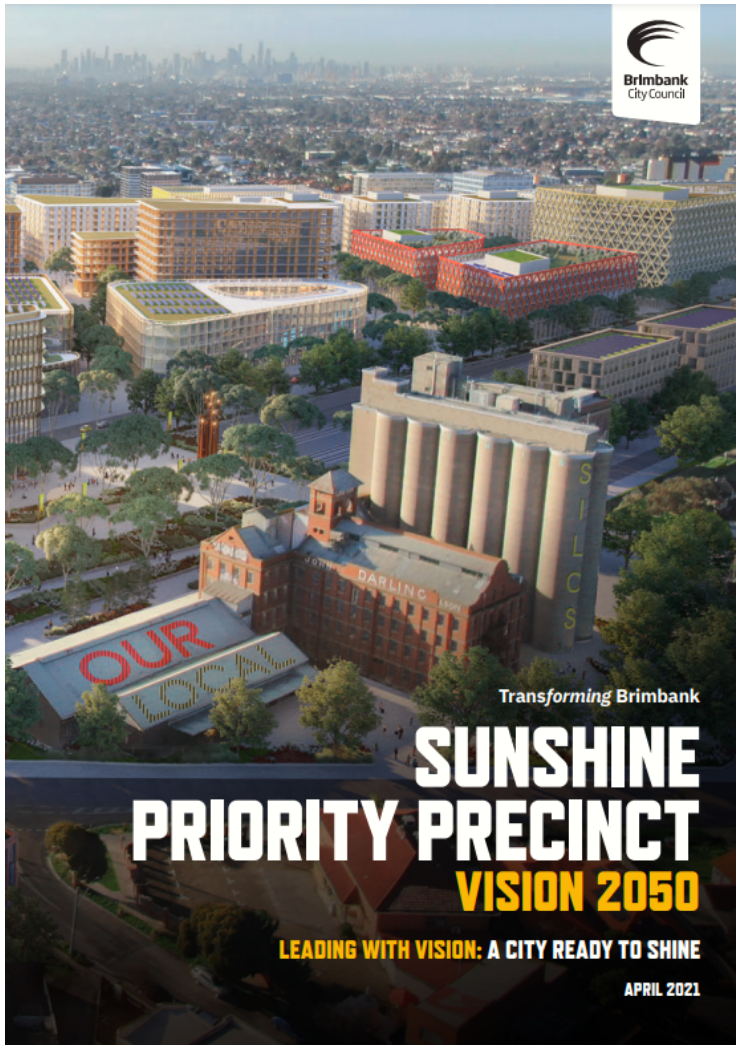
Brimbank City Council (Council) continues to support the State Government's commitment to drive economic development and create a liveable, vibrant and prosperous plan for the future of the Albion Quarter and the Sunshine Precinct as a whole.

Council is supportive of the benefits that the Victorian Government's urban renewal and precinct planning will bring for Albion and Sunshine and the broader western region of Melbourne.

The principles and emerging ideas outlined within the Albion Quarter Structure Plan Discussion Paper (Discussion Paper) are broadly sound, consistent with Council's *Sunshine Priority Precinct Vision 2050* (Vision 2050) and form a strong base to progress more detailed structure planning.

To support the development of the Albion Quarter Structure Plan (Structure Plan), Council has identified four key opportunities which intersect with the principles and emerging ideas outlined in the Discussion Paper where a focus of further development could occur.

Council looks forward to a continued partnership with the Victorian Government to realise a world class urban environment for both Sunshine and Albion and surrounds and the significant commitment and investment by the Victorian Government to facilitate this.



Summary of key opportunities for further exploration

1. Create a whole of precinct approach that provides space to grow jobs of the future.

- Plan for an integrated Sunshine Precinct, that supports broader Sunshine NEIC opportunities.
- Prioritise commercial floorspace opportunities to provide the jobs of the future.
- Utilise contemporary place based economic modelling for the whole precinct to inform a variety of scenarios.

2. Create a high quality, interconnected public realm that focuses on walking, cycling and amenity.

- Plan for a network of high quality, integrated, unencumbered open space nodes.
- Create space and connections for people that are safe, vibrant and logical.
- Ensure adequate solar access to key journeys, spaces and places.

3. Support easy and efficient access and mobility across the Sunshine Precinct.

- Plan for a simpler, safer Anderson/McIntyre and Ballarat Road intersection.
- Plan for interim and ultimate strategic planning scenarios regarding the future of the Ballarat Road Overpass.
- Plan for bus routes that follow a future road network and passenger transfer points.
- Provide clarity on the long-term plan for car parking.

4. Build a contemporary Sunshine Precinct with a variety of building types, scales, and densities.

- Plan for a variety of building heights and densities across the precinct to deliver required floorspace demand.
- Ensure appropriate separation of incompatible sensitive uses to avoid future conflict.
- Embed an indigenous and multi-cultural identity and protect existing built form heritage.

Leveraging investment for the betterment of the west

Commit to Melbourne Airport Rail and Sunshine Super Hub as part of the Western Rail Plan.

In November 2023, Council welcomed the Commonwealth Government's decision to recommit to Melbourne Airport Rail (MAR) and the $5 billion previously promised for its construction. Council is disappointed with MAR being placed on hold for a further four years which was announced in the recent Victorian State Budget. Delaying this critically important city shaping infrastructure creates significant planning uncertainty for the entirety of the Sunshine Precinct.

While there will be benefits associated with the delivery of Melbourne Metro in 2026, the lack of certainty surrounding the MAR is undermining Sunshine's role as a Metropolitan Activity Centre (MEAC) and as part of the broader Sunshine National Employment and Innovation Cluster (NEIC). This also undermines market confidence in Sunshine as a place to invest, conduct business and work.

Notwithstanding, Council maintains its support for the passage of MAR through the Albion Quarter and Sunshine Precinct. However further consideration of the MAR design, in conjunction with the outcomes sought as part of the Albion Quarter is highlighted to ensure the most appropriate ultimate outcomes for the Sunshine Precinct as a whole. For example, an at-grade solution for MAR is an option that would be beneficial for precinct outcomes given the proposed elevated approach will significantly impact the significant heritage value of the John Darling Flour Mill complex and create a visual and physical barrier impacting the Albion Quarter. Replacement of the Ballarat Road Overpass is also an important consideration to ensure ultimate outcomes for MAR and the Albion Quarter.

Within the above context, Council also seeks commitment for the delivery of other long-term rail commitments made as part of the Western Rail Plan such as the electrification of the Melton and Wyndham rail lines which will ensure the Sunshine Super Hub vision become a reality, and in turn providing an opportunity to reduce traffic and traffic congestion both travelling to and through the Sunshine Precinct.

Commit to the reconstruction of Albion Station as part of a package of access and connectivity improvements.

Critical to the next stage of development of the Albion Quarter Structure Plan is the need to confirm more precisely the nature and extent of the rebuild of Albion Station into a world class station and mixed used district.

It is essential that the reconstruction of Albion Station into a fit-for-purpose public transport interchange complements and celebrates the heritage value of the Darling Flour Mill and forms part of the next stages of the structure planning process.

A commitment to, and progress on designing and developing a world class station will create some certainty for the development sector, whilst also providing a development opportunity that significantly unlocks the Albion Quarter to achieve the jobs and housing targets envisaged in the Discussion Paper.

Crucially, there is a need to future proof the ultimate development scenario envisaged for a future Albion Station and its relationship with the broader area and other infrastructure projects such as MAR. The Structure Plan will also need to ensure that existing constraints such the Ballarat Road Overpass and the High-Pressure Gas and Aviation Fuel Pipelines are taken into consideration and do not compromise the long-term planning for highest and best use outcomes.

Key Opportunities

The proposed principles and emerging ideas contained within the Discussion Paper form a strong basis for furthering the development of the structure planning process.

Council has identified four opportunity areas that seek to build on the principles and emerging ideas outlined in the Discussion Paper. They are identified to aid further discussion and investigation in partnership with the Department of Transport and Planning to help further inform the development of the draft Structure Plan.

Principles

The 10 principles outlined in the Discussion Paper are considered to be sound and generally reflective of input provided by Council officers to date. Council understands that these principles will continue to evolve and be refined as further work is undertaken to inform the development of the next stage of the draft structure plan.

Notwithstanding, a consistent theme is the need to continue to plan for an integrated Sunshine Precinct and consider impacts and relationships with the broader precinct and interrelationships with its neighbouring urban environments.

Emerging Ideas

Council supports the broad nature and intent outlined as part of each of the 12 emerging ideas outlined in the Discussion Paper. All ideas have a considered basis and provide further opportunity to be explored as part of the structure plan process moving forward.

Council has identified a number of threads which is expressed as opportunities that intersect with these emerging ideas that are outlined in the next section.

Opportunity 1: Create a whole of precinct approach that provides space to grow jobs of the future.

Plan for an integrated Sunshine Precinct, that supports broader Sunshine NEIC opportunities.

Council shares the State Government's ambitious plan outlined in the *Sunshine Precinct Opportunity Statement* to make Sunshine Precinct, including Albion Quarter an economic powerhouse that is vibrant, diverse and green, a capital for Melbourne's west.

Opportunity exists within the Albion Quarter Structure Plan to more accurately define the competitive advantage that Albion Quarter could play within the overall Sunshine Precinct and broader NEIC context.

As the largest renewal precinct in Sunshine, Albion Quarter is critical in signalling and propelling the renewal of Sunshine as a MeAC and as the capital of Melbourne's west.

Planning for major growth in the Albion Quarter should be undertaken in concert with opportunities available within the broader Sunshine Precinct to ensure integrated strategic outcomes can occur.

Albion Quarter's role within the NEIC requires a more deliberate land use policy and strategy approach aimed at promoting regionally significant population services in more than just education. This also includes public administration and social justice services, relative to the Sunshine Magistrates Court, Victoria Police Divisional Headquarters, State Government offices and other emerging sport and recreation opportunities associated with Sunshine Energy Park.

Key Challenges

- The ongoing attraction of highly skilled workers to the area, as is critical to the long-term growth of the NEIC and its attractiveness as a destination for investment.
- Building on the emerging public administration and justice cluster served by the Sunshine Magistrates Court, State Government Offices and Victoria Police Divisional Headquarters.

Opportunities

- Examine opportunities to establish Albion Quarter as a major regional service node to support a growing west by considering further State Government service relocation.
- Investigate a more deliberate land use policy and strategy approach, aimed at promoting regionally significant population services in addition to education relative to Sunshine Precinct's NEIC role.
- Explore opportunities to create an urbanised inter-relationship between Albion West Precinct and Sunshine Energy Park Vision.

Figure 1: Brimbank City Council, VicRoads and Slater and Gordon.

Prioritise commercial floorspace opportunities to provide the jobs of the future.

To date, over 30,000sqm of new retail floor space has been proposed for the Sunshine Precinct, with 60,000 to 70,000sqm of A Grade office space and over 1,750 apartments.

Land within the Albion Quarter and broader Sunshine Precinct is both unique in its opportunity and limited in its overall supply for commercial job creating purposes. A mixed-use approach is preferred wherever possible with a focus on ground and podium settings of buildings providing a commercial land use outcome and residential being above this environment.

Council recognises that the current economic climate and structural challenges facing the development industry has temporarily impacted delivery of additional floorspace. Development in Sunshine also needs to allow for other costs including the potential presence of contamination, constructing in basalt, particularly in relation to underground car parking, and the requirement for open space and development contributions. Given that part of the Precinct will require a rezoning, property development will also attract the Windfall Gains Tax and any other levies that are required as part of a future rezoning.

An ideal outcome is one that considers and balances the current and future cost of development to ensure a competitive market proposition for the development sector and Council. This outcome should consider and respond to the impacts of the Windfall Gains Tax, the two existing Development Contributions Plan Overlays that apply to the area and give regard to the number of renewal precincts across metropolitan Melbourne and the comparative position of the emerging property market in the Sunshine Precinct.

Key Challenges

- The long-term oversupply of standalone residential development which foregoes the opportunity to provide job creating spaces.
- Strategically planning for the spatial allocation of land use across both Albion Quarter and Sunshine where relatively large land holdings is both a challenge and an opportunity.
- The ability to be competitive and cost effective to deliver the services and infrastructure needed when compared with other MeAC's across metropolitan Melbourne.

Opportunities

- Take a precinct approach to the establishment of residential, commercial and mixed-use development.
- Investigate opportunities and mechanisms to achieve vertical zoning within key areas where a greater level of commercial development is desired.
- Facilitating infrastructure and service delivery which can be delivered in a timely and cost effective way, with consideration of existing costs, planning and administrative requirements that already exist.

Figure 2: Mixed use development within a vertically integrated building.

Utilise contemporary place based economic modelling for the whole precinct to inform a variety of scenarios.

The Discussion Paper suggests that the broader Sunshine Precinct could accommodate 34,000-45,000 jobs, 21,000-26,000 homes and 55,000-70,000 residents noting that the Albion Quarter forms part of delivering this.

Council supports the need for contemporary, place based economic modelling to help inform an understanding of future projected jobs and resident/dwelling needs beyond a base case and accelerated growth scenario.

A range of potential growth scenarios beyond that outlined in the opportunity statement should be explored and tested. Scenarios can be developed by reference to local market analysis, consideration of proposed infrastructure, investment and/or intervention opportunities, and overall policy and development aspirations for the Sunshine Precinct as a whole, with benchmarking against comparable activity centres.

Key Challenges

- Developing sufficiently ambitious growth and development scenarios that truly supports the development of Sunshine into the CBD of the west.
- Deliberately planning for the jobs of the future and providing the necessary space for an evolving and renewing urban environment.

Opportunities

- Progress a clearly defined methodology that outlines a range of plausible economic growth scenarios beyond that outlined in the opportunity statement.

Opportunity 2: Create a high quality, interconnected public realm that focuses on walking, cycling and amenity.

Plan for a network of high quality, integrated, unencumbered open space nodes.

The Albion Quarter offers a unique opportunity to create a range of passive and active multi-functional open space opportunities. Council supports the creation of a network of unencumbered spaces to ensure effective use and enjoyment all times of the year.

The *Sunshine Energy Park Vision Plan 2024*, adopted by Council on 21 May 2023 provides a unique opportunity to transform 74 hectares into a dynamic, future focused urban parkland which a future Albion Quarter can integrate with.

Within the Sunshine Precinct there is a need for 'anchor' open spaces which act as focal points and active transport destinations. These spaces could create the catalyst needed for new development and facilitate the urban revitalisation both Council and State Government are seeking.

It is important to note that *Sunshine Town Centre Structure Plan 2014* envisages an open space/plaza located centrally off Harvester Road. While the location of this open space is approximate, pedestrian permeability that connects this open space to the Albion Quarter should be explored as part of the development of the structure plan process moving forward.

Key Challenges

- Open space that is well located and unencumbered aligns with Council's requirements and serves a meaningful role for existing and future residents and workers in the area.
- Open space that positively contributes to tree canopy and combats urban heat island effects.

Opportunities

- Provide an open space focal point at Albion Station to make it an inviting and attractive place to gather and maximise economic development opportunities.
- Consider the role of a centralised open space located within the Sunshine Marketplace as a focal point for shared a pedestrian link.
- Establish a range of active connections and create an integrated land use and development interface with the Sunshine Energy Park.
- Consider the role of Sunshine Energy Park in open space provision.
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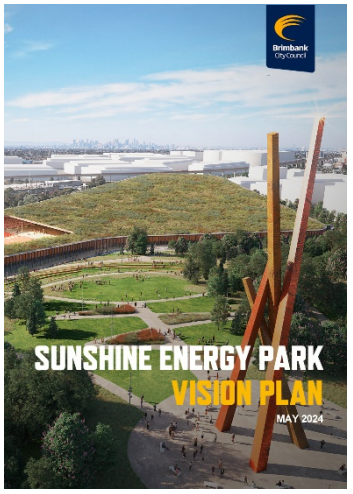
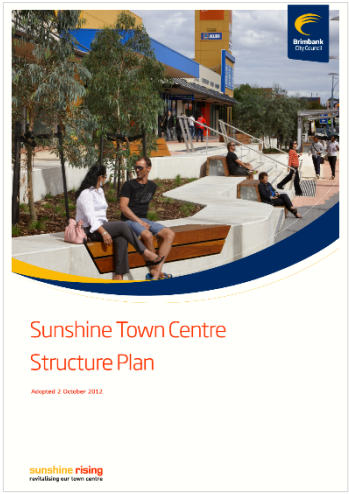




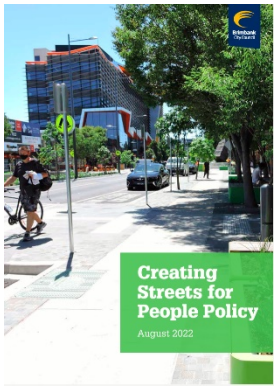
Create space and connections for people that are safe, vibrant and logical.

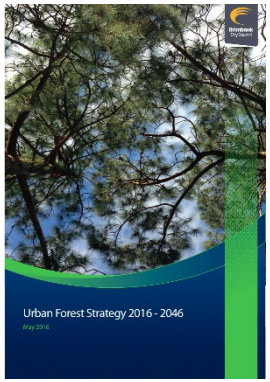
Council's *Urban Forest Strategy* seeks to deliver a 30% tree canopy cover to improve the amenity of our urban environment. Progressive streetscape improvements such as those undertaken for Hampshire Road aligns with Council's *Creating Streets for People Policy 2022* and continue to transform Sunshine into a vibrant, legible, safe and comfortable place for people.

A future structure plan must prioritise and encouraging safe, efficient and effective pedestrian and cycling movement throughout the Albion Quarter and create logical connections with the broader Sunshine Precinct which is vital for growth and the implementation of a successful future urban form.

There is opportunity to build on and better connect the existing cycling and pedestrian network. For example, inclusion of Foundry Road as a key internal strategic cycling connection that connects to Hampshire Road will provide strategic access to the centre of the precinct, as well as Devonshire Road and the proposed future use of the spur line at Sunshine Station.

Greater consideration can be given to Brimbank's existing and emerging cycling network and walkable catchments to better connect Albion and Sunshine to its surrounding communities of interest.





Key Challenges

- Creating too many streets that cater for cars rather than the efficient movement of people into and around the precinct.
- Addressing key infrastructure gaps in the pedestrian and cycling network leading into the precinct.
- Not allowing enough space for shared pedestrian and cycling paths creating unsafe conditions for pedestrians.

Opportunities

- Establish the Spur Line, outlined in the *Sunshine Station Master Plan*, as a safe shared active route that connects the Sunshine and Albion precincts with South Sunshine.
- Provide better pedestrian and cycling connections into both Sunshine MEAC and Albion Quarter from:
  - St Albans Road, North Sunshine
  - Devonshire Road, Sunshine
  - Westmoreland Road, connecting Victoria University, North Sunshine
  - King Edward Avenue and Derrimut Street, Albion
  - Derby Road, South Sunshine.
- Create better east-west connectivity through active links between:
  - Anastasia Way and Phoenix Street to West Moreland Road.
  - Foundry Road to Hampshire Road.
- Investigate safer and efficient links to Albion West precinct via Perth Avenue and Adelaide Street.

Ensure adequate solar access to key journeys, spaces and places.

Solar access to open space is essential for the environmental health of vegetation and enjoyment by residents, workers and visitors, now and in the future. Creating high amenity streets that have access to sunlight and support the mass movement of pedestrians across the Sunshine Precinct and Albion Quarter in a safe and inviting environment must be a priority.

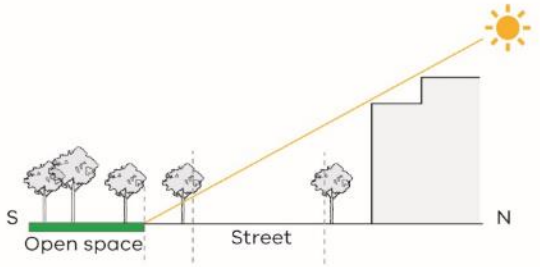
Providing appropriate levels of solar access is critical to achieving high urban amenity. Council encourages the exploration of overshadowing management measures within the context of delivering maximum growth potential of both precincts be explored.

Key Challenges

- Development densities occurring at the expense of the creation of a high amenity, safe and efficient public realm.
- An inconsistent strategic approach between Sunshine and Albion Quarter areas.

Opportunities

- Ensure buildings do not overshadow primary open space areas measured at the winter solstice.
- Ensure buildings minimise the overshadowing impacts on key pedestrian and high amenity streets measured against equinox periods.
- Utilise 3D modelling to test potential overshadowing impacts against built form controls to ensure balance of creating a vibrant public realm against development opportunity.



Figures 3: Potential overshadowing controls should be investigated to avoid overshadowing of existing or proposed new open space by built form.
(Source: Central Geelong Framework Plan)

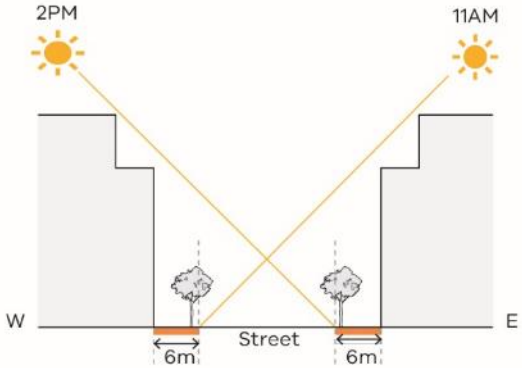


Figure 4: Consideration should be given to managing the impacts of built form overshadowing of key pedestrian focused streets.
(Source: Central Geelong Framework Plan)

Opportunity 3: Support easy and efficient access and mobility across the Sunshine Precinct.

Plan for a simpler, safer Anderson/McIntyre and Ballarat Road intersection.

Council acknowledges the role that both Anderson Road/McIntyre and Ballarat Roads play as major north-south and east-west arterial routes. Consideration should be given to utilising the local road network surrounding these arterial routes more effectively.

A key component to improve the operation of the intersection is simplifying the layout. Most importantly, the connections from and towards St Albans Road complicate the layout, and sequencing and turning capabilities.

The *Sunshine Town Centre Plan 2014* identifies a potential road connection from the intersection of Harvester Road north through to Phoenix Street. This extension, coupled with an east west connection from St Albans Road that utilises Anastasia Way and Phoenix Street could potentially form a circular route further easing congestion through less signalisation at the Anderson/McIntyre Road and Ballarat Road intersections.

Key Challenges

- Increasing congestion and safety issues at the intersection of Anderson/McIntyre Road and Ballarat Road.
- The long-term role of Ballarat Road as a major arterial route.

Opportunities

- Investigate, through traffic modelling, a range of options that utilise different road configurations and both existing and potentially new connections to reduce congestion at this intersection.
- De-prioritise the Anderson/McIntyre and Ballarat Road intersection and consider other north-south and east-west opportunities for pedestrian and cycling movements.

Plan for interim and ultimate strategic planning scenarios regarding the future of the Ballarat Road Overpass.

The Ballarat Road Overpass stands as a major barrier to creating an effective urban environment within the Albion Quarter. Current north-south access points serve the current traffic management arrangements relatively well but are not conducive for active transport elements to support walking and cycling.

Currently east-west traffic is funnelled from 3 lanes to 2 lanes in either direction significantly contributing to the traffic congestion at peak periods. This also hampers the ability to create bus priority lanes, as has been envisaged in previous road management plans.

Council appreciates that the Ballarat Road Overpass has not yet reached the end of its technical lifespan and highlight that these existing restrictions caused by the Overpass's limitations should not influence the optimal long term strategic planning outcomes desired for the Albion Quarter. This consideration should also ideally account for the impacts on, and from, the MAR design and construction, which is expected to influence and potentially further complicate outcomes within this area.

Council encourages the exploration of an ultimate scenario type approach to achieve the most optimal north-south connectivity possible and achieve significantly greater outcomes for the Albion Quarter. Within this context, interim arrangements should also be considered to ensure growth and development of the Albion Quarter continues as efficiently and effectively as possible.

Key Challenges

- Current north-south access is limited in width making it challenging to plan for efficient, safe and pleasant pedestrian, cycling and vehicular traffic movements.
- The reduction in lanes north-south limit the ability of Ballarat Road to function as a major arterial route supporting more efficient rapid transit options.

Opportunities

- Plan for the most efficient, highest amenity and safest pedestrian, cyclist and motor vehicle movement and connections between Albion Quarter's northern and south precincts.
- Investigate the cost and timeframes required to replace the Ballarat Road Overpass with an ultimate design, with consideration of the MAR impacts.
- Provide clarity and direction on how the existing Ballarat Road Overpass connections will be utilised in the interim until such time that redevelopment is feasible.

Plan for bus routes that follow a future road network and passenger transfer points.

Planning for clearly defined roles for all roads should also involve planning for an optimal public transport network, including realigning the bus network. The current bus routes and frequencies act as limitations to planning for a more effective and efficient network for movement, stops and interchanges.

The use of Hampshire Road as a key bus route providing local residents direct access to important civic and commercial destinations should continue but in a way that considers its capacity limitations. There should also be greater regard to its role as a civic boulevard and how it supports pedestrians and cycling.

Council proposes further investigation into utilising Harvester Road with provision of high frequency services and contemporary super stops that are well integrated into the urban form. This has the potential to become a catalyst for development within a central spine within the Sunshine Precinct.

A review of bus routes is urgently required to ensure the rebuild of Albion Station can address the needs of a future public transport network. There is potential to significantly increase the frequency and number of bus services along Ballarat Road. Establishing an effective, safe interchange within the Albion Station Precinct is essential.

Key Challenges

- Realignment of existing routes to provide a modern and frequent suite of bus services supporting both Sunshine and Albion Station redevelopment.
- The Albion Station bus interchanges will need to be able to cater for reformed routes and frequencies.

Opportunities

- Re-evaluate the Sunshine and Albion Street network to confirm a long-term hierarchy to support efficient public transport movement.
- Ensure movement to and from the station and buses is through public spaces supported by a range of local commercial and community activity.
- Investigate the opportunity to provide a new bus interchange along Ballarat Road, providing direct public transport access to Albion Quarter (in addition to metropolitan trains).

Figure 5: Rapid Transit Bus Service.
(Image Source: City of Manningham)

Provide clarity on the long-term plan for car parking.

Council notes that the draft Emerging Transport Network initiatives foreshadows a review of the statutory parking rates and the consolidation of both Sunshine and Albion station car parking.

While there is in principle support to investigating car parking rates in and around Albion Quarter and Sunshine, this should be reviewed within the wider context of the rail corridor and future plans in the area including MAR.

In the short term, and as an interim measure, there may be opportunity to provide park and ride solutions within the Albion Quarter, potentially within the northern precincts. This could help free up land at both Sunshine and Albion stations and evolve their transformation journey.

Notwithstanding, any long-term strategy which seeks to change the role of the Albion and Sunshine stations from their commuter role should be gradual and matched with a commitment to increase both the frequency and breadth of bus services that intersect these stations to ensure local and regional commuter accessibility is maintained and transitioned over time.

Car parking for residential and commercial development within both the Albion Quarter, and the broader Sunshine Precinct, will need careful urban design treatment given the challenges of constructing underground parking. It is essential that car parking does not dominate the public realm from a visual and urban design perspective.

Council notes that Amendment C216 to the Brimbank Planning Scheme, which was gazetted in April 2023, implemented the *Sunshine Metropolitan Activity Centre Parking Overlay,* applying a reduction to previous planning scheme requirements for dwellings, office, and various forms of retail. This applies to that part of the Albion Quarter that is currently in the Activity Centre Zone.

Key Challenges

- Congested, limited and infrequent bus services (locally and regionally) mean people rely on personal motor vehicle travel to access train stations.
- Uncertainty about the delivery of the Western Rail Plan, particularly the electrification of the Melton railway line adds further pressure on limited car parking availability.
- Underground car parking is costly due to the geological nature of the region and the potential for contaminated land/ groundwater.

Opportunities

- Utilise land in the short term within the northern precincts of the Albion Quarter as commuter car parking.
- Develop a long-term strategy to transition the precinct from being a commuter transit destination to being a destination it is own right.
- Investigate options and develop urban design guidance and direction to support appropriate outcomes for commercial and residential car parking needs.

Opportunity 4: Build a contemporary Sunshine Precinct with a variety of building types, scales, and densities.

Provide housing choice and diversity across the Sunshine Precinct.

Growth in the resident population will help unlock the precinct's economic potential. More people living in the Sunshine Precinct, including Albion Quarter, will mean a more vibrant, active and attractive environment for people in the city centre.

The Discussion Paper suggests that the resident population, while not known for Albion Quarter, is projected to grow to between 55,000 and 70,000 residents for the Sunshine Precinct. It is most likely that mid to high rise apartments will be needed utilising a variety of building typologies to achieve this outcome.

The development of a Structure Plan for Albion Quarter, and/or the ability to meet the objectives for the entirety of the Precinct, should ensure that a variety of housing choice is able to be delivered to meet the needs of a broad range of demographic cohorts and socio-economic abilities.

Council would encourage further investigation into and analysis of the Precinct's residential market needs, and the identification of current and future barriers to development, in order to identify opportunities to encourage housing choice and diversity to support a future resident population. This should include opportunities to identify provision for social and affordable housing.

Key Challenges

- Catering for a future unknown socio-demographic cohort with a variety of servicing needs.
- Ensuring housing is affordable, and provides a product that people want to buy.
- Ensuring the Sunshine Precinct maintains a cost ratio that makes it viable for developers to invest and build.

Opportunities

- Provide for a diverse range of residential and accommodation types and sizes in strategic locations.
- Prioritise residential and accommodation uses on suitable sites nearest to Albion Station to maximise proximity to public transport.
- Investigate, through market analysis, potential barriers to development to identify opportunities to support housing choice and diversity.

Figure 6: Nightingale 1 Residential Apartments, Brunswick
(Image Source: Breathe Architecture)

Plan for a variety of building heights and densities across the precinct to deliver required floorspace demand.

The precinct is a focal point that in time and through signature built form will create a new identity for an emerging Sunshine as the capital of Melbourne's west.

A variety of building heights applied strategically should be investigated to ensure that appropriate levels of growth can be provided for over the next 30 years and an urban form across the precinct begins to emerge that forms a positive image of the growth and development of the Sunshine Precinct.

Existing planning controls outlined within the Sunshine Precinct are now over 10 years old and developed at a time when the priority of Sunshine's role and function in Melbourne's activity centre hierarchy was emerging. Key infrastructure projects such as MAR and the station upgrades were also not considered. There is a need to consider how built form across both Albion Quarter and Sunshine Precinct as one precinct will work cohesively to ensure a high-quality urban environment.

3D modelling allows the ability to understand the achievability of future floorspace requirements under a range of development scenarios and allows for the testing of built form controls required to meet that requirement. This has been achieved to significant effect for a range of places across Victoria, most recently in Central Geelong where it was used to accurately inform floorspace requirements and built form controls which in turn informed an urban design framework and a revised Activity Centre Zone planning control.

Key Challenges

- Lack of design guidelines that reflect the precinct's context, values, vision and aspirations.
- The underutilisation of strategically located sites with both sub-optimal scale and density outcomes.
- Placing mid to high rise built form in appropriate locations impacting the visual urban form and/or interaction with surrounding neighbourhoods.
- Built form that does not respond to economic growth ambitions of both State Government and Brimbank City Council.

Opportunities

- Review height and density controls across the Sunshine Precinct to ensure a consistent approach based on clear urban design principles and objectives.
- Ensure building height and density where there is an interface with a residential area provides an appropriate transition in both scale and intensity.
- To measure the opportunity that appropriately scaled built form can contribute to growth and develop through 3D modelling.
- Integrate built form outcomes with identified public realm outcomes to encourage compatible ground level activation.

Master plan and coordinate the development of large strategic development sites.

The Sunshine Precinct, inclusive of the Albion Quarter, has several large development sites with significant capacity to accommodate the commercial and residential floorspace needed for anticipated growth.

In addition, a number of sites may have the potential to host an anchor development that could help drive desired land use change, form, function and appearance.

Given the size of many of these sites it will likely be impractical to precisely plan for specific built form change in the short term. Notwithstanding, providing general guidance on overall built form expectations married with targeted density controls, such as the use of plot ratios (floor area ratios), applied via master planning requirements through Development Plan Overlays, in conjunction with a reformed Activity Centre Zone presents a way forward.

Key Challenges

- Many large sites in single ownership makes planning for precise structure and urban design outcomes difficult.
- Sites may take many years to become market ready and requires that detailed planning is done at the right time.
- Implementing appropriate controls that establish broad strategic intent but preserve the ability to undertake detailed and considered master planning.

Opportunities

- Investigate use of a Development Plan Overlay approach for significant large development sites.
- Establish clear and consistent macro scale design and development direction to support intended long term urban outcomes.
- Consider the use of floor area or plot ratios to provide direction on intended density requirements.

Ensure appropriate separation of incompatible sensitive uses to avoid future conflict.

There are a number of current and former industrial land uses and other functions within and beyond the study area which have the potential to produce adverse amenity impacts such as noise, dust, odour and other pollutants in Albion Quarter. The presence and protection of existing pipelines may also have an impact on ultimate development outcomes.

A key principle when planning for the use and development of land reflected in State policy is the need to avoid land use conflict in the first instance. Council supports investigations being progressed by DTP to better understand environmental and adverse amenity risk and its management via appropriate separation distances. In the first instance there should be application of the separation distances outlined in clause 53.10 of the Victoria Planning Provisions and/or the proposed threshold distances outlined in the *draft EPA Industry Separation distance guideline 2022*.

Consideration about how land use changes over time needs to be factored in, as well as the application of appropriate planning controls to avoid sensitive use encroachment on existing industrial type uses which may be enjoying existing use rights. As an example, residential use and development within Albion Quarter north and west precincts may be better placed closer to Ballarat Road and within the Albion Quarter south and east precincts with an alternative use regime being examined for areas closer to the northern precinct boundary.

A solution that has regard to the ultimate cost/benefit of responding to environmental and other risks is also important.

Key Challenges

- In the short term, land within the north and west precincts of Albion Quarter have greatest exposure to off-site impacts due to existing neighbouring industrial uses.
- It is uncertain when existing industries located both inside and/or outside of the Albion Quarter may cease operating or relocate to inform a clear strategic approach.
- The cost of responding to adverse amenity impacts and risks.

Opportunities

- Structure planning should take a precautionary approach to the management of adverse amenity impacts, including from areas beyond the study boundary not identified for change.
- For existing industrial uses within the Albion Quarter, further investigate the potential for a transition strategy to be applied overtime to manage change in land use and buffer impacts.
- Investigate the appropriate use of land relative to the application of design and/or development standards to ameliorate potential impacts.
- Consider the development and application of appropriate planning controls to manage adverse amenity impacts.

Embed an indigenous and multi-cultural identity and protect existing built form heritage.

For millennia, the Wurundjeri People, as the traditional custodians of lands and waters, have lived in close connection with the landscape in, and surrounding, the Sunshine Precinct. While there are many stories and places of importance within the landscape that Albion and Sunshine occupy that is evidence of an ongoing connection with the land, it is often not apparent to people who live, work or visit the precinct.

Brimbank is also a vibrant, harmonious and welcoming environment which is a great place to live, work and grow. While the Albion Quarter Discussion Paper has strong reference to communities and their association with place, there is opportunity to better reflect Brimbank's vibrant multi-cultural history through expressive design, artwork and/or landscaping opportunities.

The John Darling Mill complex is an iconic building complex representing a significant heritage building (with Victorian Heritage Register recognition) and visual marker on the overall urban landscape. An urban design response for the precinct should ensure this iconic building remains a focal point of the Albion Quarter.

Key Challenges

- An emerging urban fabric that does not reflect the traditional ownership of the past, or the diverse multi-cultural community that calls it home.
- Ensuring an appropriate connection to country is embedded within the public realm, particularly relating to Stony Creek.

Opportunities

- Translate the area's rich Aboriginal cultural heritage through appropriate urban design interpretation and sharing of cultural heritage.
- Protect visual sight lines to the John Darling Mills heritage complex.

Figure 7: John Darling Mills
(Image Source: Brimbank City Council)

12.5	**Activity Centre Strategy Implementation Status - 2024**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Leanne Deans
Attachment(s)	1. Activity Centre Strategy Implementation Status Report - June 2024 [**12.5.1** - 14 pages]

Purpose

For Council to consider and note the Brimbank Activity Centre Strategy Implementation Status Report at **Attachment 1**.

Officer Recommendation

That Council notes the Brimbank Activity Centre Strategy 2018 Implementation Status Report at Attachment 1.

Background

The Brimbank Activity Centre Strategy 2018 (Strategy) aims to guides growth and development and contains objectives, strategies and actions to help facilitate vibrant community hubs and places where people shop, work, meet, relax and live.

The Strategy was adopted by Council on the 16 October 2018 to replace the previous 2008 strategy. The Strategy provides planning and development guidelines for 53 activity centres in the municipality and contains a series of actions that seek to facilitate investment and development that supports the realisation of the vision.

Matters for Consideration

Options

The following options are available to Council:

A. Note the Activity Centre Strategy Implementation Status Report Shown at **Attachment 1**.
B. Note the Activity Centre Strategy Implementation Status Report with changes.

Officers recommend Option A and highlight that work to prepare an updated Activity Centre Strategy is underway. On this basis there is a limited opportunity to incorporate any changes. The preparation of an updated Strategy will provide opportunities for Council to flag a different approach.

Analysis

The Strategy contains 67 actions comprising 47 centre-specific actions and 20 general actions that have sought to facilitate investment and development as well as enhance place making in each of the activity centres in the municipality.

The Strategy establishes principles and supporting guidelines to inform Council's approach to the development and management of activity centres. This approach identifies ways to support activity centres and their stakeholders, ensure planning for economic viability and ongoing improvements into the future. The Strategy identifies six key principles including convenient access, safety, business friendly environment,

sustainability, integrated transport and investment opportunities to guide improvements in activity centres.

The Implementation Status Report provided at **Attachment 1** shows 85% of the actions having been commenced or completed. A summary of the progress against the 67 actions contained in the Strategy, indicates that:

- 12 actions (18%) are complete
- 45 actions (67%) are ongoing or business as usual, and
- 10 actions (15%) have not commenced.

Key actions and activities implemented from the Activity Centre Strategy in 2023/24 include:

- The delivery of several activations across activity centres as part of the Enjoy Local Program, which encourages visitation and expenditure
- Delivery of initiatives associated with the 'Think Shop Buy Local and Google My Business' campaigns at over 20 Local Activity Centres promoting businesses to local residents.
- The delivery of Activity Centre Strategy surveys at Sunshine, St Albans and eight other Local Activity Centres, as well as community consultation at Glengala Village seeking to understand business needs and feedback
- The renewal of the St Albans Marketing and Business Development Special Rate which commences in the 2024/25 financial year
- The adoption of the Alfrieda Street Master Plan that sets out guidelines for transforming and activating Alfrieda Street in the St Albans Activity Centre
- Completion of designs for streetscape improvements, including Devonshire Road, Sunshine, East Esplanade St Albans, and Billingham Road Local Activity Centre, Deer Park.

Ten actions have not commenced and many of these are constrained by site features, private ownership, and changing strategic priorities. Some of these actions are outside the control of Council but have been the subject of Council advocacy.

Council continues to establish and maintain relationships with all stakeholders (including State Government, private owners, and business groups) to deliver the key strategic aims of activity centres across the municipality.

Next steps

Council officers will continue to implement the Strategy and progress the preparation of a new Strategy.

Community Engagement

Council officers engage with a range of stakeholders through the delivery of the Strategy.

No external consultation was required in the preparation of this report.

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 status of the Activity Centre Strategy and the significant progress Council

has made in terms of its implementation should create public trust in Council's ongoing commitment to improving Brimbank's activity centres.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• Yes – The Activity Centre Strategy seeks to create diverse mixed-use centres with commercial, retail, services and housing at increased densities to support the concept of living locally and improve sustainability outcomes.

Financial: significant financial impacts
• Yes – The implementation of ongoing actions mainly forms part of Council's routine duties and should be catered for in operational budget. However, requirement to prepare revised strategy and structure plans for selected activity centres as per the Strategy would require resourcing and budget allocation.

Regulatory: legal, legislative or regulatory implications including the rights/obligations of stakeholders
• None

Safety: health, safety or duty of care impacts
• The delivery of activations, audits and physical improvements across activity centres contributes to improved safety and perceptions of safety.

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.

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

BRIMBANK CITY COUNCIL

BRIMBANK ACTIVITY CENTRE STRATEGY 2018

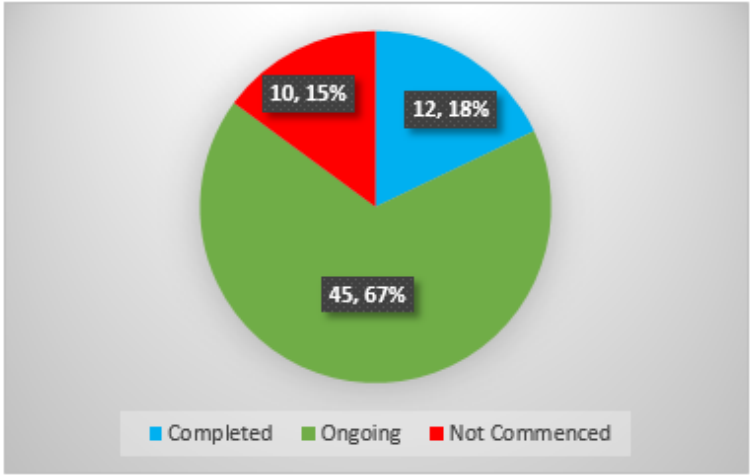
IMPLEMENTATION PLAN STATUS REPORTS – 2024

Ongoing (Business as usual)	Not commenced	Complete

Summary

A review of the implementation of the 67 actions is summarised below:

Theme/Action Group	Completed	Ongoing	Not commenced	Total
Strategic Planning Actions	1	3	0	4
Business Development Support	0	7	0	7
Public Ream & Access Improvements	1	7	0	8
Activity Centre Monitoring	0	1	0	1
Sunshine Metropolitan Activity Centre	3	4	0	7
Major Activity Centres	5	9	7	21
Neighbourhood Activity Centres	2	14	3	19
Total	**12**	**45**	**10**	**67**



Ref	Strategic Planning Actions	Timeframe	Status	Where are we now?
1	Program the delivery of strategic work identified in the Place Reports above over a five year period (This relates to the actions identified in Section 6 of the Activity Centre Strategy and listed below in the Activity centres key works program)	Ongoing		Actions are programmed based on the availability of resources and budget.
2	Review activity centre provision in the Local Planning Policy Framework of the Brimbank Planning Scheme and update as required.	Short		This action was considered as part of the review of the Brimbank Planning Scheme and translation into the Planning Policy Framework as part of Amendment C225brim. Council lodged the adopted amendment with the Minister for Planning in 2022 and is waiting for a decision.
3	Undertake strategic work to establish Council's approach to delivery of the 20 minute city	Medium		The 20-minute principle forms part of the standards and principles for delivering services through Council's Community Services and Infrastructure Plan (2018-2038). Further strategic work to deliver Council's approach of the 20-minute city is being explored as part of a revised activity centre strategy and the preparation of an integrated transport strategy.
4	Undertake strategic work to identify the appropriate use of the Commercial 1 Zone and Residential Growth Zone to plan for future growth of Activity Centres in Brimbank	Medium		The Brimbank Housing and Neighbourhood Character Strategy developed in 2024 considers utilising Residential Growth Zones (RGZs) to intensify residential development. As part of the review of the activity centre strategy, ongoing economic analysis will further inform considerations for rezoning to facilitate future growth of activity centres in the municipality.

	Business Development Support Actions	Timeframe	Status	Where are we now?
1	Facilitate and promote opportunities for business engagement, knowledge sharing and networking through Council's Business Development Program	Ongoing		Council continues to promote opportunities for business and in 2023/2024 delivered: • Two business breakfasts • One Women in business event • Monthly Brimbank Business Link Meetups • 17 Business Development Workshops.
2	Build Council's relationship with the business community and ensure an ongoing understanding of the needs of business	Ongoing		Council officers continue to develop relationships with businesses to understand their needs and offer requisite support. In 2023/2024, the following activities/ programs were undertaken: • Activity Centre Strategy surveys were administered at Sunshine, St Albans and eight other Local Activity Centres • A community consultation was conducted at Glengala Village

				• Place managers attended business association meetings in Sunshine and St Albans. Economic Development Officers attend other meetings on request. • Officers regularly met businesses face-to-face to provide required assistance and support. • Business surveys are regularly conducted to assess evaluation of activation and centre performance. • Skills and employment event were supported to help connect businesses and job seekers.
3	Encourage and support the appropriate clustering of businesses and complementary services in suitable locations to maximise investment and employment potential, with a focus on Brimbank's town centres, industrial precincts and strategic sites	Medium		Council provides timely responses and support to investment queries through Economic Development and Strategic and Statutory Planners, including assistance with identification of potential sites for investors. The Sunshine and St Albans Town Centre Managers provide support to developers and leasing agents prior to lodging development applications and leasing premises.
4	Pursue opportunities for place making through the programming and delivery of streetscape improvements. This could include pop up activities, entertainment, mural, shop front improvements	Ongoing		During the life of this strategy, the Arts and Culture, Economic Development, Place Management and Urban Design areas have collaborated to facilitate place making. In 2023/2024 the following activities were undertaken to support this action: • Public arts installations across the activity centres (including Sunshine, St Albans and local activity centres). • Four temporary art installations on the Sunshine and three art installations erected in St. Albans, • Streetscape decals at Clarke Street, Sunshine • Lunar New Year Lighting installations. • 47 activations at Sunshine and St Albans and 38 activations in other activity centres as part of activities of the Enjoy Local Program which encouraged visitations and held people in the town centres for an extended period. • Shop front improvement program delivered in Sunshine and St Albans. City Planning seek to limit signage through planning proposals.
5	Encourage and support formation of representative and financially sustainable business groups and networks that facilitate local leadership and business and community led initiatives	Ongoing		The St Albans and Sunshine Business Associations continued to be financially sustainable with the support of a special rate scheme. Council's Town Centre Managers support the business associations through collaborating and supporting projects together with providing updates on Council activities through attendance association meetings.

				In response to the COVID-19 pandemic and related impacts for businesses, a taskforce was formed which operated between May 2020 and December 2021. Work by the Taskforce led to providing business support measures over two financial years (i.e., 2021/2022 to 2022/2023).
6	Promote business attraction opportunities in Brimbank Activity Centres as part of Council's investment and business attraction program	Ongoing		In 2023/24, Council developed an investment prospectus that promotes investment in activity centres and elsewhere and can be viewed on Council's website.
7	Promote opportunities for business engagement in visitor attraction initiatives as outlined in the draft Experience Brimbank Strategy 2018 to grow the local visitor economy	Ongoing		Council actively promotes business opportunities through the Western Melbourne Tourism Inc. and actively participates in events such as Melbourne Food and Wine Festival and food tours as part of Westside Crawls. In 2023/24, the Think Shop Buy Local and Google My Business campaigns were delivered in 20 Local Activity Centres. Council officers have also commenced work on a new Visitor Economy Strategy

	Public Realm and Access Improvements Actions	Timeframe	Status	Where are we now?
1	Prepare capital works program for Local Activity Centres	Ongoing		Council's existing Local Activity Centre Capital Works Framework was prepared in 2017 to provide framework for prioritising capital works investments and improve the public realm in the 30 local activity centres within the municipality. The implementation of the framework yielded several public realms improvements to activity centre, which in the last financial year included: • Suffolk Road Shopping Centre Upgrade works in May 2023. • Leslie Street Local Activity Centre, Glengala Road Village Public Realm improvement, and Billingham Road Local Activity Centre Upgrade in 2023/24. The Urban Design unit is currently leading the review and updates of a capital works framework which is expected to be completed in 2024/25.
2	Program business development support in line with Local Activity Centres capital works program.	Short		The Economic Development Unit undertakes trader engagement prior, during and post capital works projects in local activity centres. An officer works as a conduit between the trader and the Council and its contractors. In 2023/24, Council officers actively engaged and provided business support before, during and after Capital works disruption in Leslie Street St Albans, Suffolk Road Sunshine North and Porter Court Deer Park.

3	Develop a program to prepare and implement Streetscape Master Plans for larger activity centres and program as part of the 10 year capital works program.	Short to long-term		Council adopted the Alfrieda Street Public Realm Master Plan in April 2024 which sets out the vision and guidelines for transforming Alfrieda Street's public realm. In 2023/24, Council officers continued to implement the existing masterplans as part of Council's capital works program subject to budget. The breakdown of the implementation of the streetscape master plans and capital works for 2023/2024 is as follows: • Design for Devonshire Road, Sunshine Activity Centre • Streetscape Upgrade, George Street, Sunshine • Adoption of Master Plan for Alfrieda Street, St Albans • Detailed design for East Esplanade, St Albans Activity Centre.
4	Encourage, advocate for and facilitate access and connectivity improvements, including public transport to key employment nodes.	Ongoing		In 2022, Council updated its Transport Priorities Paper, which identifies key transport issues and guides advocacy for transport services and infrastructure in the Brimbank community. The Strategic Transport Coordinator and Council's Advocacy Unit continues to advocate to the State Government to support initiatives that facilitates and improves access and connectivity to key employment nodes within the Brimbank municipality and its surroundings. Council is preparing an Integrated Transport Strategy to inform and prioritise access and connectivity improvements and advocacy.
5	Develop a municipal approach to car parking provision	Short		In 2019, Council adopted the Brimbank Parking Strategy to provide an overarching framework that will guide Council in responding to local parking issues in a transparent and consistent way across the municipality. The consequent Planning Scheme Amendment C216brim which applies Car Park Overlay to the land zoned Commercial 1 Zone and Mixed-Use Zone in the St Albans Activity Centre and land zoned Activity Centre Zone in the Sunshine Activity Centre came into operation on 14 April 2023.
6	Continue Council's proactive maintenance and cleaning program in key activity centres and consider opportunity to expand	Ongoing		Proactive maintenance and cleaning programs are delivered in the St Albans and Sunshine Activity Centres, including: • four maintenance audits per annum and regular reporting on issues including graffiti and dumped rubbish • two maintenance audits per annum, regular reporting of issues, daily street sweep and high pressure cleans.
7	Continue to support business led community events through Council's community grants program	Ongoing		The Brimbank Community Grants Program contains a festival and events category that supports business associations and community to deliver festivals and other initiatives in activity centres.
8	Continue to celebrate Christmas through the installation of banners and decorations in key locations	Ongoing		Council continues to deliver an annual program of Christmas decorations for activity centres. In 2023/24 Council delivered Christmas installations

				(e.g. lights, decorations and entertainment) in Sunshine Town Centre, St Albans Town Centre, Deer Park, Keilor Village, Albion, Keilor Park, St Albans, Sunshine North and West.

Activity Centre Monitoring

	Key Work Plan Actions	Timeframe	Status	Where are we now?
1	Prepare an annual report about implementation of the Activity Centre Strategy	Ongoing		This report provides Council with an update on the implementation of the actions contained in the Activity Centre Strategy.

Specific Activity Centre Actions

Sydenham Major Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Review the Sydenham Activity Centre Structure Plan to reflect recent planning zone reforms and other infrastructure investment including a review of the area boundary.		The bulk of the land is in one ownership therefore collaboration and support from the landowner is required. Council has an established relationship with owners, and they are currently satisfied with the existing structure plan and planning provisions.
2	Explore opportunities with Watergardens Centre Management to encourage business development and activation		City Development maintains a good relationship with the owners to encourage external facing development that facilitates activation of 'streets' through the delivery and development of a developer-led master planning for the area. Over the period 2023/24, Council work closely with centre management to facilitate workshops and other programs and partnered to organise a commemorative event to mark the International Women's Day in March, a Career Day event in April and a Jobs Expo in May.
3	Provide high level development facilitation to ensure that future development delivers quality public spaces, permeable and integrated connections, a mix of uses including community services and amenities, and activation of shopping centre interfaces		Council's City Development Department encourage the activation of the eastern arm of the activity centre. Recent and future projects contribute to delivering integrated connection and mixed uses, including: • The construction of Quest Hotel in 2023 • Proposed 8 storey office including creek parkland upgrade with permits issued in November 2023.
4	Advocate to the State Government to elevate the status of Sydenham Major Activity Centre		Council's draft submission to Plan for Victoria, prepared in June 2024, advocates for Sydenham to be elevated to a Metropolitan Activity Centre and will be explored further as part of the Activity Centre Strategy review.

Keilor Downs Neighbourhood Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Prepare an Urban Design Framework Plan that addresses site connections, interfaces, public spaces, activates frontages, and provides for appropriate mixed use development		In response to this strategy, a new Keilor Downs Urban Design Framework (UDF) was adopted in 2018. The UDF seeks to develop an integrated and mixed use street-based centre by connecting existing and future activity nodes. The framework establishes design vision that enhances place-making opportunities and future character.
2	Liaise with Public Transport Victoria to investigate opportunities for a principal public transport network connection and / or improved public transport interchange and provision		Advocacy for transport amenity has been an ongoing task of Council's Strategic Transport Coordinator. Public transport access to the Keilor Downs Activity Centre is being actively pursued through the Brimbank Transport Priorities Paper, which proposes a new bus route that could potentially service Sunshine to Watergardens and improve accessibility to locations included in Keilor Downs. This plan has been shared with Public Transport Victoria.
3	Maximise the community benefit from council investment in the St Albans Leisure Centre redevelopment by potentially broadening the service offer and examining opportunity for urban renewal		The redevelopment of the leisure centre, now called Brimbank Aquatic and Wellness Centre, was completed in 2022 and offers a wide ranging health and fitness services. Council continues to explore options for maximising its potential for urban renewal through facilitation of major development in the area. Opportunities for this action have also been a subject of the ongoing review of the Activity Centre Strategy.

Delahey Neighbourhood Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Liaise with Public Transport Victoria to investigate opportunities for a principal public transport network connection and / or improved public transport interchange and provision		Advocacy for transport amenity is an ongoing task of Council's Strategic Transport Coordinator. Council's Strategic Transport Priorities Paper advocates for new bus route connection between Sunshine and Watergardens which will improve connectivity to the Delahey Activity Centre. Council's Engineering Services meet monthly with the Department of Transport, Victoria Police, and bus operators regarding a range of operational matters, e.g. speed humps etc.

2	Encourage the appropriate development of the Broadcast Australia Site and ensure that any new development associated with the Broadcast Australia site positively integrates with Delahey Village shopping centre and Kings Road		The site was offered for sale in April-May 2023 and the Strategic Planning and City Planning departments held several pre-purchase meetings with prospective purchasers to discuss a range of matters including integration with surrounding uses and development constraints including native vegetation.
3	Provide development facilitation support to the land owners of the Broadcast Australia site and the Delahey Village Activity Centre to encourage appropriate development through their preparation of planning scheme amendment application to potentially rezone the land and apply other relevant provisions and overlays.		Strategic and Statutory Planning officers have participated in numerous meetings with the owners about the development of the site and provide feedback about potential planning scheme amendment proposals.

Taylors Lake Neighbourhood Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Liaise with Centre Management and discuss future development and activations, including improvements to external spaces including provision of public lighting, furniture and other amenity improvements		City Planning officers hold pre-application meetings to offer support and advise for improving external spaces and amenities in future development proposals.
2	Encourage improvements to internal pedestrian connections as part of any future development approval		City Planning officers hold pre-application meetings and facilitate applications as required. Discussions include encouraging improvements to pedestrian access and connections.

Deer Park Village Major Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Prepare a Structure Plan with regard to the Derrimut Neighbourhood Activity Centre, Deer Park Railway Station and surrounding industrial and residential uses, including a review of the boundary of the activity centre		The preparation of structure plan for Deer Park has not progressed due to the area being adjacent to a major hazard facility and is not recommended for intensive growth and development.

2	Encourage and facilitate the redevelopment of the private car park to the south of the Ballarat Road businesses		This action has not commenced as the preparation of a structure plan has not progressed.
3	Encourage the formation of a business association to drive local leadership		The Economic Development Unit initiated the development of a business association, however, there was insufficient interest among traders to commit to the formation of a formal business association. Officers remain available to provide support should this change.

Brimbank Central Major Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Encourage the shopping centre owners to implement a program to enhance the external interface of the shopping centre and strengthen links with the Deer Park library		The redevelopment of the Deer Park Library may provide the opportunity to deliver this action.
2	Liaise with the shopping centre owners to improve public lighting and community gathering places around (external) the shopping centre		This will occur opportunistically as part of development applications associated with the development of the shopping centre.
3	Examine opportunities to integrate the Deer Park Library with the shopping centre, or redevelop the library within the shopping centre		The redevelopment of the Deer Park Library may provide the opportunity to deliver this action.
4	Advocate for amenity improvements of the bus stop to include enhanced pedestrian priority through car park and real-time travel information		Council officers consult with landowners, residents and bus companies to advocate for bus stops improvements at this activity centre.
5	Liaise with centre management / property owners in relation to their consideration of future development and business development opportunities including the potential for expansion		Economic Development continues to engage with the centre management and provide business support. City Planning facilitated a proposal adjoining the activity centre to the north and although predominately residential, it contains a super lot that is anticipated to be a mixed used development facing Station Road. The super lot may serve as an expansion to the retail/ commercial offer adjoining the centre. City Planning continue to hold pre-application meetings with owners where business development and expansion opportunities are considered.
6	Examine opportunities to improve pedestrian and cycling connectivity to the surrounding area		The Brimbank Walking and Cycling Strategy 2016 offers guidance on improving active transport connectivity in several areas, including its town centres. Council has commenced developing wayfinding strategy that will inform signage across town centres to facilitate pedestrian friendly environment. Advocacy for active transport improvements is also an ongoing task of Council's Strategic Transport Coordinator.

Cairnlea Activity Centre Neighbourhood Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Continue to advocate to Public Transport Victoria to improve public transport connections to the activity centre		Advocacy for transport improvements is an ongoing task of Council's Strategic Transport Coordinator. The 2022 Transport Priorities Paper identifies the need to deliver a new bus route that will connect Sunshine and Brimbank Central via Cairnlea Drive. The Department of Transport and Planning has prepared route plan for a potential Bus service 405, which will greatly enhance accessibility to and around the Cairnlea Activity Centre.
2	Liaise with Centre Management / Property owners to encourage development and business development including activation		As part of the core business of City Planning, officers hold pre-application meetings and facilitate applications as required. The Economic Development Unit also maintains close relationship with centres and businesses to provide support where needed.
3	Encourage improvements to the outdoor forecourt e.g. awnings/increase seating furniture/increase outdoor trade		As part of the core business of City Planning, officers hold pre-application meetings and facilitate applications as required. This includes liaising with officers from the Urban Design Unit as required to advise on public space improvements. The Urban Design Unit is conducting a gap analysis that includes mapping all activity centres across the municipality which will inform strategies and initiatives in this area.

Derrimut Neighbourhood Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Explore way-finding methods to strengthen pedestrian and cycling connections between key destinations within the area including the Deer Park Railway Station		Urban Design Unit is currently preparing a wayfinding strategy for to the municipality and will include improving pedestrian and cycling connections at activity centres.
2	Encourage future development along the Mt Derrimut Road frontage that reflects and supports the service/business/retail on the eastern side of the road		Although no specific projects have commenced for activating frontages along the Mt Derrimut, a new commercial development proposal (i.e., for a Guzman y Gomes restaurant) was recently approved to be developed on parts of the car park which could begin activation of the area. The full activation of the road frontage is likely to evolve over time.
3	Examine potential for the activity centre to 'join up' with activities on eastern side of Mount Derrimut Road and formalise as a larger activity centre through development of a framework plan		This will occur opportunistically as part of development applications associated with the shopping centre subject to the property owner's development of a framework plan.
4	Encourage shopping centre owners to develop a framework plan to show the future development opportunities for vacant land to the south of the existing shopping centre		This will occur opportunistically as officers continue to liaise with the property owner about development of the shopping centre.

Sunshine Metropolitan Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Continue implementation of the Sunshine Rising program with a focus on investment attraction to secure regional office and residential development, improving business standards and appearance, and evening activation		The following initiatives were implemented in response to investment attraction: • Council officers participate in a bi-monthly Transforming Brimbank working group meetings to facilitate collaboration. • City Planning maintain a register of major planning applications that demonstrate the level of investment in Sunshine and provide data regarding floors pace, dwelling number and share this with the Department of Transport and Planning. • Economic Development Unit provides a single point-of-contact for investment and development enquiries and can provide cross-functional departmental coordination and liaison support for major planning applications process. • Council officers continue to liaise with investors and developers regarding Sunshine's potentials and provide information about the centre.
2	Provide development facilitation support for major development with a focus on maximising the development opportunities associated with the Melbourne Airport rail link		All planning permit applications within the designated area and along the rail corridor are referred to the Department of Transport and Planning (DTP). Council provides ongoing facilitation which has resulted in numerous medium-density development, notably including the following in 2023/24: • Completion of retail, office and accommodation (including 15x Specialist Disability Accommodation) at 15-19 Service Street, Sunshine in 2023 • Construction commenced for a mixed-use development at 99 Derby Road, Sunshine. • Approval of retail and residential development at 21 Devonshire Road and 25 Hertford Road in 2023/24
3	Commence a car parking study to potentially inform development of car parking overlay		A car parking plan was completed for the Sunshine Activity Centre and Planning Scheme Amendment C216brim was prepared to apply the Car Park Overlay. The overlay came into operation on 14 April 2023.
4	Update the Sunshine Rising Business Plan		The Sunshine Rising Action Plan was adopted in August 2019 and a revised plan is being prepared.
5	Renew the Sunshine Marketing and Business Development Special Rate		The Sunshine Marketing and Business Development Special Rate was renewed in 2023.

6	Continue delivery of the public realm and streetscape improvements program including delivery of the Hampshire Road Masterplan, Albion Station Access Improvement Project and Development Contributions Plan.		Council continues to work on delivering improvements to these areas, including: • A multidisciplinary team working to achieve the best development option for Albion Station and provide input into the preparation of the Albion Quarter Structure Plan Discussion Paper, which will deliver further improvements to the Albion Station Quarter. The Structure Plan Discussion Paper is currently on the Engage Victoria Website and includes potential public realm and streetscape improvements. • Urban Design completed delivery of the Hampshire Road Masterplan. • City Planning continue to administer the collection of the developer contribution and open space levy.
7	Work with relevant land owners and stakeholders to facilitate the renewal of the Albion Station Precinct including completion of the Albion Station Access Improvement Project, facilitating delivery of the St Albans Road extension and development of the Albion Triangle Precinct and the John Darling Flour Mill		Planning for the Albion Triangle is currently being undertaken by Department of Transport and Planning (DTP), however a multidisciplinary team within Council continues to meet, advocate and provide input to DTP regarding development outcomes. Council continues to work with the State Government as they prepare the Albion Quarter Structure Plan which will facilitate the renewal of the Albion Station Precinct. The City Planning Unit continues to assess development and planning applications and liaise with land owners, Department of Transport and Planning, Heritage Victoria and other stakeholders to facilitate development in the precinct.

St Albans Major Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Prepare the Go St Albans Business Plan to outline and coordinate Council's Place Management Program		The Go St Albans Action Plan 2019 – 2024 was completed and adopted by Council in 2019.
2	Provide development facilitation support for major development		As part of the core business the City Planning officers hold pre-application meetings and facilitate applications as required, with recent key projects including: • Five storey residential property at 13 West Esplanade completed in 2023. • Five storey residential property at 21 Albert Crescent under construction.
3	Commence a car parking study to potentially inform development of car parking overlay		A car parking plan was completed for the St Alban Town Centre and Planning Scheme Amendment C216brim was prepared to apply the Car Park Overlay to the land zoned Commercial 1 Zone and Mixed-Use Zone in the St Albans Activity Centre The overlay came into operation on 14 April 2023.

4	Renew the St Albans Marketing and Business Development Special Rate		The scheme was reviewed and came into effect on 1 January 2019 and expires on 30 June 2024. A renewed scheme was adopted in December 2023 with implementation commencing on 1 July 2024.
5	Develop a public realm and streetscape improvements program		From the 2017/2018 financial year until the 2022/2023 financial year, seven public realm and streetscape improvement projects have been completed to the value of $4.12M. The Urban Design unit led the preparation of the Alfrieda Street Master Plan which was adopted in April 2024. The Activity Centre Capital Works Framework currently under preparation will include a program public realm and streetscape improvements.
6	Develop and implement wayfinding strategy		The Urban Design Unit is preparing a wayfinding strategy for the entire municipality and will include the St Albans Activity Centre.
7	Continue to plan for activation of the public realm including the St Albans 'Pop Up' Park		The St Albans Place Manager programmed activations of the public realm in St Albans through the Enjoy Local and Go St Albans Programs.
8	Finalise the Master Plan for Collins Street, St Albans		At the Council Meeting on 16 April 2019 Council resolved not to finalise the Draft Collins Street Master Plan on the basis it is not in accordance with the intent and purpose of the Public Acquisition Overlay that applies to Collins Street through Planning Scheme Amendment L2.

Keilor Village Neighbourhood Activity Centre

	Key Work Plan Actions	Status	Where are we now?
1	Continue to support the business association to encourage local leadership		The Economic Development Unit continues ongoing engagement with businesses, offering support to encourage formation and maintenance of local leadership. However, over recent years there has been inadequate interest, and the business association has become inactive.
2	Work with the Keilor Village Traders Association to explore sustainable funding opportunities to support ongoing marketing and business development		Council commenced a process to re-establish a business association however the Keilor businesses did not take up the opportunity.

3	Identify appropriate future commercial opportunities to protect the economic viability of the centre		This will be considered as part of a broader economic analysis of the Brimbank activity centre hierarchy which will inform the update of a new strategy.
4	Continue to promote the tourism potential of Keilor Village		Information about the Tourism potential of Keilor Village is contained on the Experience Brimbank website on Council website. Council's social media platforms also regularly promotes key locations and events in Keilor.

12.6	**Brimbank Green Wedge Management Plan Implementation Status - June 2024**
Directorate	City Futures
Director	Kelvin Walsh
Manager	Leanne Deans
Attachment(s)	1. Brimbank Green Wedge Management Plan 2010 Implementation Status Report [**12.6.1** - 16 pages] 2. Brimbank Green Wedge Management Plan 2010 Map [**12.6.2** - 1 page]

Purpose

For Council to note the Brimbank Green Wedge Management Plan 2010 Implementation Status Report at **Attachment 1.**

Officer Recommendation

That Council notes the Brimbank Green Wedge Management Plan 2010 Implementation Status Report at Attachment 1.

Background

The Sunbury Green Wedge is one of 12 designated green wedge areas, which comprise the non-urban areas of metropolitan Melbourne located outside the urban growth boundary. The Green Wedge is the location of key agricultural activities, biodiversity areas, cultural heritage sites and water bodies.

A small portion of the Sunbury Green Wedge is in Brimbank, and is referred to as the Brimbank part of the Sunbury Green Wedge (Brimbank Green Wedge). Land within the Brimbank Green Wedge is shown at **Attachment 2**.

On 3 August 2010, Council adopted the Brimbank Green Wedge Management Plan (BGWMP) which sets out a 20-year vision and series of long-term objectives for the sustainable use and development of land in the Brimbank Green Wedge. The BGWMP contains a series of four-year action plans that are categorised under 11 themes and intended to support the realisation of the vision.

This report reviews the progress of implementation of actions to date.

Matters for Consideration

Options

A. Note the BGWMP Implementation Status Report shown at **Attachment 1.**
B. Note the BGWMP Implementation Status Report with changes.

Council has significantly advanced the implementation of the BGWMP and are recommending Option A.

Analysis

The BGWMP takes an integrated approach to managing biodiversity and environmental assets/resources in the Brimbank Green Wedge. It recognises several key challenges, including a lack of access to a sustainable and affordable water supply, the marginal

status of horticulture and the need for funding for implementation and coordination across government and the community.
The BGWMP adopts a collaborative approach involving partnerships with internal and external stakeholders to implement actions and ongoing activities to achieve the stated long-term objectives. The plan considers the multidimensional functions and benefits of the Green Wedge to implement actions spanning the conservation of biodiversity, water resources, and cultural heritage while enhancing the environmental amenities through recreation, tourism, agricultural and rural uses. In maximising the above benefits, a range of actions also consider improving landscaping and infrastructure.

The BGWMP has provided strategic direction and justification for the introduction of land use planning policy in the Brimbank Planning Scheme. This has included the application of zones and overlays to support the objectives of the BGWMP and policy direction for non-urban land uses. Additionally, the BGWMP has provided Council with advocacy priorities which have informed submissions to the State Government on reforms.

Implementation

An implementation status report is provided at **Attachment 1**, reporting on progress against the 96 actions contained in the 20-year BGWMP. This shows that:

- 23 actions (24%) have been completed
- 58 actions (60%) are ongoing or business as usual
- 15 actions (16%) have not been commenced.

When Council adopted the BGWMP there was an expectation that State Government funding would be available to support some of the initiatives identified. However, this was not forthcoming. Notwithstanding, 84% of the 96 actions have been commenced or completed. Some of the actions that have not commenced can still be considered over the remaining six-year term to implement the BGWMP, while others may no longer be relevant or appropriate for Council to deliver or are beyond current Council resources.

It is considered that the overarching strategic guidance provided by the BGWMP remains relevant and Council continues to implement the objectives of the BGWMP through consistent application of adopted green wedge policy in relation to land use planning decisions, environmental management and ongoing advocacy.

Key actions and activities implemented from the BGWMP in 2023/24 includes:

- A verbal presentation to the Independent Review of the Maribyrnong River flood event
- Ongoing advocacy to the State Government including a submission to the consultation and engagement for the Legislative Assembly Inquiry into Securing Victorian Food Supply
- The renaming of Sydenham Park as Yaluk Barring Park in recognition of the Aboriginal cultural history, which was gazetted on 30 May 2024.
- Successful and ongoing environmental management and pest animal and weed eradication including invasive noxious weeds like Serrated Tussock and Artichoke Thistle.
- Ongoing collaboration and partnership with community groups and stakeholders in undertaking activities on Council's Environmental Events Calendar, including tree planting, field days and seminars.
- The commencement of processes towards the restoration of Robertson's Homestead

Fifteen actions have not yet commenced. Of the 11 thematic areas, Agriculture-related actions are the least implemented, with 5 out of 10 not yet commenced and mostly

related to the limited farming that now occurs in the area. Council's advocacy to State Government has included exploring the viability of agriculture and other uses for the land.

Green Wedge Reforms

In 2018 the Department of Environment, Land, Water and Planning (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 proposed planning system reforms to strengthen planning protections for green wedge and peri urban areas.

At the Council Meeting on 16 February 2021, Council endorsed a Submission to the Planning for Melbourne's Green Wedges and Agricultural Land Consultation Paper (GWALCP Submission). This followed two previous rounds of consultation undertaken by the State Government in 2018 and 2019.

In March 2024, the State Government released a three-year action plan, 'Planning for Melbourne's Green Wedges and Agricultural Land Action Plan 2024' that sets its short-to-medium-term strategy for protecting the green wedges in the metropolitan area. Part of the actions include updating Planning Practice Note 31 (PPN31) which will offer guidance to local councils and other stakeholders on the management of Melbourne's green wedge.

Next steps

Once the updated PPN31 has been released Council officers will review the implications for the Brimbank Green Wedge and provide a report to Council. This could necessitate a review or update to the BGWMP. If this is the case, officers will identify any required resourcing to program the work as part of the Council budget process.

Notwithstanding, Council officers will continue to implement the objectives of the BGWMP through consistent application of adopted green wedge policy in relation to land use planning decisions, environmental management and ongoing advocacy.

Community Engagement

Council officers engage with a range of stakeholders through the delivery of the Strategy.

No external consultation was required in the preparation of this report.

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 status of the BGWMP and the significant progress Council has made in terms of its implementation should engender public trust in Council's ongoing commitment and service to the Brimbank Green Wedge.

Environmental: impacts on environmental sustainability, including water/waste management, climate change, and contaminated land
• Yes - The BGWMP continue to provide relevant environmental objectives and actions for the Brimbank Green Wedge.

Financial: significant financial impacts

• Yes - The implementation of most ongoing actions mainly forms part of Council's routine duties and should be catered for in operational budget. However, requirement to prepare a revised strategy or undertake work that is yet to commence may require additional resourcing and budget allocation.

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.

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

BRIMBANK CITY COUNCIL

BRIMBANK GREEN WEDGE MANAGEMENT PLAN 2010

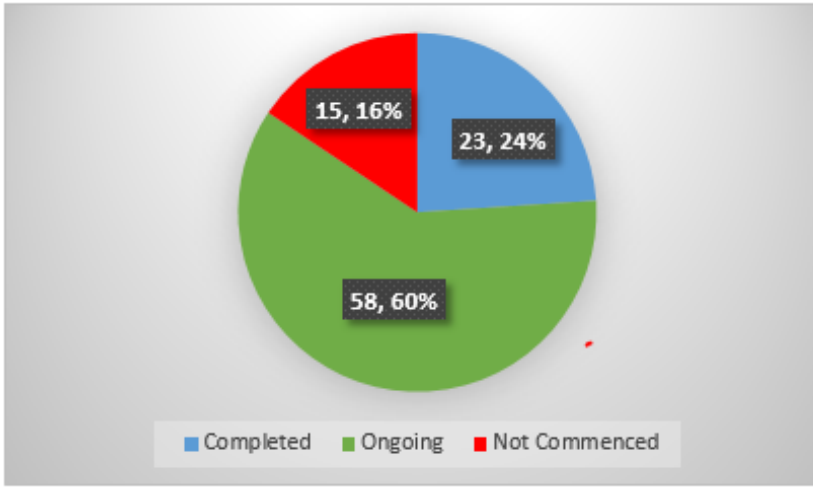
IMPLEMENTATION STATUS REPORT – JUNE 2024

Ongoing (Business as usual)	Not Commenced	Complete

Summary

A review of the implementation of the 96 actions is summarised below:

Theme/Action Group	Completed	Ongoing	Not Commenced	Total
A. Biodiversity Actions	4	18	0	22
B. Water Actions	2	3	3	8
C. Cultural Heritage Actions	1	7	0	8
D. Landscape Actions	2	5	1	8
E. Recreation Actions	6	3	0	9
F. Agriculture Actions	1	4	5	10
G. Rural Living Actions	3	2	1	6
H. Tourism Actions	0	3	1	4
I. Non-Green Wedge Uses Actions	4	2	1	7
J. Infrastructure Actions	0	3	1	4
K. Community Actions	0	8	2	10
Total	**23**	**58**	**15**	**96**



1.1 Theme A: Biodiversity Action Plan

	Actions	Timeframe	Status	Where we are now?
A1	Advocate for development of a government agency coordination group for the Maribyrnong Valley. Utilise the Group to: • Identify priority issues and actions • Coordinate monitoring of natural assets and biodiversity values • Coordinate advocacy initiatives • Coordinate funding submissions for joint conservation projects	Ongoing		Council is a key partner of the Maribyrnong Valley Connection Project that comprises relevant local councils, Aboriginal organisations and State Government agencies which aims to coordinate high threat weed control in the upper Maribyrnong catchment. Council also seeks to work with the Maribyrnong River and Waterways Association (MRWA) which was founded in 2022 and advocates for the protection and addressing challenges in the Valley. It also supports the implementation of the Waterways of the West Community Vision and Action Plan.
A2	Liaise regularly with Hume City Council to coordinate conservation activities, cross promote field days and community events and administer joint projects	Ongoing		Council regularly liaises with Hume City Council through the Maribyrnong Valley Connection Project. This project promotes relevant community events within project area across both councils. Eg Friends of Organ Pipes and Friends of Holden Reserve Working Bees.
A3	Hold and participate in networking opportunities that facilitate the coordination of conservation activities	Ongoing		Council facilitates, engages with or is otherwise involved in the Friends of the Maribyrnong Valley, Friends of Organ Pipes National Park, and Friends of Sydenham Park. Conservation activities have been conducted targetting grassland management across land tenure on the border of Organ Pipes National Park and Sydenham Park
A4	Prepare and implement a Biodiversity Strategy that sets out priorities for conservation activities and a process for monitoring the biodiversity values of Council reserves.	2009/10		Following this strategic action, the Brimbank Biodiversity Strategy 2012-2022 was adopted in 2012 and reviewed in 2018.
A5	Participate in regional conservation works and activities	Ongoing		Council hosts the facilitator of the Maribyrnong Valley Connection Project (MVCP). On-ground weed control on Council land aligns with strategic goals of the MVCP to coordinate weed control at a regional level. In addition Council regularly participates in regional conservation works, including conservation activities with 'Friends of' groups
A6	Assess the feasibility of developing a recreation and habitat corridor through the Brimbank Green Wedge that connects Brimbank Park to Organ Pipes National Park. Include an assessment of opportunities to transfer environmentally significant riparian and escarpment land into public ownership.	2010/11		The Maribyrnong River Shared Trail Feasibility Study was undertaken in 2013. The purpose of the study was to determine if a shared path connecting Brimbank Park and Apex Park, Sunbury (via Organ Pipes National Park) was physically feasible. The Brimbank Cycling and Walking Strategy Update 2016 proposes key walking and cycling networks to connect these areas.

	Actions	Timeframe	Status	Where we are now?
A7	Develop a program of coordinated action on public and private land aimed at improving the biodiversity values of escarpments	2010/11		Council engages in ongoing discussions with owners of public and private land aimed at improving the biodiversity values of inclusive escarpments, particularly in relation to high threat weed and pest control.
A8	Complete Amendment C53 which proposes to include sites of biological significance in an Environmental Significance Overlay	2010/11		Amendment C53 which sought to apply Environmental Significance Overlay to places of biological significance was approved and gazetted in November 2012.
A9	Include a local policy in the revised MSS requiring approval of a Land Management Plan by Council as a condition of approval for new development in the green wedge	Ongoing		The Brimbank Planning Scheme includes provisions for protecting environmental, landscape and valuable ecosystem systems including biodiversity assets, in the green wedges. Development approval in the green wedge zones requires the preparation of an integrated land management plan. Applications for development in the Green Wedge require an assessment against local policy at Clause 21.05-2 (Green Wedge Area) in the Municipal Strategic Statement (MSS). The new Planning Policy Framework format was introduced into planning schemes across Victoria via Amendment VC148 in 2018. This replaced the MSS with a new Municipal Planning Strategy (MPS), and *a Practitioner's Guide to Victorian Planning Schemes* April 2022, which does not allow for application requirements in the MPS.
A10	Continue to undertake weed and pest animal control on Council land.	Ongoing		Annual rabbit control, fox control, monitoring for pest animals and monitoring for high threat weeds is regularly undertaken. Annual program of weed control is also conducted across four Council Conservation Assets, covering an area of 214 ha.
A11	Review Council's local laws to ensure they do not conflict with the protection of biodiversity, especially in relation to fire abatement and burn off controls	2010/11		An internal procedure has been developed to ensure land and fire abatement notices maintain biodiversity values on private land.
A12	Investigate opportunities to secure legal access to publicly owned land locked sites	2010/11		Council officers are engaged in informal, ongoing discussions with relevant landowners in order to gain access to public land, when required.
A13	Develop a pilot / research project in partnership with Victoria University to determine effective revegetation techniques, especially for direct seeding	2010/11		There is no ongoing research partnership with Victoria University for this action. However, Council undertake some internal activities that support this action. A direct seeding trial paddock was established circa 2012. Sydenham Park Restoration Management Plan was a Year 1 Action of the Sydenham Park Masterplan (completed in 2021) and nominates further trial pilot projects and partnerships. Monitoring of direct seeding sites and revegetation trials are regularly implemented.

	Actions	Timeframe	Status	Where we are now?
A14	Facilitate establishment of community Rabbit Action Groups	2009/10		While rabbit control groups do not exist, Council runs the Sustainable Land Management Grant (refer Action A17) which provides funding to eligible properties. Applicants are encouraged to undertake rabbit and serrated tussock control. Council participates in the Victorian Rabbit Action Network, and provides information to residents as relevant.
A15	Actively pursue corporate volunteers to participate in conservation activities	Ongoing		Corporate volunteers are engaged where possible. However, there was limited capacity for volunteering over 2020 to 2023 due to COVID restrictions. Nonetheless, an average of two 2-hour corporate volunteer groups sessions are held per year, with 20 people attending per session. 2023/24 saw significant limitations on volunteering opportunities due to the Cultural Heritage Management Plan and capital works project restrictions at Sydenham Park. A separate cultural heritage permit is being sought for conservation works which should allow increased activities in 2024/25.
A16	Hold environmental land management seminars and field days for local land owners and residents	2010/11		A number of events are held annually at Sydenham Park, as scheduled in the Environmental Events Calendar. These included walks and talks providing history and land management information of the sites in 2023/24.
A17	Continue to administer the Sustainable Land Management Incentive Scheme which provides financial assistance for environmental works on private land. Coordinate the scheme with Melbourne Water's River Health Incentives Programs and target specific, high priority environmental problems as they arise.	Ongoing		The Sustainable Land Management Grant provides eligible land holders up to $1,500 (with funding matched on a 1:1 basis) in financial assistance to conduct environmental improvement works that will promote sustainable land management practices on private land. The fund administers approximately $20K per year.
A18	Support private land owners to prepare 5 year Land Management Plans.	Ongoing		Land Management Plans (LMPs) are required as part of planning permit applications, where relevant, particularly where river frontage interface issue are identified as part of preliminary planning assessments. The Environmnent Team contributes by offering strategic technical advice where possible.
A19	Engage students at Overnewton College and Lowther Hall in conservation activities	Ongoing		There is access to the River Detectives Program through Melbourne Water, and Overnewton College students have been invited to participate in planting days along the Maribyrnong River. Overnewton participates in our Wildflower in Schools program, and conservation officers are currently supporting the school to develop a revegetation program and apply for grants. Lowther Hall land was sold to Overnewton College in 2016.
A20	Develop regular community newsletters that update land owners on current environmental, land management and biodiversity projects, activities and grant opportunities.	2010/11		Council's Environment team distributes a municipal-wide bi-monthly community newsletter to people on a mailing list and available on council website. Updates have included environmental, land management and biodiversity projects.

	Actions	Timeframe	Status	Where we are now?
A21	Advocate for improved environmental management of Somerset Quarry	Ongoing		Council officers have engaged with Hume City Council over compliance and other related matters. Officers have attended after-hours meetings with residents at Hume City Council library.
A22	Support land owners access to financial support for environmental works, including native vegetation offsets	Ongoing		Support was offered prior to 2013. Post 2013, a change in legislation made access to native vegetation offsets more difficult. Notwithstanding this, Council officers continue to alert the community to available schemes, including access to works and funding for river frontages, where possible. Melbourne Water have been conducting significant capital works projects along Jacksons Creek and Maribyrnong River, conducting streamside restoration, alongside the capital works projects, they actively advertise their Liveable Communities, Liveable Waterways incentive program to landholders.

1.2 Theme B: Water Action Plan

	Actions	Timeframe	Status	Where we are now?
B1	Investigate the feasibility of implementing a water harvesting and re-use scheme to supply water to the Keilor Market Gardens	2011/12		While a number of conversations with key stakeholders, including with Melbourne Water, have taken place over the years, no formal feasibility study has been undertaken. Notwithstanding, Council officers engage in dialogue as opportunities arise.
B2	Advocate for development of a diversion compliance program for diverters in the Brimbank Green Wedge	Ongoing		Melbourne Water is responsible for compliance and enforcement of rules and legislative requirements for the take and use of water and in June 2021 updated their Waterways & Catchment Operations Compliance & Enforcement Statement for Surface Water Diversions.
B3	Advocate for a review of water discharges from the Sunbury Treatment Plant and farm activities to determine their impact on the health of the catchment	Ongoing		There are a range of impacts on the Maribyrnong River, along with a reduction in farming activities in the Green Wedge. Officers are programming future work to better understand what farming activity is occurring in the green wedge to inform a better understanding about water requirements.
B4	Continue to monitor water quality through Waterwatch	Ongoing		Waterwatch exists as a citizen science program for monitoring waterway health. However, the Environment team no longer participate because Melbourne Water have changed their model and only request Waterwatch at certain sites. Friends of Organ Pipes conduct water monitoring and invertebrate monitoring within Organ Pipes National Park, and Melbourne Water monitor water quality in the green wedge area.

B5	Include a local policy in the revised MSS aimed at ensuring a water assessment and water plan is completed for new water intensive uses. The Plan should show how the water consumption and discharge needs of the new use will be met without compromising the health of the catchment	2010/11		Local policy in the MSS seeks to protect and enhance the environmental health of Brimbank's waterways, and the decision guidelines of the Green Wedge Zone require the Responsible Authority to consider, as appropriate, the need to prepare a sustainable land management plan. Schedule 5 to the Environmental Significance Overlay requires water assessment and water plans to be prepared for uses in the Maribyrnong Valley and its environs, identifying consumption and discharge needs while protecting the health of the waterway.
B6	Ensure new development incorporates storm water harvesting and treatment measures to minimise negative environmental impacts on the health of the Maribyrnong River	Ongoing		The impact of development on river health is assessed as part of planning permit applications, where state and local planning policy requires appropriate measures to assist the protection of waterways, including the Maribyrnong River.
B7	Develop a Water Strategy that sets out priorities and criteria for the allocation of Council's water resources	2009/10		*The Brimbank Sustainable Water Management Strategy 2013 – 2023* was adopted in 2013 and revised in 2018. A new Integrated Water Management Strategy is currently being prepared and it is anticipated this will be presented to Council for consideration in 2025
B8	Advocate for the regular review of the effectiveness of existing fish ladders	2010/11		Multiple fish ladders exist in Brimbank. Both Brimbank Park and McNabbs Weir fishways have been upgraded since 2016. Council officers will continue to advocate as opportunity arises as part of river health strategies.

1.3 Theme C: Cultural Heritage Action Plan

	Actions	Timeframe	Status	Where are we now?
C1	Undertake structural repairs to Robertson's Homestead to facilitate its future re-use and investigate workforce training programs as a part of future renovations	2010/11		Structural repairs have been undertaken to maintain the integrity of the building. Its renovation for reuse is currently ongoing as part of the Robertson's Homestead Restoration Project, in accordance with the Sydenham Park Master Plan. Opportunities for any reuse, including for workforce training programs, will be subject to feasibility investigations.
C2	Continue to offer financial assistance for repair and restoration works to private heritage properties as part of the Brimbank Heritage Assistance Fund	Ongoing		Council provided financial assistance through a Heritage Restoration Program that operated until 2015. The program provided financial grants of up to $2,000 for small scale heritage restoration projects for properties. Council continues to provide a free heritage advisor service when property owners are seeking planning approval for a heritage place.

C3	Incorporate interpretive displays and heritage trails as part of any public access through the area	As required		As part of implementation of the Sydenham Park Master Plan, Council is progressing with development of design of an interpretive signage package for existing and future trails in Sydenham Park. Council engaged with a range of stakeholders including Wurundjeri representatives about Sydenham Park. The delivery of these packages will be subject to funding approval.
C4	In consultation with the local indigenous community, investigate the feasibility of developing an Aboriginal Keeping Place at Sydenham Park or Organ Pipes National Park	Ongoing		Council continues to liaise with the Wurundjeri community about a range of cultural heritage matters at Sydenham Park and has expanded the membership of the Sydenham Park Consultative Committee to include three family members representing Wurundjeri.
C5	Administer or support an oral histories project for the Keilor Market Gardens	2010/11		Growing Stories – Keilor's Market Gardening Tradition was developed in 2013, with funding from the Federal Government. The project included the production of a DVD and booklet, and captured stories from market gardening families in the area.
C6	Establish a heritage promotion program that includes, amongst other things: • support and capacity building for historical societies • promotion of the municipality's history, including the history of the Green Wedge, through programs, publications and events	2011/12		Council continues to provide support to local historical societies through Library services. Historical Societies are also represented on the Brimbank Heritage Advisory Committee. Council has also developed an Experience Brimbank webpage which promotes Brimbank destinations, including the Organ Pipes National Park. Council also has an events page on its webpage for promoting community events. As part of implementation of the Heritage strategy, the Libraries Team is exploring opportunities for promoting arts and history through online digital platforms such as 'Recollect'.
C7	Continue to inform the community about the area's history as a part of environmental education and conservation activities	Ongoing		Historical information is included as part of Council communications and on Council's website and newsletters. Recently, following extensive consultation, an indigenous name has been proposed for Sydenham Park to reflect, inform and educate the community about the park's Aboriginal cultural history. The new name Yaluk Barring Park has been approved of the Geographic Names Victoria (GNV) and was gazetted on 30 May 2024.
C8	Hold or facilitate Aboriginal Cultural Heritage seminars with the relevant indigenous representatives for community members, government and non-government organisations	2010/11		Activities have included the preparation of a Cultural Heritage Management Plan for Sydenham Park Master Plan, and the adoption of Terms of Reference to establish a Sydenham Park Consultative Group, which includes a range of local government, community and other stakeholders. Council officers also undertake training on the Aboriginal Cultural Heritage Register and Information System (ACHRIS) with the most recent training occurring on 24 May 2024.

1.4 Theme D: Landscape Action Plan

	Actions	Timeframe	Status	Where are we now?
D1	Apply a Significant Landscape Overlay (SLO) or Design and Development Overlay (DDO) to protect views to and within the Maribyrnong Valley (especially highly visible landscapes) from inappropriate development	2010/11		While neither an SLO nor DDO have been applied to land in the Green Wedge, new local policy is proposed at clause 11.01-1L (Sunbury Green Wedge) as follows: • Protect views and sightlines to highly visible landscapes within the Maribyrnong River Valley from visually dominant buildings and works, including signage. • Protect views and sightlines along the Maribyrnong River escarpment, and to and from the city skyline. This policy forms part of Amendment C225brim (Planning Policy Framework Translation), which is currently with the Minister for approval.
D2	Apply a Design and Development Overlay to the Calder Freeway corridor to protect significant views of the Maribyrnong Valley, City skyline and airport and protect the corridor from unsympathetic advertising signs	2010/11		Refer Action D1 response.
D3	Explore opportunities to incorporate viewing platforms into the design and development of Sydenham Park	When required		Viewing platforms have been incorporated into the Sydenham Park Master Plan, which has been adopted by Council in 2022.
D4	Assess the feasibility of developing a recreation corridor through the Brimbank Green Wedge that connects Brimbank Park to Organ Pipes National Park (see Action A6)	2009/10 (funds permitting)		As per Action A6, Council in collaboration with Parks Victoria and Hume City Council commissioned the Maribyrnong River Shared Trail Feasibility Study in 2013. The study explored the feasibility of extending trail from Brimbank Park via Organ Pipes National Park to Apex Park in Sunbury. The Brimbank Cycling and Walking Update 2016 also proposes key networks to connect these areas.
D5	Undertake a program of tree planting and landscaping along the Calder Freeway to improve the appearance of the corridor	2011/12		As the Calder Freeway is a declared road, it is not within Council's power to undertake these types of works. Notwithstanding, Council advocates to the State Government about the importance of tree planting on major roads throughout Brimbank. During the period under review, the Parks and Public Realm Department has been engaging with VicRoads about the landscaping opportunities along the corridor under the 'More Trees for a Cooler Greener West' initiative.
D6	Work with the City of Hume to improve the appearance of Somerset Quarry	Ongoing		As per Action A21, Council officers have engaged with Hume City Council over compliance and other related matters.
D7	Work with the owners of Calder Park Raceway to improve the external appearance of the facility through planning provisions and landscaping	2010/11		Council officers have engaged with the owners of Calder Park Raceway over the years, including discussions relating to improving the appearance of the site and ongoing maintenance. Landscaping and appearance would be considered as part of any future development request.

D8	Support development of public art along the Calder Freeway and the Sydenham Train Line that enhances the entrance to Melbourne without compromising the area's landscape values.	2011/12		Council's Public Arts Unit have recently worked with state level agencies such as the Level Cross Removal Authority and the Department of Transport and Planning to integrate public arts into level crossing removing along the Sydenham Train Line.

1.5 Theme E: Recreation Action Plan

	Actions	Timeframe	Status	Where we are now?
E1	Review the *Sydenham Park Strategy Plan 2004*, especially in terms of community need for active and passive recreation spaces and the environmental and financial sustainability of the proposed facilities	2011/12		Sydenham Park Master Plan was adopted by Council in March 2022.
E2	Advocate for provision of walking and cycling connections across the Calder Freeway into the green wedge as part of the proposed Kings Road, Calder Park Drive and Sunshine Avenue interchanges	As required		The State Government's Strategic Cycling Corridor network extends to the north of the Calder Freeway and is intended to connect the northern suburbs of Brimbank to Organ Pipes National Park. Council's Cycling and Walking Strategy Update 2016 also identifies opportunities to improving pedestrian and cycling connections to the area. In terms of results, a shared path was integrated into the construction of the Kings Road Interchange in 2013 that provided pedestrian and cycling connection option to the Green Wedge. Officers continue to advocate for connections, including through the preliminary designs for Calder Park Drive level crossing removal and Calder Park Drive interchange, which have included shared user paths to improve safety for pedestrians and cyclists when completed in 2025.
E3	Rezone Sydenham Park from Green Wedge and Rural Conservation to Public Park and Recreation or Public Conservation and Resource to reflect the site's public land ownership and future public use). Inclusion of planning provisions such as an Incorporated Plan that prevents further subdivision of the site	2010/11		Sydenham Park is zoned Public Conservation and Resource Zone (PCRZ) and Public Park and Recreation Zone (PPRZ). As Sydenham Park is located outside of the Urban Growth Boundary, further subdivision is discouraged and any amendment seeking to do so, must be ratified by Parliament.
E4	Rezone Caroline Chisholm Reserve on Flora Street from Rural Conservation to Public Park and Recreation to reflect the sites public land ownership and current use as a recreation reserve Inclusion of planning provisions such as an Incorporated Plan that prevents further subdivision of the site.	2010/11		Caroline Chisholm Reserve is zoned Public Park and Recreation Zone (PPRZ). As the Caroline Chisholm Reserve is located outside of the Urban Growth Boundary, further subdivision is discouraged and any amendment seeking to do so, must be ratified by Parliament.
E5	Rezone the Keilor Golf Course and associated driving range from Rural Conservation to Public Park and Recreation to reflect the current use of the land). Inclusion of planning provisions such as an Incorporated Plan that prevents further subdivision of the site.	2010/11		Keilor Golf Course is zoned Public Park and Recreation Zone (PPRZ). As the Keilor Golf Course is located outside of the Urban Growth Boundary, further subdivision is discouraged and any amendment seeking to do so, must be ratified by Parliament.
E6	Investigate options to expand recreation activities along the Maribyrnong River as part of the Sydenham Park Strategy Plan 2004 review (as per Action E1)	2010/11		Sydenham Park Master Plan was adopted by Council in March 2022. This includes a new path network to support accessibility and recreation opportunities.

E7	Advocate for increased bus services and bus stops that provide access to the area's passive and active recreation facilities.	Ongoing		*Council's Transport Priorities Paper 2022* calls for an increase in State funding to the metropolitan bus network to improve service coverage and reliability for all. Recent submissions to the Department of Transport's Bus Reform Team by Council include advocacy for new bus routes to Brimbank including the Green Wedge.
E8	Continue to support walking groups and other recreation clubs	Ongoing		Council continues to support recreation clubs, including the Keilor and Districts Model Aircraft Society (based at Sydenham Park) and the Keilor Golf Club (based at the Keilor Golf Course).
E9	Continue to pursue water re-use schemes to irrigate the Keilor Golf Course	2009 - 2011		A stormwater harvesting scheme was implemented in 2013.

1.6 Theme F: Agriculture Action Plan

	Actions	Timeframe	Status	Where are we now?
F1	Rezone the Keilor Market Gardens to Green Wedge to reflect the existing land use (see Appendix 2)	2010/11		Rezoning implemented through Amendment C147 in 2013.
F2	Work with current producers to develop and implement a marketing strategy for the region aimed at attracting growers as well as visitors	2011/12		Given the lack of access to a sustainable and affordable water supply and the marginal status of horticulture in the Green Wedge, a marketing strategy to attract growers is no longer considered appropriate.
F3	Advocate for extension of drought assistance initiatives to farmers in Brimbank	Ongoing		The drought ended in 2010 and on this basis this action is no longer relevant.
F4	Assist Keilor Market Gardens farmers access local food distribution networks across metropolitan Melbourne such as farmers markets	2010/11		Council supports farmers to access to food distribution networks as opportunities arise. In February 2013, Council supported the Keilor Village Traders to host a *Keilor Village Traders Fair* that connected farmers and local businesses to the community, offering opportunity to the latter to taste local produce. Council officers are examining if there are opportunities to connect operating farmers to food distribution networks through Council's membership Melbourne's North Food Group.
F5	Investigate the feasibility of engaging local farmers in the Western Region to contract grow produce for local markets such as green grocers, restaurants, cafes and community cooperatives	2011/12		This action is not considered appropriate as it requires work to be undertaken at regional level, which is beyond Council resourcing. Given the lack of access to a sustainable and affordable water supply and the marginal status of horticulture in the Green Wedge there is limited farming occurring and Council officers will seek to understand what type of farming continues to operate to better understand the type of support that is required.

F6	Advocate for State and Commonwealth funding and policy initiatives that support local and peri-urban food production	Ongoing		Council continues to advocate for productive uses for land in the Green Wedge, including through its submissions to the State Government about Planning for Green Wedges and Agricultural Land in 2021 and the Legislative Assembly Inquiry into Securing Victoria Food Supply in 2024. An action is also included in the Economic Development Strategy 2022 – 2027, to 'encourage State Government Agencies and other research institutions (e.g. CSIRO) to investigate the feasibility of productive use of Green Wedge Zoned (GWZ) land'.
F7	Provide information packs to farmers about funding sources and business support services as part of regular newsletter bulletins	2010/11		Council delivers an annual program of business information, training, networking and other support, which is promoted through the Brimbank Business ebulletin.
F8	Advocate for advisory services and financial support to assist farmers on marginal land exit the land	2010/11		Council continues to advocate for assistance and recognition of the marginal status of land in the Brimbank Green Wedge. This has occurred through its recent submission to the State Government about Planning for Green Wedges and Agricultural Land in 2021, the Submission to the Melbourne Airport Environs Safeguarding Standing Advisory Committee, also in 2021, and a Legislative Assembly Inquiry into Securing the Victorian Food Supply in 2024.
F9	Undertake a feasibility study that assesses the viability of establishing a small scale local food growing social enterprise in the Keilor Market Gardens	2011/12		This action requires budget to appoint an expert consultant to undertake this work and may no longer be appropriate given the lack of access to a sustainable and affordable water supply and the marginal status of horticulture in the Green Wedge. Council continues to advocate to the State Government about the need for funding opportunities and support for Brimbank Green Wedge landowners to identify and encourage ongoing agricultural uses that are sustainable, innovative, productive and viable.
F10	Work with education institutions to research viable farming and alternative land use opportunities for the area	2011/12		Council officers will write to appropriate education institutes to encourage research into viable farming and continue to advocate to the State Government about the need for funding opportunities and support for Green Wedge landowners to identify and encourage ongoing agricultural uses that are sustainable, innovative, productive and viable.

1.7 Theme G: Rural Living Action Plan

	Actions	Timeframe	Status	Where are we now?
G1	Develop design guidelines for development, within the green wedge, including housing that sets out requirements for the siting, layout, scale and design of new buildings. Incorporate the design guidelines into a DDO where relevant (as per Action D1)	2011/12		Refer to D1 response. A DDO was not introduced however planning policy directs development in the green wedge to minimise its visual impact particularly where visible from escarpments, ridgelines and roads.

G2	Include local policies in the revised MSS discouraging further residential subdivision in the green wedge and encouraging the appropriate siting and design of buildings	2010/11		Clause 21.05 of the Scheme discourages further residential subdivision in green wedge areas and proposed Amendment C225brim includes local policy discouraging the expansion of non-rural uses beyond existing site boundaries.
G3	Hold sustainable land management seminars and field days for existing land owners and residents (as per Action A16)	2010/11		A number of events are held annually at Sydenham Park, as scheduled in the Environmental Events Calendar.
G4	Prepare an Urban Design Framework for the Oakbank Road Rural Living precinct that sets out a program of public realm improvements	2012/13		The public realm predominantly consists of unmade roads in this area, which Council maintains through regular grading. Any investment into the construction of the roads would most likely require funding from property owners through a Special Rate. Currently there isn't a proposal for a Special Rate and on this basis Council continues to maintain the unmade roads. A proposal for a special rate in another section of the Green Wedge was not supported by property owners.
G5	Investigate opportunities to expand the Oakbank Road rural living precinct under specified conditions as per dot point 3 of the "Directions" above (see Appendix 1 for the boundaries of the proposed Investigation Area)	2011/12		The Rural Living Investigation Area Land Use Review 2016 examined this and concluded that it was not appropriate.
G6	Ensure new housing close to Calder Park Raceway incorporates appropriate noise attenuation to protect the amenity of future residents	Ongoing		Amendment C225brim proposes a strategy at Clause 13.05-1L for the Brimbank Planning Scheme to ensure new housing adjacent Clader Park includes appropriate noise attenuation measures. Note this is only applicable when a planning permit is triggered for residential development.

1.8 Theme H: Tourism Action Plan

	Actions	Timeframe	Status	Where are we now?
H1	Develop a visitor centre in Sydenham Park once the park is open to the public	As need arises		This action was identified as an opportunity in the original Sydenham Park Master Plan 2020. A feasibility study for the Robertson's Homestead was conducted in 2021 which recommended restoration works to maintain its structural integrity and cultural significance. However, it concluded that any adaptive reuse, including for the delivery of a visitor centre at the current location or relocation to anywhere in Sydenham Park would be subject to future feasibility investigations.
H2	Develop a brand and marketing strategy aimed at attracting growers and visitors to the region (as per Action F2)	2011/12		There is no dedicated marketing strategy on growers however, the tourism potential of the region is actively pursued through newletters and promotion information on Council's Experience Brimbank website. Preparation of new Visitor Economy Strategy will identify how Council should approach the development of its visitor economy.

H3	Integrate visitor amenities and interpretive information into public open spaces and recreation corridors	As need arises		Council has considered this as part of the Sydenham Park Master Plan, and continues to consider this for other Council owned land as appropriate and where budget allows. In 2022/23, visitor amenities were delivered at the Sydenham Park under Council's capital works program. The design of interpretive signage package for existing and future trails is progressing and delivered subject to funding approval.
H4	Advocate for changes to the Victorian Planning Provisions to enable farm related retailing in green wedge areas	Current and ongoing		Refer to response at F8. In 2021 Council advocated to the State government for economically viable uses for land in the Green Wedge. This was further emphasised in Council's submission to the Legislative Assembly Inquiry into Securing Victoria's Food Supply in 2024.

1.9 Theme I: Non-Green Wedge Uses Action Plan

	Actions	Timeframe	Status	Where are we now?
I1	Develop local policies as part of the revised MSS that discourage further expansion of non-conforming uses in the area	2010/11		Clause 11.01-1L – Allow the expansion of existing non-rural uses only within existing site boundaries. Non-conforming land uses within the Green Wedge are identified on maps at Clause 02.04 (Strategic Framework Plans).
I2	Review Special Use Zone 1 and other State and Local planning policies applicable to Calder Park Raceway to ensure these provisions reflect the preferred future use of the site and provide for improved visual and environmental outcomes	2010/11		Council officers considered the need for a formal review of the planning framework applying to the Calder Park Raceway, however given that the SUZ1 suited the existing use of the site (a motor racing track is prohibited in the Green Wedge Zone) a formal review of the planning framework was not progressed.
I3	Ensure any redevelopment of Calder Park Raceway includes appropriate landscaping and noise attenuation to minimise impacts on surrounding residential areas.	As need arises		Council officers have engaged with the owners of Calder Park Raceway over the years, including discussions relating to improving the appearance of the site and ongoing maintenance. Landscaping and noise attenuation would be considered as part of any future development request. No redevelopment is currently proposed.
I4	Advocate for the re-alignment of the Urban Growth Boundary with the Calder Park Drive / Calder Freeway interchange	2010/11		The Rural Living Investigation Area Land Use Review 2016 examined this and concluded that it was not appropriate.
I5	Include local policies in the revised MSS that require new high trip generating uses to prepare traffic impact assessments and transport / travel plans showing how the use will be accessible to all people, minimise traffic and congestion and facilitate non-motorised travel	2010/11		Applications for high trip generating uses are accompanied by relevant traffic impact studies. The recent changes to introduce the new Planning Policy Framework format do not allow for application requirements to be included in the MPS (which replaces the MSS).
I6	Implement a TravelSmart program with Overnewton College aimed at achieving a mode shift from private vehicle use to walking, cycling and public transport	2011/12		The TravelSmart Program seeks to improve access to sustainable modes of transport as an option to car travel. In addition, to Overnewton College running their own bus services to students, PTV operates Bus 476 which services the school and its surrounding area.

I7	Advocate for improved environmental management of Somerset Quarry (see Action A21)	Ongoing		Council officers continue to engage with Hume City Council over compliance related matters and use this platforom to advocate for improved environmental management of the Quarry. Officers have attended after-hours meetings with residents at Hume City Council library.

2.0 – Theme J: Infrastructure Action Plan

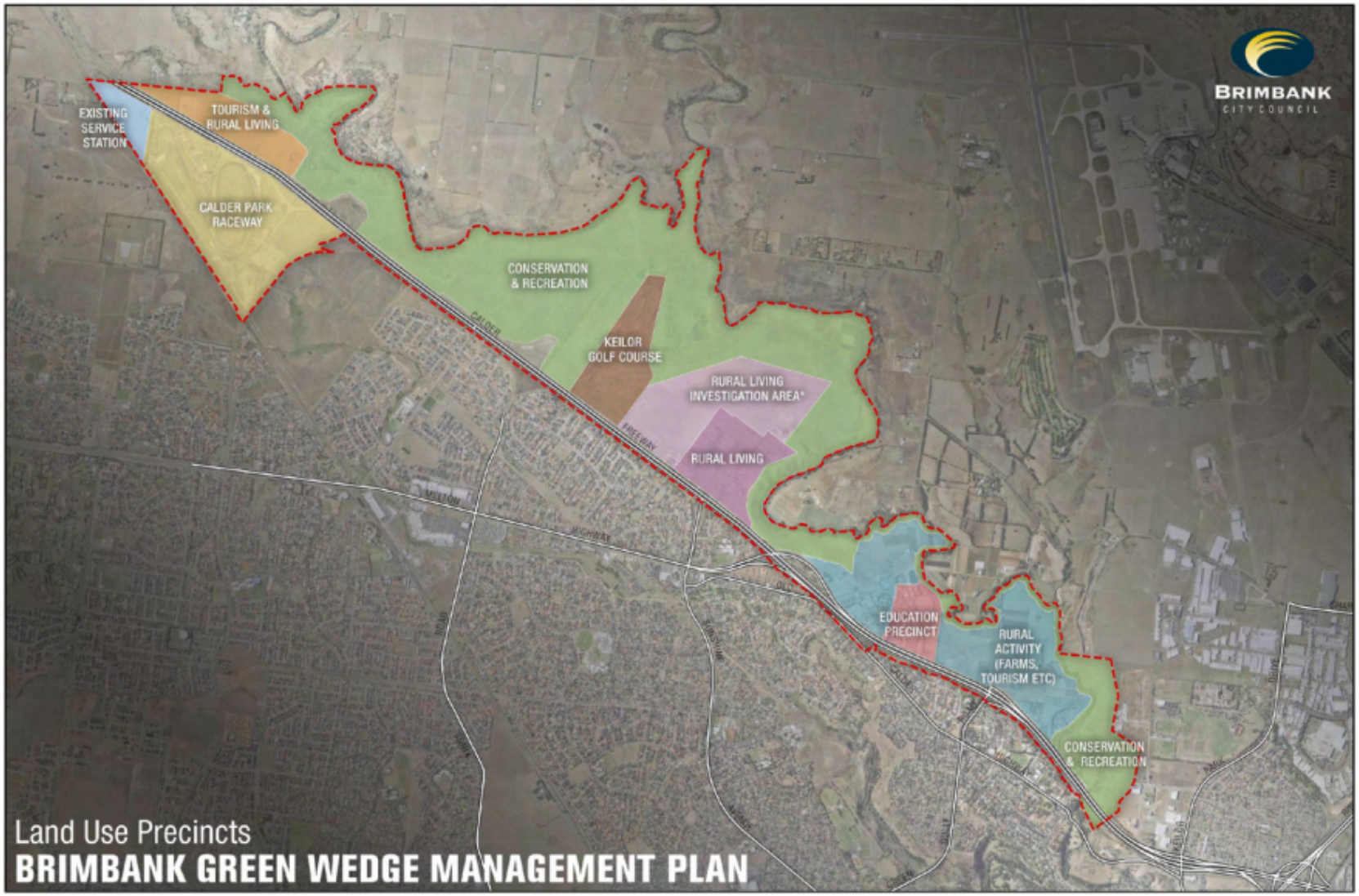
	Actions	Timeframe	Status	Where we are now?
J1	Upgrade local roads within the green wedge to Council standards	2010 - 2014		This action continues to be implemented as part of Council's capital works program as identified. Thompsons Road and Grogan Road were rehabilitated in 2012-2013. Any future upgrades to local roads in the area are subject to Council's capital works program.
J2	Advocate for provision of walking and cycling connections across the Calder Freeway as a part of the development of the Freeway interchanges at Sunshine Avenue, Kings Road and Calder Park Drive (as per Action E2)	As required		The Strategic Cycling Corridor network extends to the north of the Calder Freeway and is intended to connect the northern suburbs of Brimbank to Organ Pipes National Park. Preliminary designs for Calder Park Drive level crossing removal and Calder Park Drive interchange have included shared user paths to improve safety for pedestrians and cyclists. Kings Road interchange has walking and cycling connections over the Calder Freeway.
J3	Monitor traffic volumes on Arundel Road and develop strategies to ensure levels of through-traffic does not compromise the amenity of the area	2010 – 2014		Traffic surveys are conducted on Arundel Road as part of Council's Strategic Traffic Count Program. Surveys conducted in 2012 and 2016 indicated that traffic volumes had remained steady. However, a recent survey conducted in 2023 showed continuous increase in traffic but the levels do not compromise the amenity of the area. Council has implemented traffic calming along the road (including road humps and traffic light signals at Green Gully Rd). Continuous monitoring is ongoing. Additionally, Council continues to advocate about the increasing traffic on Arundel Road as the Melbourne Airport project and has also raised this as an issue in its submission to the 2022 Melbourne Airport Master Plan.
J4	Assess the feasibility of installing upgraded telecommunications and reticulated services to the green wedge through a special rate or charge	2011 - 2012		Installation of utilities is the responsibility of the various utility providers and Council has limited control regarding where or when they may be upgraded.

2.1 Theme K: Community Involvement Action Plan

	Actions	Timeframe	Status	Where are we now?
K1	Establish an external advisory group responsible for overseeing the implementation, monitoring and review of the Green Wedge Management Plan	2010/11		Council is currently resourcing the Sydenham Park Consultative Committee of which its composition includes an independent chair, Wurundjeri community representatives and representatives of community and the Sydenham Historical Society.
K2	Develop a regular community newsletter about services, programs, networking opportunities, sustainable land management, biodiversity and environmental projects and events relevant to the area (as per Action A20)	Ongoing		Council's Environment team distributes a municipal-wide bi-monthly community newsletter to people on a mailing list and available on council website.
K3	Enhance Council website to provide information about agency contacts, areas of responsibility and sustainable land management practices	2010/11		Council's website is regularly updated with information about the natural environment, external resources and sustainable land management practices.
K4	Support land owners and residents access grants for neighbourhood improvements and environmental projects	Ongoing		Council ran the Sustainable Land Management Incentive Scheme, offering financial support to land owners for eligible projects. Council's community grants program offers one-off financial support to community groups (such as the 'Friends of' groups) to deliver projects and activities, including community strengthening and climate emergency. Council also supports community groups to apply for grants.
K5	Support land owners and community groups access funding for conservation activities through local and state government grant programs	Ongoing		Council runs the Sustainable Land Management Incentive Scheme (refer Action A17), offering financial support to land owners for eligible projects. Council's community grants program offers one-off financial support to community groups (such as the Friends of Organ Pipes and Friends of Maribyrnong Valley) to deliver projects and activities, including community strengthening and climate emergency. Council also supports community groups to apply for grants, where possible.
K6	Hold training programs for community groups in self-governance, marketing and skills development	2010 – 2014		Council offers a range of training and skills development programs and resources to the community, including Council Business Development and Networking Program, which is regularly promoted through the business ebulletin. Council regularly runs a community governance program based on identified community needs. The Brimbank Community Leadership Program also incorporated climate emergency leadership for young people.
K7	Involve the community in conservation activities through Council's regular planting days and targeted programs for specific groups such as businesses and schools	Ongoing		Council runs regular planting days each year as part of the Environmental Events Calendar. These are attended by friends groups (e.g. Friends of the Maribyrnong Valley) and the public.
K8	Work with employment agencies and training organisations to utilise the Robertson's Homestead Restoration Project for skills development	As required		Restoration works is being undertaken to preserve the structural integrity of the Robertson's Homestead. Any opportunities for adaptive reuse may be subject to future feasibility investigations and can potentially consider opportunities for skills development at the time.

K9	Advocate for greater community representation on State Government reference groups relevant to green wedges	Ongoing		Council regularly advocates for the Brimbank Green Wedge, including specifically for the recognition of the unique needs of the community. Recent examples include the Council submission to State government consultation on Planning for Melbourne's Green Wedges and Agricultural Land (2021) and the Legislative Assembly Inquiry into Securing Victorian Food Supply (2024).
K10	Involve existing community groups in the monitoring of biodiversity values, including fauna and flora	Ongoing		Community groups have been involved, over the years. For example, Council works with the Friends groups (e.g., Friends of the Organ Pipes) for bird surveys and other regular monitoring activities. The sugar glider program at Sydenham Park, involved monitoring nesting boxes and was supported by the community and Victoria University.

Brimbank Part of the Sunbury Green Wedge



12.7	**Governance Report July 2024**
Directorate	People, Partnerships and Performance
Director	Georgie Hill
Manager	Danny Bilaver
Attachment(s)	1. Record of Informal Meeting of Councillors [**12.7.1** - 20 pages] 2. Delegates and Representatives Report [**12.7.2** - 10 pages] 3. Confirmed Audit and Risk Committee Minutes May 2024 [**12.7.3** - 9 pages] 4. Brimbank Housing and Neighbourhood Character Strategy - Final [**12.7.4** - 152 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.
- Minutes of the Audit and Risk Committee (ARC) meeting.
- Changes to the Brimbank Housing and Neighbourhood Character Strategy 2024 (Strategy).
- Expression of Interest outcome for Green Gully Traffic School.
- Establishment of the Brimbank Youth Jobs Program 2024-2029.

Council Recommendation

That Council:

a. Notes the:

i. Governance Report July 2024.

ii. Contracts entered into, and works orders approved, in accordance with S7 Instrument of Sub Delegation (24/3500; 24/3506).

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.

b. Notes the Minutes of the Audit and Risk Committee meeting held 7 May 2024, shown at Attachment 3 to this report.

c. Notes that minor changes have been made to the Brimbank Housing and Neighbourhood Character Strategy 2024 (Strategy), and endorses the revised Strategy shown at Attachment 4 to this report.

d. Notes the outcome of the Expression of Interest for the Green Gully Traffic School with the successful applicant being Inner West Community Foundation (trading as Local Impact).

e. Notes the establishment of the Brimbank Youth Jobs Program 2024 - 2029 as a specialised initiative within the framework of the Local Jobs for Local People Program.

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 $2,000,000 (exclusive of GST) through an Instrument of Delegation made on 23 April 2024 (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
24/3500	Kevin Flint Memorial Reserve Flagship Park Upgrade	Yellowstone Landscaping Pty Ltd	$737,554.95	25 June 2024
24/3506	Provision of Paint Services Panel	Hue Painting and Decorating, Baroque Decorator, Calmer Coating	$1,870,000	7 June 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
22 May 2024	St Albans Partnership Group
29 May 2024	Brimbank Economic and Employment Advisory Group
14 June 2024	Western Melbourne Tourism Board
19 June 2024	Brimbank Youth Council
20 June 2024	Sunshine Partnership Group
26 June 2024	Heritage Advisory Committee
26 June 2024	Aboriginal and Torres Strait Islander Consultative Committee
27 June 2024	Brooklyn Industrial Precinct Committee
9 July 2024	Council Meeting Briefing
9 July 2024	Planning Forum

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 May 2024	St Albans Partnership Group	Cr Dang
29 May 2024	Brimbank Economic and Employment Advisory Group	Cr Nguyen Cr Borg
14 June 2024	Western Melbourne Tourism Board	Cr Dang
19 June 2024	Brimbank Youth Council	Cr O'Reilly Cr Nguyen
20 June 2024	Sunshine Partnership Group	Cr David
26 June 2024	Heritage Advisory Committee	Cr David
26 June 2024	Aboriginal and Torres Strait Islander Consultative Committee	Cr Rasic
27 June 2024	Brooklyn Industrial Precinct Committee	Cr David

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 Declarations of Representations by Members of Parliament were received for the following meetings.

Date	Councillor	Member of Parliament	Matter Discussed
2 July 2024	Cr Rasic	Dr Daniel Mulino MP	Melbourne Airport Rail Melbourne Airport Third Runway Sunshine Energy Park Climate Emergency Addressing Unemployment
2 July 2024	Cr Rasic	Senator the Hon Sarah Henderson	Melbourne Airport Rail Melbourne Airport Third Runway Fix the Calder
3 July 2024	Cr Rasic	Senator James Paterson	Melbourne Airport Rail Melbourne Airport Third Runway Sunshine Energy Park Fix the Calder
4 July 2024	Cr Rasic Cr Dang Cr David	Hon Catherine King MP	Melbourne Airport Rail Melbourne Airport Third Runway Fix the Calder

Audit and Risk Committee

Minutes of the Audit and Risk Committee (ARC) meeting held 7 May 2024, is presented to Council for noting at **Attachment 3**.

Brimbank Housing and Neighbourhood Character Strategy (2024)

The Brimbank Housing and Neighbourhood Character Strategy 2024 (Strategy) was adopted at the Council Meeting on 16 April 2024. At the Council Meeting on 18 June 2024, Council endorsed Amendment C239 to the Brimbank Planning Scheme (Amendment C239brim) to implement the Strategy and resolved to request authorisation from the Minister for Planning to prepare and exhibit Amendment C239brim under Section 8A of the *Planning and Environment Act 1987*, among other matters.

The Report presented to the Council Meeting on 18 June 2024 about Amendment C239brim identified some minor editorial changes required to the Strategy, including:

- Updating the cover page and content to remove the prefix ‘draft’ now that the Strategy and include the words (Revised July 2024) on the cover page
- Removing open landfills from interface areas, given the Strategy defines interface areas as land in proximity to a major hazard facility only (p. 59 of the Strategy).
- Removing the sentence ‘Growth and change will be minimal’ about development in the Landscape Suburban character areas, given the character typology applies to both incremental and minimal change areas (p. 130 of the Strategy).
- Updating the recommended zone schedule in the Residential Development Framework for a small number of properties in Kealba to ensure consistency with the Change Areas Plan.
- Amending the term ‘increased change’ to ‘moderate change’ following advice from the Department for Transport and Planning
- Formatting changes to accord with the corporate report template.

The Strategy has been revised to incorporate the above changes and is shown at **Attachment 4**. The officer recommendation is that Council notes the changes made to the Strategy and endorses the revised Strategy.

Green Gully Traffic School Allocation

Due to the Brimbank Bicycle Education Centre winding up its operations at Green Gully Traffic School a new tenant was sought.

A public process, in accordance with Council guidelines, was conducted in regard to the allocation. Two (2) responses were received through the Expression of Interest process.

As per Council's Community Facilities and Reserves Allocation Policy, an Assessment Panel made up of Council officers was established to undertake the evaluation. All responses were assessed against criteria as detailed within the Green Gully Traffic School Expression of Interest Information Package.

Following the assessment it is the recommendation of the Assessment Panel that Green Gully Traffic School be allocated to the Inner West Community Foundation (trading as Local Impact) on a Lease in line with Council Policy.

Brimbank Youth Jobs Program 2024-2029

A review of the Brimbank Youth Jobs Strategy 2018-2023 was undertaken in late 2023 and involved engagement with young people, Council, employers, employment sector groups and internal work areas. The Local Jobs for Local People (LJLP) program, begun in 2020, is facilitated by Council's Economic Development Unit and is the mechanism for bolstering local employment outcomes for Brimbank residents and has well-established links with the same networks needed to boost youth employment. To prevent duplication of effort, the future actions for youth jobs will now be incorporated as a specialised youth sub-program of the LJLP program, in replacement of a Brimbank Youth Jobs Strategy. This allows better prominence and coordination of activities, access to critical networks and shared reporting to provide visibility of all actions and outcomes.

Beginning in July 2024, the Brimbank Youth Jobs Program will include an annual implementation plan, informed by ongoing engagement and co-design, that sets out cross-council initiatives, external partnerships and activities that strive to: empower young people to lead; deliver services young people need to thrive; partner and connect for greater impact; and model best practice. Activities will span co-designed networking and learning events, engagement with disengaged groups, information sessions for parents and support networks, job-hunting and preparation skills, micro-credentials, entrepreneurship, employer introductions, advocacy, entry-level opportunities and other support.

Reporting on outcomes will be integrated with the LJLP program.

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, Safety, Environmental or Financial risks identified.

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 strives 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:	St Albans Partnership Group – Action Plan Workshop		
Date:	22 May 2024	**Time:**	1.30pm to 4.30pm
Location:	Errington Reserve Sports Pavilion		
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:	Leanne Deans, Manager City Strategy Cinzia Crea, St Albans Place Manager Zoe Ennis, Sunshine Place Manager Michael Shiell, Acting Manager Community Learning and Participation		
Other attendees:	St Albans Partnership Group members x 4 Victoria Police representative x 1 Guests x 1		
Name of Council Officer completing Record of Assembly:	Terri Johnston		

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**	NIL	N/A
2.	**Purpose of the workshop**	NIL	N/A
3.	**Scene setting**	NIL	N/A
4.	**Town Centre Survey**	NIL	N/A
5.	**Visioning**	NIL	N/A
6.	**Next steps**	NIL	N/A

Forward completed *Record of Assembly 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 Group		
Date:	29 May 2024	**Time:**	3.00am– 5.00pm
Location:	iHarvest, Level 4 Brimbank Community & Civic Centre 301 Hampshire Road, Sunshine 3020		
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 Jae Papalia ☐ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Kelvin Walsh, Director City Futures, BCC Peter Forbes, Coordinator Economic Development BCC Leanne Dean, Manager City Strategy, BCC Christine Thomas, Business Support Officer, BCC		
Other attendees:	BEEAG members x 10		
Name of Council Officer completing Record of Assembly:	Peter Forbes, Coordinator Economic Development BCC		

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**	NIL	N/A
2.	**Scope of Advisory Group**	NIL	N/A
3.	**Economic Development Strategy Overview & Update**	NIL	N/A
4.	**Future Meetings**	NIL	N/A
5.	**Other Business**	NIL	N/A

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

Record of Informal Meeting of Councillors

Meeting details

Title:	Western Melbourne Tourism (WMT) Board - General Meeting		
Date:	14 June 2024	**Time:**	9.30am– 12.30pm
Location:	Westgate Tunnel Visitor Information Centre and Kindred Studios		
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 Jae Papalia ☐ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Jenny Mitten, Senior Economic Development Officer - Tourism		
Other attendees:	WMT Board members x 11 WMT officers x 2 Maribyrnong Council officers x 2 Melton City Council officers x 1 Moonee Valley City Council officers x 1 Wyndham City Council officers x 2 Hobsons Bay City Council officers x 1 Brand consultants x 2 TransUrban representatives x 2 John Holland representative x 1		
Name of Council Officer completing Record of Assembly:	Jenny Mitten, Senior Economic Development Officer - Tourism		

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.	**Westgate Tunnel briefing**	NIL	N/A
2.	**Welcome & Acknowledgement of Country**	NIL	N/A
3.	**Westside Consumer Brand presentation & discussion**	NIL	N/A
4.	**Minutes of previous general meeting/Actions arising**	NIL	N/A
5.	**True Gift (good news and acknowledgments)**	NIL	N/A
6.	**New Budget and Financials**	NIL	N/A
7.	**Executive Report**	NIL	N/A
8.	**Communications update**	NIL	N/A
9.	**Other updates/ business**	NIL	N/A

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

Record of Informal Meeting of Councillors

Meeting details

Title:	Brimbank Youth Council 2024 Official Meeting Term 2		
Date:	19 June 2024	**Time:**	5:30PM to 7:00PM
Location:	Council Chambers		
Councillors in attendance:	☐ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☐ Cr Sam David JP ☐ Cr Bruce Lancashire, Mayor ☒ Cr Jasmine Nguyen ☐ Cr Jae Papalia, Deputy Mayor ☒ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Ayaan Qani - Youth Development Officer		
Other attendees:	Brimbank Youth Council members x 7		
Name of Council Officer completing Record of Informal Meeting:			

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	Nil	No

No.	Brief description of issue/agenda item	Name of person(s) who disclosed a conflict of interest	Did the person(s) leave the meeting?
2.	Council Update	Nil	No
3.	Brimbank Youth Council Update	Nil	No
4.	Break	Nil	No
5.	BYC Non-Project Update	Nil	No
6.	Open floor for BYC to raise issues to present	Nil	No
7.	Correspondence and Requests for BYC	Nil	No
8.	Upcoming dates and meetings for BYC	Nil	No
9.	Questions, Close and Thank you	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:	Sunshine Partnership Group – Action Plan Workshop		
Date:	20 June 2024	**Time:**	2pm to 4pm
Location:	Civic Centre Meeting 3.0		
Councillors in attendance:	☐ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☒ Cr Sam David JP ☐ Cr Bruce Lancashire, Mayor ☐ Cr Jasmine Nguyen ☐ Cr Jae Papalia, Deputy Mayor ☐ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Zoe Ennis, Sunshine Place Manager Terri Johnston, Acting St Albans Place Manager		
Other attendees:	Sunshine Partnership Group members x 3 Victoria Police representative x 1 Guests x 1		
Name of Council Officer completing Record of Assembly:	Zoe Ennis		

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.	Acknowledgement to Country	NIL	N/A
2.	Introductions • Summary of the Sunshine Rising Action Plan 2018 - 2024 • Outline of workshop program	NIL	N/A
3.	Survey Results Summary	NIL	N/A
4.	Workshop about the Sunshine Rising Place Plan Vision	NIL	N/A
	Workshop about the Sunshine Rising Future Pillars	NIL	N/A
5.	Outline of the next steps	NIL	N/A

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

Record of Informal Meeting of Councillors

Meeting details

Title:	Heritage Advisory Committee		
Date:	26 June 2024	**Time:**	5.30pm to 6.30pm
Location:	Teams		
Councillors in attendance:	☐ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☒ Cr Sam David JP ☐ Cr Bruce Lancashire, Mayor ☐ Cr Jasmine Nguyen ☐ Cr Jae Papalia, Deputy Mayor ☐ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Leanne Deans, Manager City Strategy Justin Burgess, Coordinator Strategic Planning		
Other attendees:	Community Representative X 2		
Name of Council Officer completing Record of Informal Meeting:	Justin Burgess, Coordinator Strategic Planning		

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.	Update on Former Sunshine Technical School listing Victorian Heritage Register Application	N/A	<Select one>

No.	Brief description of issue/agenda item	Name of person(s) who disclosed a conflict of interest	Did the person(s) leave the meeting?
2.	Updates on Planning Scheme Amendments C219 Heritage Update and C227 Sunshine Silos and C240 interim Heritage Overlay extension	N/A	<Select one>
3.	Discussion on former Sunshine City Council Office and damage to heritage	N/A	<Select one>

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:	Aboriginal and Torres Strait Islander Consultative Committee		
Date:	26 June 2024	**Time:**	5:30pm to 7:30pm
Location:	Zoom Meeting https://brimbankcc.zoom.us/j/94384696975?pwd=96sCcHOiUkhdSqsvA1lnCDROxgIjrT.1		
Councillors in attendance:	☒ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☐ Cr Sam David JP ☐ Cr Bruce Lancashire, Mayor ☐ Cr Jasmine Nguyen ☐ Cr Jae Papalia, Deputy Mayor ☐ Cr Thomas O'Reilly ☒ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Lynley Dumble - Director Community Wellbeing Wambui Thirimu - Acting Manager Community Strengthening & Social Planning Danijela Bura Aiken - Acting Coordinator Connected Communities Jaimie-Lea Lyons - Reconciliation Officer Sylvia Janus - Head of Project Management Office		
Other attendees:	Community Representatives (Four)		
Name of Council Officer completing Record of Informal Meeting:	Jaimie-Lea Lyons		

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 and warm up	N/A	N/A
2.	Acknowledgment of Country	N/A	N/A
3.	Review minutes and actions from previous meeting	N/A	N/A
4.	Meet and Greet - Council's Project Management Framework	N/A	N/A
5.	Reconciliation Portfolio update	N/A	N/A
6.	Cooinda update	N/A	N/A
7.	Reconciliation Week update	N/A	N/A
8.	Council reflection update	N/A	N/A
9.	Yarn Up - Community perspective	N/A	N/A
10.	Meeting Close	N/A	N/A

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:	Brooklyn Industrial Precinct Committee		
Date:	27 June 2024	**Time:**	5.00pm – 6.30pm
Location:	Via Zoom		
Councillors in attendance:	☐ Cr Victoria Borg ☐ Cr Sarah Branton ☐ Cr Thuy Dang ☒ Cr Sam David JP ☐ Cr Bruce Lancashire ☐ Cr Jasmine Nguyen ☐ Cr Jae Papalia, Deputy Mayor ☐ Cr Thomas O'Reilly ☐ Cr Ranka Rasic, Mayor ☐ Cr Virginia Tachos		
Council Officers in attendance:	Leanne Deans, Manager City Strategy Kristen Gilbert, Manager City Development Peter Forbes, Coordinator Economic Development Matt O'Mara, Coordinator Planning Compliance Terri Johnston, Acting St Albans Place Manager		
Other attendees:	EPA Representative x 1 Business operators / Property owners x 5 Guests x 2		
Name of Council Officer completing Record of Assembly:	Terri Johnston, Acting St Albans Place Manager		

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 & Introductions**	NIL	N/A
2.	**Confirmation of Minutes & Actions**	NIL	N/A
3.	**Major Development Update**	NIL	N/A
4.	**Greening the Pipeline (Zone 9 Brooklyn)**	NIL	N/A
5.	**Energising Brooklyn**	NIL	N/A
6.	**EPA Update**	NIL	N/A
7.	**General Business**	NIL	N/A

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

Record of Informal Meeting of Councillors

Meeting details

Title:	Council Meeting Briefing		
Date:	9 July 2024	**Time:**	6.00pm to 6:50pm
Location:	Zoom		
Councillors in attendance:	☒ Cr Victoria Borg ☒ Cr Sarah Branton ☒ Cr Thuy Dang ☒ Cr Sam David JP ☐ 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 Lynley Dumble, Director Community Wellbeing Georgie Hill, Director People Partnerships and Performance Chris Leivers, Director Infrastructure and City Services Mark Stoermer, Director Corporate Services Kelvin Walsh, Director City Futures Danny Bilaver, Manager Governance and Risk Leanne Deans, Manager City Strategy Liz Chapman, Urban Design Coordinator David Collins, Climate Emergency Coordinator		
Other attendees:	Janet Dore, Municipal Monitor Penelope Holloway, Municipal Monitor		

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.	Submission to Albion Quarter Structure Plan Discussion Paper		<Select one>
2.	Activity Centre Strategy Implementation Status - 2024		
3.	Brimbank Green Wedge Management Plan Implementation Status - June 2024		
4.	Governance Report July 2024		
5.	Return of Supplementary Valuations 2023/2024		
6.	Return of General Valuation 2024		
7.	Glengala Road Village Streetscape Improvements		
8.	Contract No. 21/3008 - Cleaning Services - Brimbank Community & Civic Centre - Extension of Contract		
9.	Contract No. 21/3092 - Fleet Repairs Maintenance and Supply of Spare Parts - Extension of Contract		

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:	Planning Forum		
Date:	9 July 2024	**Time:**	7:31pm to 8:05pm
Location:	Via Zoom		
Councillors in attendance:	☒ Cr Victoria Borg ☐ Cr Sarah Branton ☒ Cr Thuy Dang ☒ Cr Sam David JP ☐ 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:	Kelvin Walsh - Director City Futures Kristen Gilbert - Manager City Development Services Robert Shatford - Coordinator City Planning		
Other attendees:	Applicant and submitters to the planning application under consideration		
Name of Council Officer completing Record of Informal Meeting:	Kristen Gilbert		

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.	Planning Permit Application P475/2023 for alterations to the existing dwelling and construction of two (2) double storey dwellings to the rear on land at 8 Rawson Avenue, Sunshine	Nil	<Select one>

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

Council Representative Report

Report details	
Representative:	Councillor Thuy Dang
Committee name:	St Albans Partnership Group
Meeting date:	22 May 2024
Report author:	Terri Johnston, Acting St Albans Place Manager

Report

The meeting involved a workshop to inform the preparation of a revised St Albans Action Plan (Plan) involving:

- A contextual update including progress on the current work plan
- A presentation and discussion on the results of a recent customer survey
- A workshop on the aspirations and vision for the St Albans Town Centre
- An outline of the process to prepare a revised Plan.

Recommendation

There were no matters to be presented to Council for consideration.

Next meeting:	TBC

Council Representative's Report

Report details	
Representatives:	Councillor Victoria Borg and Councillor Jasmine Nguyen
Committee/Event:	Brimbank Economic and Employment Advisory Group
Meeting date:	29 May 2024
Report author:	Peter Forbes, Coordinator Economic Development

Report

The meeting included updates and discussion on:

- **BEEAC Scope**
    - The Chair distributed and discussed the Terms of Reference with the BEEAC members.
- **Economic Development Strategy**
    - Peter Forbes – BCC Economic Development Coordinator provided the economic context for Brimbank and outline of the Brimbank Economic Development Strategy 2022-2027.
- **Future Meetings**
    - Discussion included that future meetings would be in-person, on the last Wednesday of the month, with the next to be scheduled in either July or August 2024.
    - Discussion about possible topics for future meetings including Council's Local Jobs for Local People program, research being undertaken to inform a new Visitor Economy Strategy, Council's Investment Attraction program, and any updates on major infrastructure flagged for Brimbank.

Recommendations

There were no matters to be considered by Council.

Next meeting:	28 August 2024 at 3.00pm,

Council Representative's Report

Report details	
Representative:	Cr Thuy Dang
Committee/Event:	Western Melbourne Tourism Board - General Meeting
Meeting date:	14 June 2024
Report author:	Jenny Mitten, Senior Economic Development Officer - Tourism

Report

The meeting included updates and discussion on:

Westgate Tunnel

Guest speakers from Transurban provided an update on the new Westgate Tunnel, due to open in November 2025.

Westside Consumer Brand Presentation & Discussion

R-Co and HM Group presented the proposed new consumer brand concept - 'Love West Side'. The Board approved the new concept.

2024/25 Budget

Richard Ponsford (Executive Officer, Western Melbourne Tourism) presented the draft budget for 2024/25. The 2024/25 budget will be presented for Board resolution at an interim meeting on 19 July 2025.

Namaste Westside – project update

Richard Ponsford also gave a brief update on the Namaste Westside project which aims to engage with the local Indian community to service the growing Indian tourism market. The project is currently in the research stage.

Other

Round-the-table updates included Eat Drink Westside 2024, City of Melbourne Destination Management Plan, Australian Tourism Exchange debrief and Amazing Co collaboration opportunity.

Recommendations

There were no matters to be considered by Council.

Next meeting:	19 July 2024 at 10am, via ZOOM

Council Representative's Report

Report details	
Representative/s:	Cr Nguyen
Committee/Event:	Brimbank Youth Council 2024 Official Meeting Term 3
Meeting date:	19 June 2024
Report author:	Ayaan Qani

Report

The Brimbank Youth Council (Committee) met in person at BCCC on 19 June 2024.

Council Update

Action plan and budget covered in Council meeting in night before. What projects to consider for budget allocation.

Petition was put forward for pavilion and was approved - passed and adopted. There's no age limit on making budget submission and can be done by an individual or on behalf of a group.

Community Grants are now open

Brimbank Youth Council Update

Committee Members spoke about how they brainstormed on the topic of community safety. Following themes were identified:

- Young people lack awareness of services and skills to help them feel safe.
- Young people feel unsafe in public and online spaces.
- Young people experience a culture of antisocial behaviour.

Solutions to address the above include:

- A social media campaign to spread awareness and education.
- An event during National Safety Month in October.
- Safety workshops for BYC to support their learning.

Committee Member shared the BYC x CQ session for IDAHOBIT. Informal conversation about community safety and intersectionality.

Committee Member shared the opportunity they had of speaking at Dynamic Young Citizens program. They spoke about BYC being an opportunity for young people to have a voice at Council to DYC participants, who are Year 5 and 6 student leaders.

Open floor for BYC to raise issues to present.

Committee Member asked how they collect data/measure effectiveness of social media campaign, especially for YP younger than 18?

Cr O'Reilly and Nguyen suggests running surveys at schools or in libraries to gauge effectiveness.

Cr Nguyen to pass along any events she is invited to that may be relevant for BYC.

Correspondence and Requests for BYC

Ayaan shares opportunity for BYC to have their say on climate change education in schools.

VicPol are interested to meet with BYC on their topic.

VicPol representatives to attend next formal meeting in August.

Updates

BYC will have social media campaign workshop on Wednesday 26 June.

BYC will be attending school lunchtime engagement at Caroline Chisholm Catholic College on Friday 28 June.

BYC will be having Safety Workship training on 3 July, 10 July, and 17 July.

Recommendations

There were no matters to be considered by Council.

Next meeting:	14 August at 5:30PM in Council Chambers

Council Representative Report

Report details	
Representative:	Councillor Sam David
Committee name:	Sunshine Partnership Group
Meeting date:	20 June 2024
Report author:	Zoe Ennis, Sunshine Place Manager

Report

The meeting involved a workshop to inform the preparation of a revised Sunshine Action Plan (Plan) involving:

- An outline of on the current plan, its objectives and status update
- A presentation on the results of a recent customer survey
- A workshop session on the 2025 – 2030 Vision and Pillars (priorities)

Recommendation

There were no matters to be presented to Council for consideration.

Next meeting:	21 August 2024

Council Representative Report

Report details	
Representative:	Councillor Sam David
Committee name:	Heritage Advisory Committee
Meeting date:	26 June 2024
Report author:	Justin Burgess, Strategic Planning Coordinator

Report

The meeting was held informally as a quorum was not achieved and included updates and discussion on:

- A status update by the Coordinator Strategic Planning about Council's application for the former Sunshine Technical Secondary School to be included on the Victorian Heritage Register and the Heritage Council of Victoria hearing.
- A status update by the Coordinator Strategic Planning about heritage amendments including Amendment C219brim, Amendment C227brim and Amendment C240brim.
- General discussion about the damage to heritage at the former Sunshine Municipal Officers and suggestions about how Council can communicate about its compliance work.

Recommendation

There were no matters to be presented to Council for consideration.

Next meeting:	TBA

Council Representative's Report

Report details	
Representative/s:	Cr Ranka Rasic (Mayor)
Committee/Event:	Brimbank Aboriginal and Torres Strait Islander Consultative Committee
Meeting date:	26 June 2024
Report author:	Jaimie-Lea Lyons

Report

The Brimbank Aboriginal and Torres Strait Islander Consultative Committee included discussions and reports on the following matters:

1. Meet and Greet - Council's Project Management Framework.
2. Reconciliation Portfolio update
3. NAIDOC Week update
4. Council reflection update.

Recommendations

There were no matters to be considered by Council.

Next meeting:	11 September 2024 at 5:30pm - 7:30pm

Council Representative Report

Report details	
Representative:	Councillor Sam David JP
Committee name:	Brooklyn Industrial Precinct Committee
Meeting date:	27 June 2024
Report author:	Terri Johnston, Acting St Albans Place Manager

Report

The meeting included updates and discussion on a range of matters including:

Major Development Update
Matt O'Mara, Coordinator Planning Compliance, provided information on planning approvals and ongoing safety and traffic management issues.

Greening the Pipeline (Zone 9 Brooklyn)
Melbourne Water presented an update on the "Greening the Pipeline" project, which included an outline of stages, timeframes, and budget considerations.

CitiPower & Powercor - Energising Brooklyn
CitiPower, Powercor and United Energy provided a brief history of the old Powercor site and an overview of the operations and type of work being delivered from the new substation at 7 Cahir Court, Brooklyn.

EPA Update
EPA presented on the EPA's enforcement strategies, including compliance drives and the increase in notices. The use of drones for monitoring was highlighted, along with community impacts and environmental protection efforts.

General Business
There was discussion on various topics including an increase in theft and property damage in Brooklyn. Businesses were encouraged to report any incidents to Victoria Police so it updates their data and potentially informs the need for increased resourcing.

Recommendation

There were no matters to be presented to Council for consideration.

Next meeting:	21 November 2024

Minutes

Meeting details

Title:	Audit and Risk Committee (ARC) Meeting No. 139		
Date:	24 May 2024	**Time:**	10:30am – 12:30pm
Location:	Level 6 Event Room and Zoom		
Chairperson:	Geoff Harry		
Attendees:	ARC: Cr Sam David; Cr Maria Kerr; Mick Jaensch 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; Coordinator Risk & Compliance Adnan Yacoub; Strategic Risk & Assurance Officer, Ryan Goldberg. Officers attending to present specific agenda items: Group Operations Manager, Tom Razmovski; Chief Information Officer, Sendur Kathir; Manager Finance, Andrew Brae; Contaminated Land Coordinator, Mathew Barker; Coordinator Legal Governance and Integrity, Danielle Pepyat; Business Continuity and Insurance Officer, Rachel Urankar.		
Conflict of interest:	Nil - Refer to item 2		

Guests:	Andrew Zavitsanos – Partner, Crowe; Nick Walker – Partner, HLB Mann Judd; Faye Skilton – Senior Manager Audit & Assurance, HLB Mann Judd; Janet Dore – Municipal Monitor.
Apologies:	Cr Bruce Lancashire Independent ARC Member, Jen Johanson Manager Governance and Risk, Danny Bilaver; Manager Climate Emergency and Environment, Michelle Van Gerrevink OHS Coordinator, Emma Taylor Penelope Holloway, Municipal Monitor

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*

Meeting items

No	Topic	Discussion	Actions
1.	Attendance and welcome new appointed ARC members	The Chair made a statement of acknowledgement of country and welcomed all attendees and noted apologies. The Chair introduced first time attendee Danielle Pepyat and acknowledged Councillor and municipal monitors attendance and noted apologies. Please note that independent ARC Member Johanson was unable to attend, however she completed a review of the agenda pack, and her comments were included in In-meeting discussions. These have been reflected in the minutes.	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. • There were no changes to private interests for Member Jaensch, Cr David or Cr Kerr. • The Chair advised that he is now the Chair of the Government Services Audit and Risk Committee. • No conflict of interests declared.	NFA
3.	ARC Annual Work Plan update	Presented by The Chair	Provide update Annual Work Plan for 2025.

No	Topic	Discussion	Actions
		• The Chair asked to discuss queries offline with Danny Bilaver regarding the new work plan, including a cover report regarding changes. **The Committee noted the report.**	***Manager Governance and Risk, Danny Bilaver – November 2024***
4.	Confirmed Minutes of Meeting No. 138	Minutes of Audit and Risk Committee Meeting No. 138 held 23 February 2024 were endorsed by the Committee.	NFA
5.	Minutes Actions Status Report	The Chair presented the Actions Status Report. **The Committee noted the report.**	NFA
6.	CEO update	Fiona Blair presented the report and highlighted: • Recent asbestos issues. • Contractor and superannuation management. • Child safety policy and plans for review. • No change to Melbourne Airport matters. • Oracle security breach, Mark Stoermer commented on impact on Brimbank, OVIC reporting and Brimbank steps. • Reviews into the financial sustainability of local government. FinPro released a report on the financial sustainability of the sector on 23 May after the agenda was released. The Chair requested that the report be circulated out of session. • Member Jaensch queried on superannuation issue asking if it is specific to Brimbank or impacting other Councils. • Member Jaensch queried if child safety could be included in strategic internal audit plan. To be discussed further in item 11.4. • Cr Kerr asked if there is any benchmarking for child safety policy. Lynley Dumble advised no formal benchmarking done and advised there is a focus is on tightening policy and expectations. • Cr Kerr requested more information on insurance cover for child safety incidents. Rachel Urankar advised it falls under the public liability insurance scope. **The Committee noted the report.**	NFA
7.	Risk Management		
	7.1 Risk Management Update Report	Georgie Hill presented the report and provided and update on: • Roadmap for increasing risk maturity.	Provide an update on Commonwealth

No	Topic	Discussion	Actions
		• Strategic Risk and Internal Audit Group minutes. • Business continuity tests and framework changes since the last meeting. • Member Johanson, via the Chair, queried on measures of success and asked how these are defined. Rachel Urankar advised that the policy will be amended to better reflect recovery time objectives. • Member Jaensch and the Chair commended SRIAG minutes and ELT support in the group. • The Chair asked about item 8 (page 35 of agenda pack) in the SRIAG minutes (Commonwealth Government Aged Care Quality and Safety Commission) and requested updates be provided to ARC in future meetings. • The Chair requested marked up versions for documents presented to ARC. Adnan Yacoub advised that there were too many changes and mark ups would create confusion for this report. **The Committee noted the report.**	Government Aged Care Quality and Safety Commission ARC meeting 140. ***Manager Governance and Risk, Danny Bilaver – September 2024***
	7.2 Strategic Risk Management Update	Georgie Hill presented the report. • Provided an overview of work done since previous meeting and update on strategic risks. Council has considered comments from ARC and advised further work is still to be done. • Member Jaensch advised he was comfortable with new strategic risk list. • The Chair commented on fraud and corruption being included in the 10 strategic risks. Ms Hill advised that despite the work that has been done, it is still treated as a priority. • Member Johanson, via the Chair, queried on tracking of residual risk actions. Ms Hill advised that they will be tracked in a register similar to ARC actions. • Andrew Zavitsanos commended mapping on pg.54 and emphasised importance of risk appetite piece. **The Committee noted the report.**	NFA
	7.3 Significant and Other Insurance Matters including renewal	Georgie Hill presented the report. • Commented on work done by the Motor Vehicle Focus Group and other significant insurance claims. • Member Jaensch queried claims settled since last meeting. Rachel Urankar advised that the insurer identified the risk of going to court as larger than the risk of settling out of court, in addition to minor	NFA

No	Topic	Discussion	Actions
		process gaps identified. There will be a greater focus on compliance to policies moving forward. • Fiona Blair highlighted cameras on large service and kerbside vehicles as Brimbank is leading the way in using this technology. • The Chair asked that only the top high-risk operational risks (in terms of consequences) should be presented to ARC. Adnan Yacoub advised aim is to have no gaps between strategic and operational risks. • Member Johanson via the Chair questioned analysis on the root cause of claims. Ms Hill commented on increased focus on processes for incident types with a high number of reports. • Chris Leivers commented on work done by the Tree Focus Group referred to in SRIAG minutes. **The Committee noted the report.**	
	7.4 Potential Contaminated Land Program (biannual update)	The Chair welcomed Mathew Barker. Kelvin Walsh presented the report and provided an update on: • Key issues identified and progress on proactive work done. • Sunshine Landfill issue; no progress on legal updates, adopted vision to confirm compliance, long term vision being discussed on how to turn space into an asset. • Refinements on EPA notices. • Challenges with Green Gully landfill; advised that Council is confident with internal response to EPA query, commented that there are challenges around next stage of works regarding timeframes and costs. • Member Jaensch commented about feeling uneasy about number of new sites being added to contaminated land issues, acknowledged that work is being done and it is a difficult issue to contain. Mr Walsh commented that although number of sites increasing, policies and practices are in place. • Mr Barker advised more notices are expected from EPA on remedial measures once they have digested new information in approximately 3-6 months. • Cr Kerr expressed concern with financial implications of site investigations. • The Chair commended the information provided in the report. **The Committee noted the report.**	NFA

No	Topic	Discussion	Actions
	7.5 ICT Strategy update	Sendur Kathir presented the report. • Member Johanson, via the Chair, queried milestone dates and if they are achievable. Mr Kathir advised 3 key dates are in place. The first milestone (end user support) has been met. The second (network and infrastructure) and third (application support) milestones are both on track. **The Committee noted the report.**	NFA
	7.6 ICT Biannual Security Report	Sendur Kathir presented the report. • Member Johanson, via the Chair, commented on medium and high risks actions being resolved and queried why they weren't picked up earlier. Mr Kathir advised that it is due to external party reliance that are unlikely to be found internally due to Council capacity. **The Committee noted the report.**	NFA
	7.7 Cybersecurity Update Report (including Penetration Testing)	Sendur Kathir presented the report and provided an update on: • Progress on short term actions. • Dark web monitoring. An outside provider is implementing a more complex tool to combat data breach issues and should be implemented by September 2024. • Member Johanson, via the Chair, queried why some actions are delayed and asked when they will be completed. Mr Kathir advised that delay is due to large number of systems, and it is impractical to audit all at once in a risk-based approach. • Member Jaensch queried AI policy launch. Mr Kathir advised that the policy was launched 8 May 2024. • The Chair asked that the finalised policy be circulated out of meeting. **The Committee noted the report.**	Finalised Artificial Intelligence policy to be circulated out of meeting to ARC members. ***Chief Information Officer, Sendur Kathir – June 2024***
	7.8 OHS Update Report	Georgie Hill presented the report. • Highlighted Councils OHS action plan and major focus on wellbeing outcomes. • Member Jaensch and the Chair applauded the information provided in the report. **The Committee noted the report.**	
8.	External Audit		
	8.1 Interim Management Letter	Nick Walker presented the report.	

No	Topic	Discussion	Actions
		• Highlighted key issues that will most likely be finalised in final management letter. • Newly included local government report on page 180 of the Agenda. • The Chair asked Mark Stoermer and Andrew Brae for input. Mr Brae advised financial reporting should be completed by the end of year. Sendur Kathir advised ICT issues presented are reflected in the ICT policy, however, no certain date can be provided as of right now. **The Committee noted the report.**	
9.	External Reporting		
	9.1 Asset Revaluations Report (biannual update)	Andrew Brae presented the report. • Mark Stoermer commented on grants received causing a timing issue with budget. May show a deficit despite actually being ahead of budget. • ARC requested final 24/25 Annual Budget to be circulated out of meeting. **The Committee noted the report.**	Final 24/25 Annual Budget to be circulated out of meeting. ***Manager Finance, Andrew Brae – July 2024***
	9.2 Shell Financial Statements 2023-2024	Presented by Andrew Brae. **The Committee noted the report.**	
	9.3 Impact of New Accounting Standards (annual update)	Presented by Andrew Brae. **The Committee noted the report.**	
10.	Internal Control		
	10.1 Quarterly Financial Report	Andrew Brae presented the report. • Member Johanson, via the Chair, queried employee expenses. Mark Stoermer advised it is favourable due to staff vacancies, positions are currently being filled. • Mr Brae spoke to carry forward funding ($13M). • The Chair queried a date for VAGO completing a hard close with Mr Brae advising June 2024. **The Committee noted the report.**	
	10.2 Asset Depreciation Review – resubmitted report	Andrew Brae presented the report.	

No	Topic	Discussion	Actions
		• Agreement met with auditors. The Chair advised that ARC are unable to endorse report however are willing to note the report. **The Committee noted the report.**	
11.	Internal Audit		
	11.1 Internal Audit Program Progress Report	Presented by Andrew Zavitsanos. **The Committee noted the report.**	
	11.2 Curious Eyes Report (July - September 2023)	Presented by Andrew Zavitsanos. • Mr Zavitsanos thanked management for their comments. • Advised new standard introduced for Artificial Intelligence. The Chair asked that risk management take note of this and ensure it is implemented into practices. • Commented on ESG and sustainability reporting coming to most sectors. • Commonwealth fraud prevention centre issue, new guidelines introduced with the main focus of increasing integrity. **The Committee noted the report.**	
	11.3 Internal Audit Recommendations Status Report	Georgie Hill presented the report. • The Chair questioned if Council are comfortable with older actions and asked for an update on these at the next meeting. **The Committee noted the report.**	Report to be provided addressing actions that may no longer be relevant at next ARC meeting. ***Manager Governance and Risk, Danny Bilaver – September 2024.***
	11.4 Draft Strategic Internal Audit Plan July 2024 to June 2025	Andrew Zavitsanos presented the report. • Outlined five audits selected by Council and rationale behind selection. • The Chair queried on including a child safety audit. Lynley Dumble advised that there is currently work on including comments from 2022 recommendations and external support to undergo works. Fiona Blair advised that current works be completed and audit to be completed in approximately 18-24 months.	

No	Topic	Discussion	Actions
		The Committee endorsed the Internal Audit Plan.	
	11.5 Procurement - Tendering Internal Audit Report	Andrew Zavitsanos presented the report. • Expects actions in report to be closed out by December 2024. • Mark Stoermer expressed confidence moving forward in procurement and tendering processes. **The Committee noted the report.**	
12.	Legislative Governance		
	12.1 Significant Legal Matters and Legislative Governance Report.	Georgie Hill presented the report and gave an update on: • Policy transformation project, governance polices treated as a main priority. Policies are to be presented at a future Council meeting. • Spreading awareness around policy owners including polices and due dates in service plans. • The Chair asked to see marked up copies of Code of Conduct, Gifts, Benefits and Hospitality Policy, and Public Transparency Policy. • The Chair requested a paragraph that provides an update of where Council are at regarding the total policy list. **The Committee noted the report.**	Provide marked up copies of Code of Conduct, Gifts, Benefits and Hospitality Policy, and Public Transparency Policy out of meeting for comment. ***Manager Governance and Risk, Danny Bilaver – September 2024*** Update on total policy list to be provided at ARC next meeting. ***Manager Governance and Risk, Danny Bilaver – September 2024***
12.	Other Business	• Georgie Hill asked if queries put forward by Member Johanson out of session had been answered. It was agreed that all were addressed.	

Meeting Closed at 12:24 PM

Next meeting: 3 September 2024, 10:00am – 12:00pm.
Location – Civic Centre Level 6 Event Room and Zoom

Brimbank City Council

Brimbank Housing + Neighbourhood Character Strategy

APRIL 2024 (REVISED JULY 2024)

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.

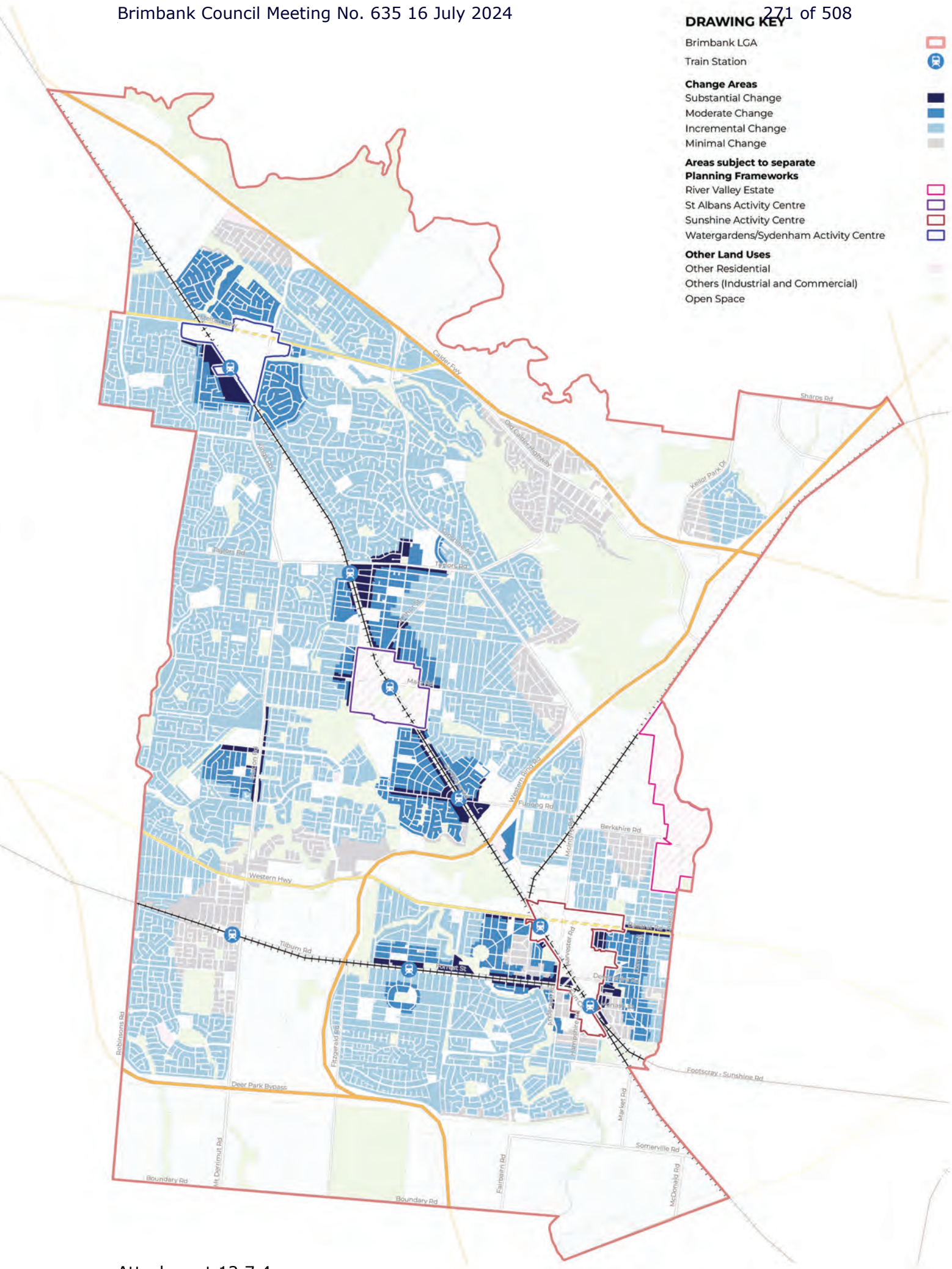
Outside these areas, development will transition to lower-scale townhouses and apartments of up to three storeys within walking distance of transport, shops, and services. This housing will offer high quality alternatives to a variety of household structures, including singles, couples and families, 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 .

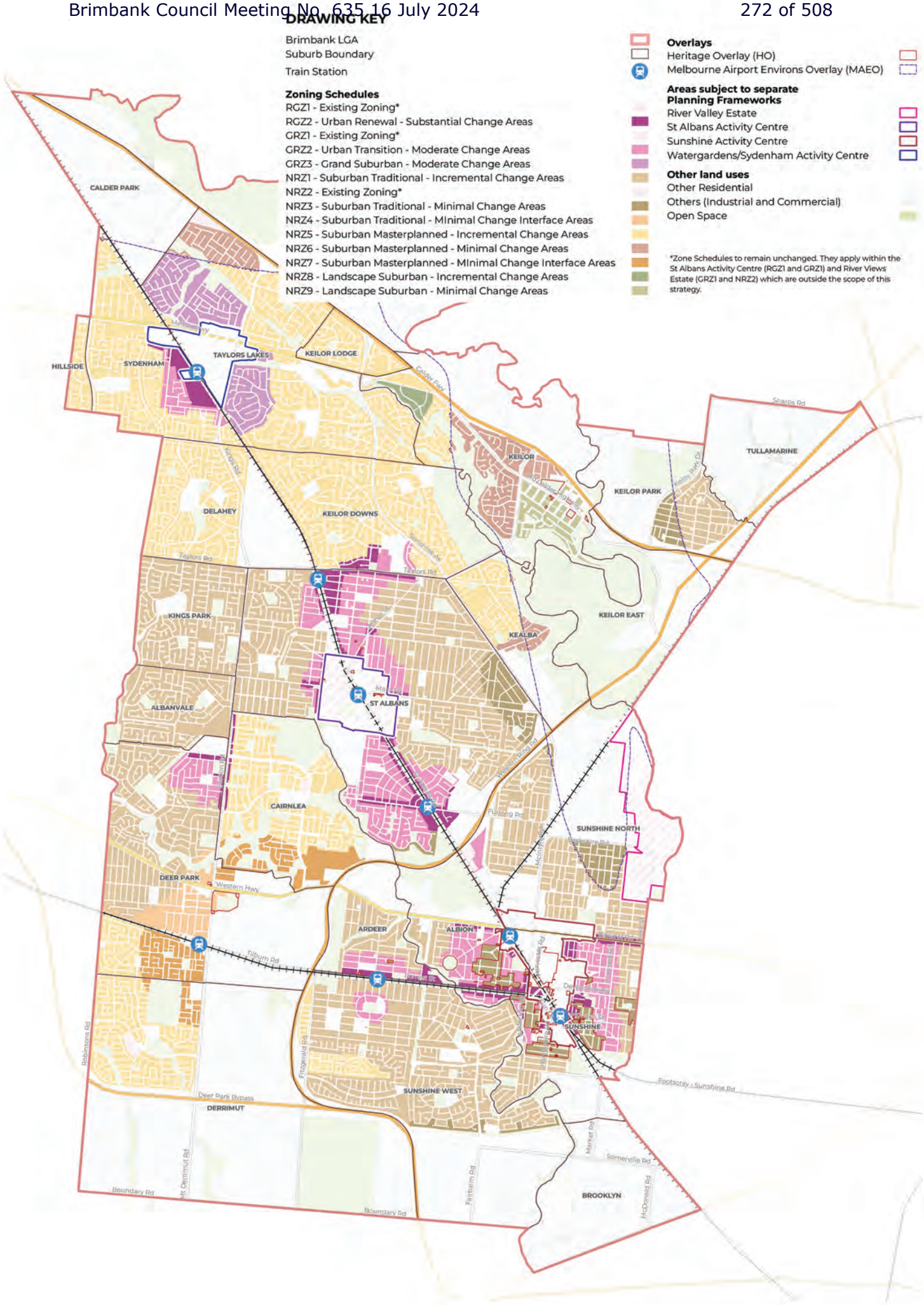
This Strategy aligns with those directions and lays the groundwork for a local planning framework to deliver the housing growth and diversity Brimbank needs.



Attachment 12.7.4

CHANGE AREAS PLAN

III


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 - Moderate Change Areas
GRZ3 - Grand Suburban - Moderate 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
SUNSHINE NORTH
ARDEER
ALBION
SUNSHINE
SUNSHINE WEST
DERRIMUT
BROOKLYN
Western Hwy
Taylors Rd
Sunshine Ave
Furlong Rd
Tilburn Rd
Deer Park Bypass
Boundary Rd
Somerville Rd
Footscray - Sunshine 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.

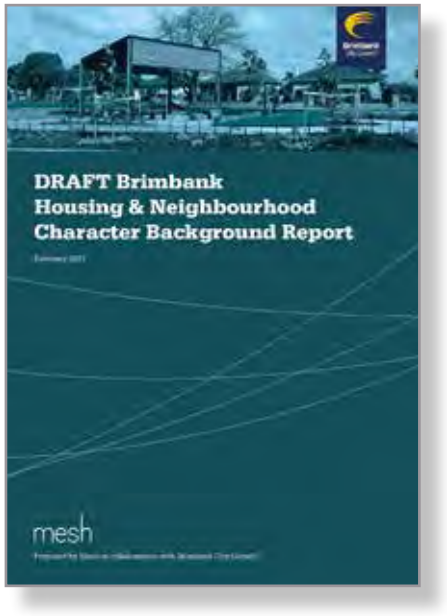
The Strategy builds upon a previous 2019 Draft Neighbourhood Character Study, while taking into consideration changes to State planning policy. It has relied on background work, including the following analysis and technical inputs:

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.

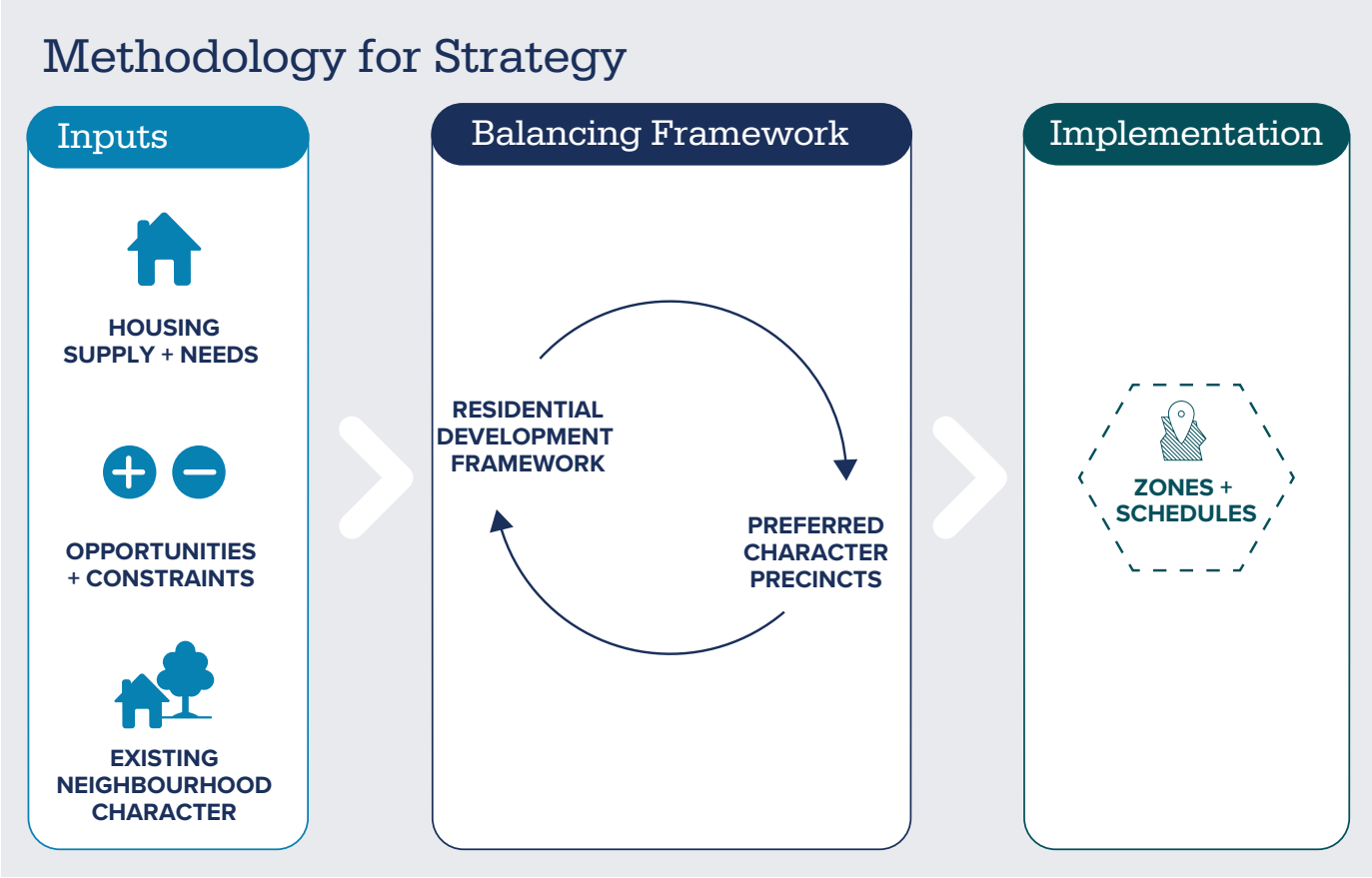


FIGURE 2. METHODOLOGY FOR STRATEGY - BALANCING HOUSING AND CHARACTER

Inputs

HOUSING SUPPLY + NEEDS

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 + CONSTRAINTS

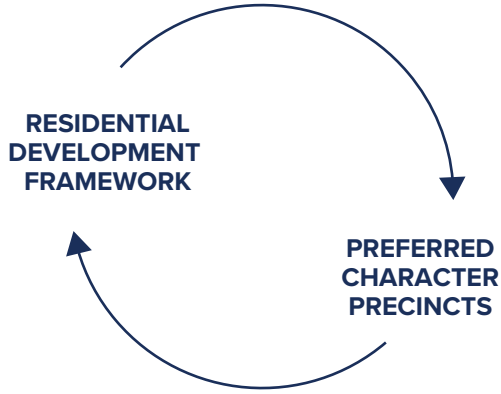
Opportunities and constraints to housing growth were identified and then spatially analysed to understand what levels of change would be appropriate for each area. This process recognised that some opportunities and constraints have greater weight than others. Opportunities and constraints are described in detail in the Mesh Background Report and summarised in the Context section under **Opportunities** and **Constraints**.

EXISTING NEIGHBOURHOOD CHARACTER

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 moderate 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

ZONES + SCHEDULES

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 12.7.4

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

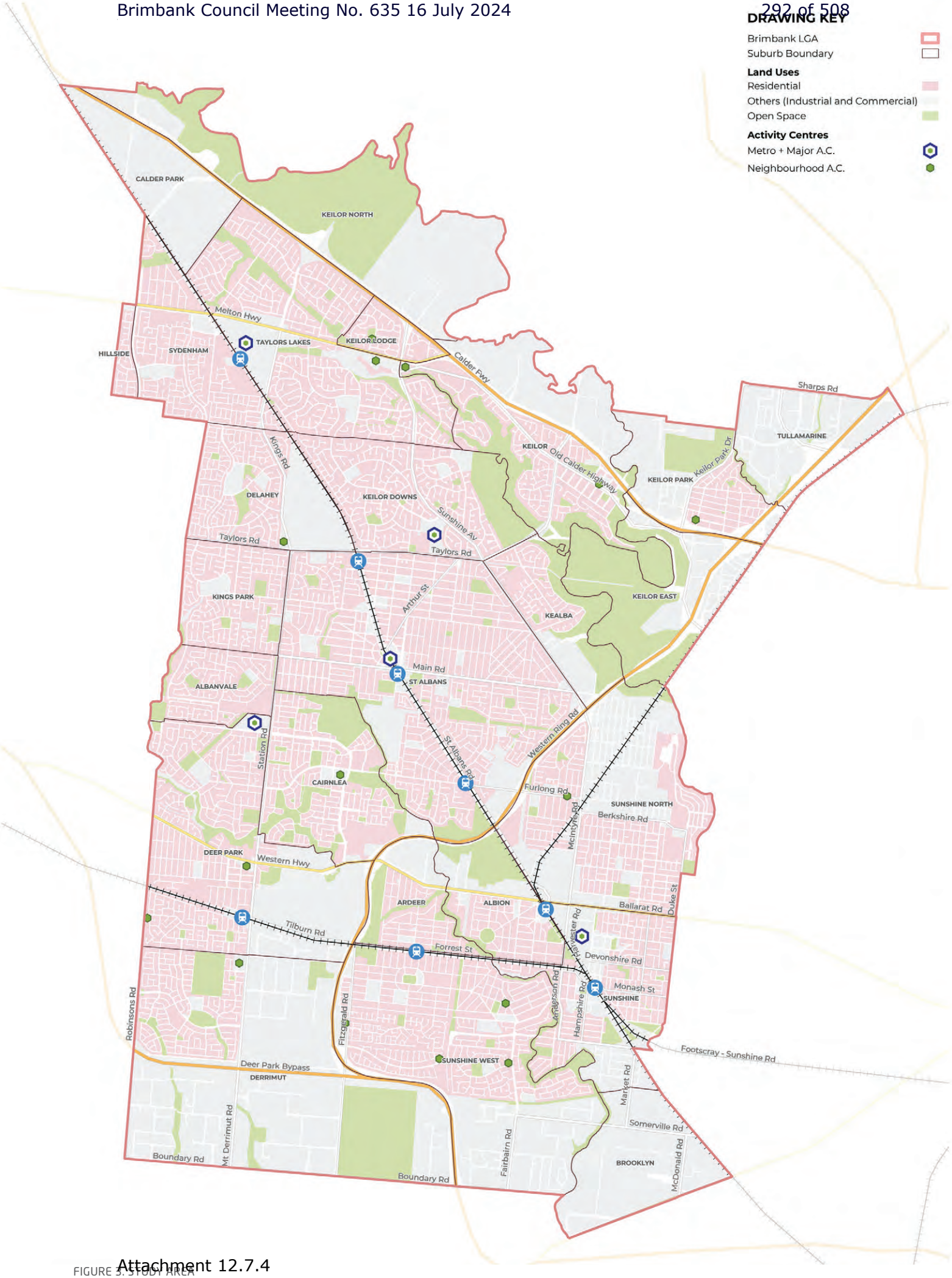
Full ownership **31%**

Mortgage **31%**

Renting **26%**

Affordability decreasing

[9] As compared to existing densities currently delivered across Brimbank.



Attachment 12.7.4

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] Victoria State Government, *Plan Melbourne 2017-2050*, 2017.

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.

Population projections and housing needs

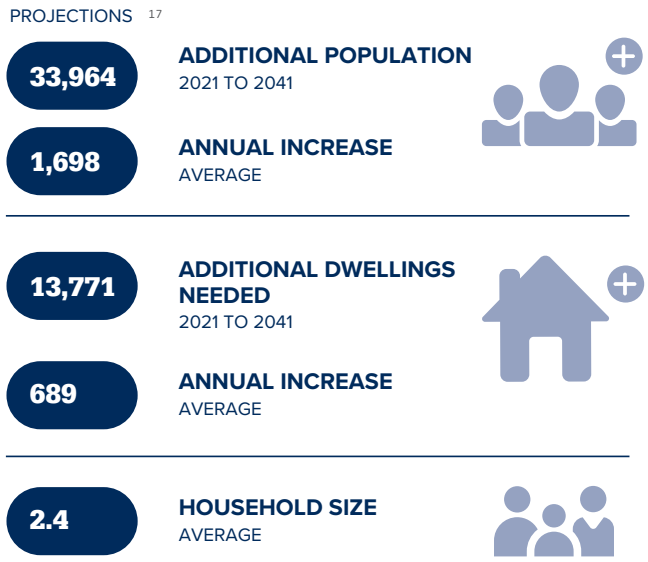


FIGURE 4. POPULATION PROJECTIONS AND HOUSING NEEDS

Change in Brimbank's household composition over the next 20 years

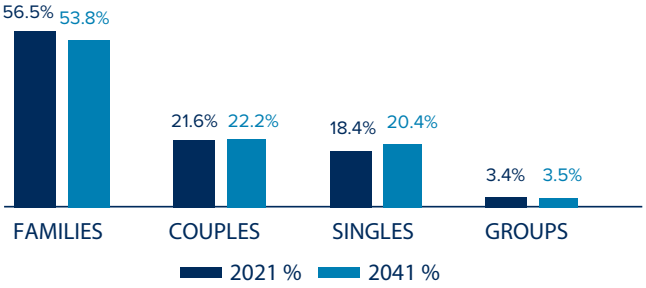


FIGURE 5. CHANGE IN BRIMBANK'S HOUSEHOLD COMPOSITION OVER THE NEXT 20 YEARS (SOURCE: URBAN ENTERPRISE, 2022)

Dwelling Structure 2021

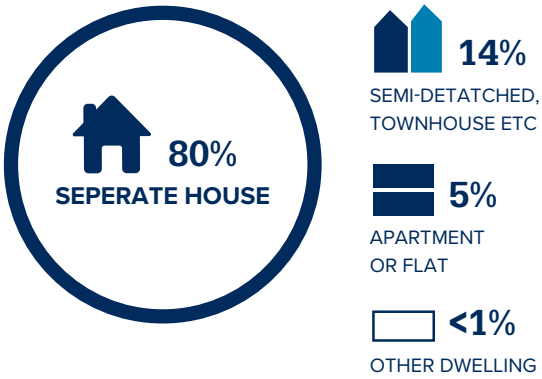


FIGURE 6. DWELLING STRUCTURE IN BRIMBANK (SOURCE: URBAN ENTERPRISE, 2022)

[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.

Attachment 12.7.4

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 12.7.4

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

Opportunity	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

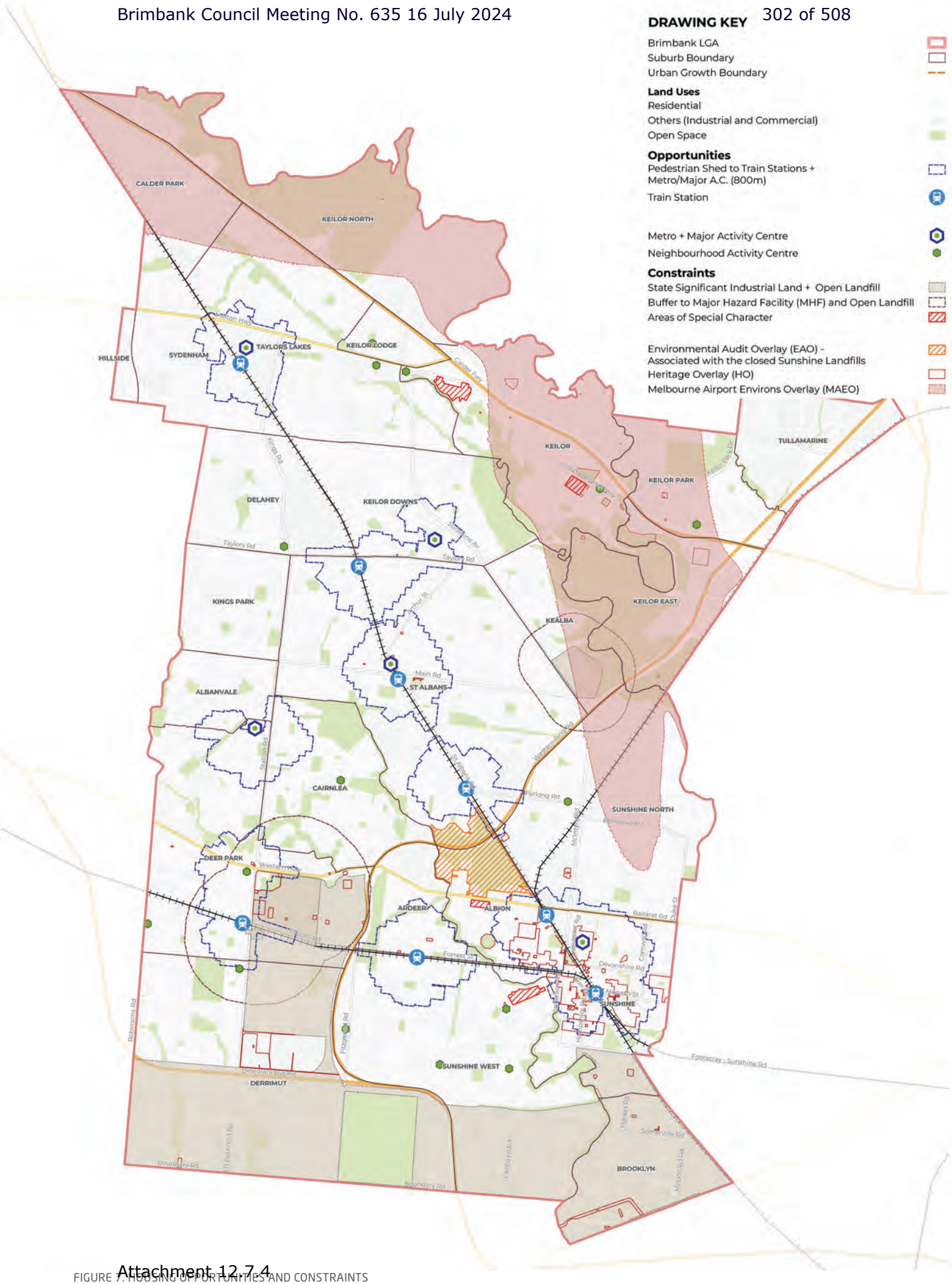


FIGURE 7: HOUSING OPPORTUNITIES AND CONSTRAINTS

Attachment 12.7.4

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.

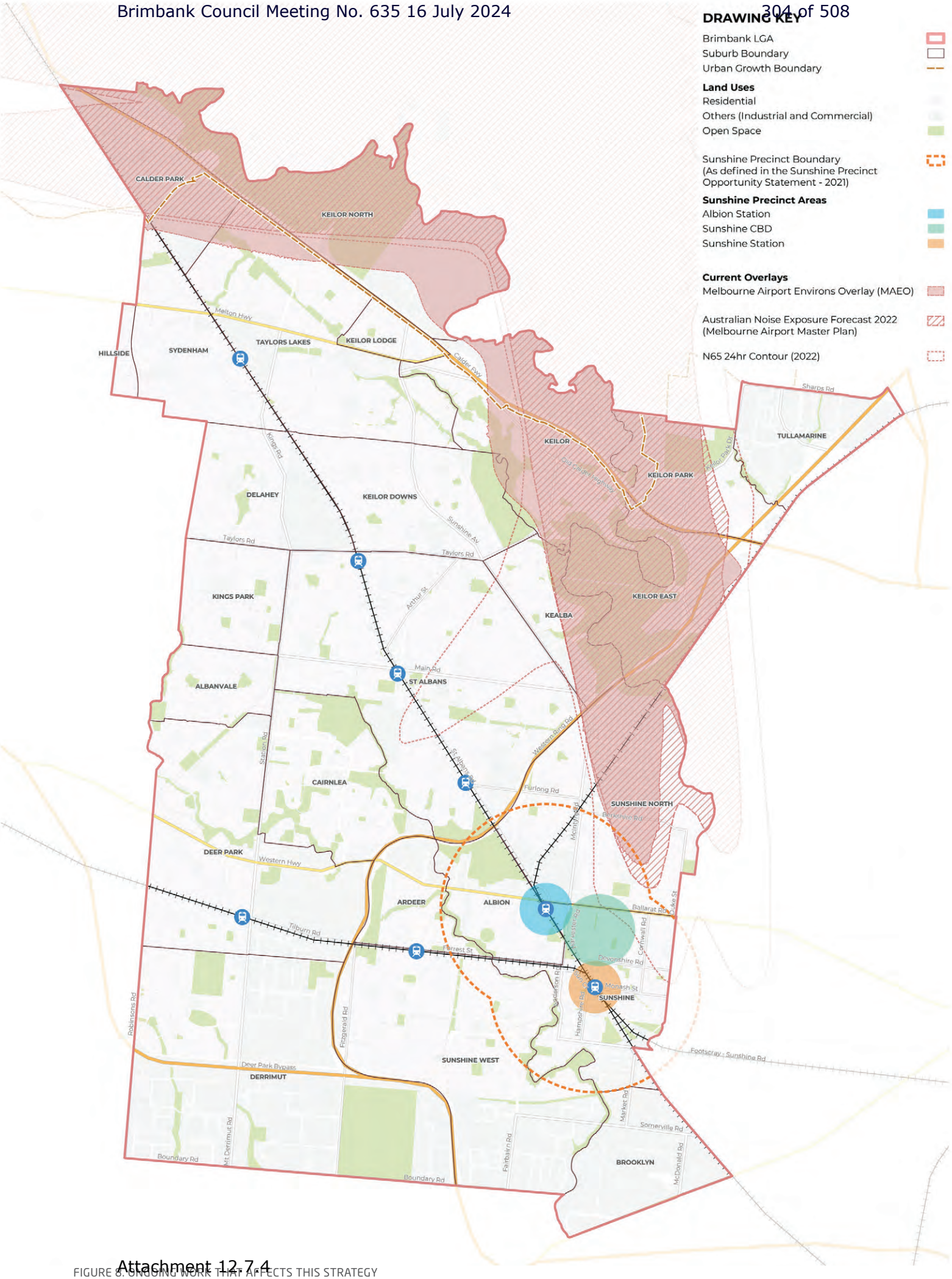


FIGURE 8: ONGOING WORK THAT AFFECTS THIS STRATEGY

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, many areas of Brimbank already permit development of 2 or 3 storeys, yet single-storey development remains dominant.

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.

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, moderate 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 moderate 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 12.7.4

FURLONG ROAD, CAIRNLEA

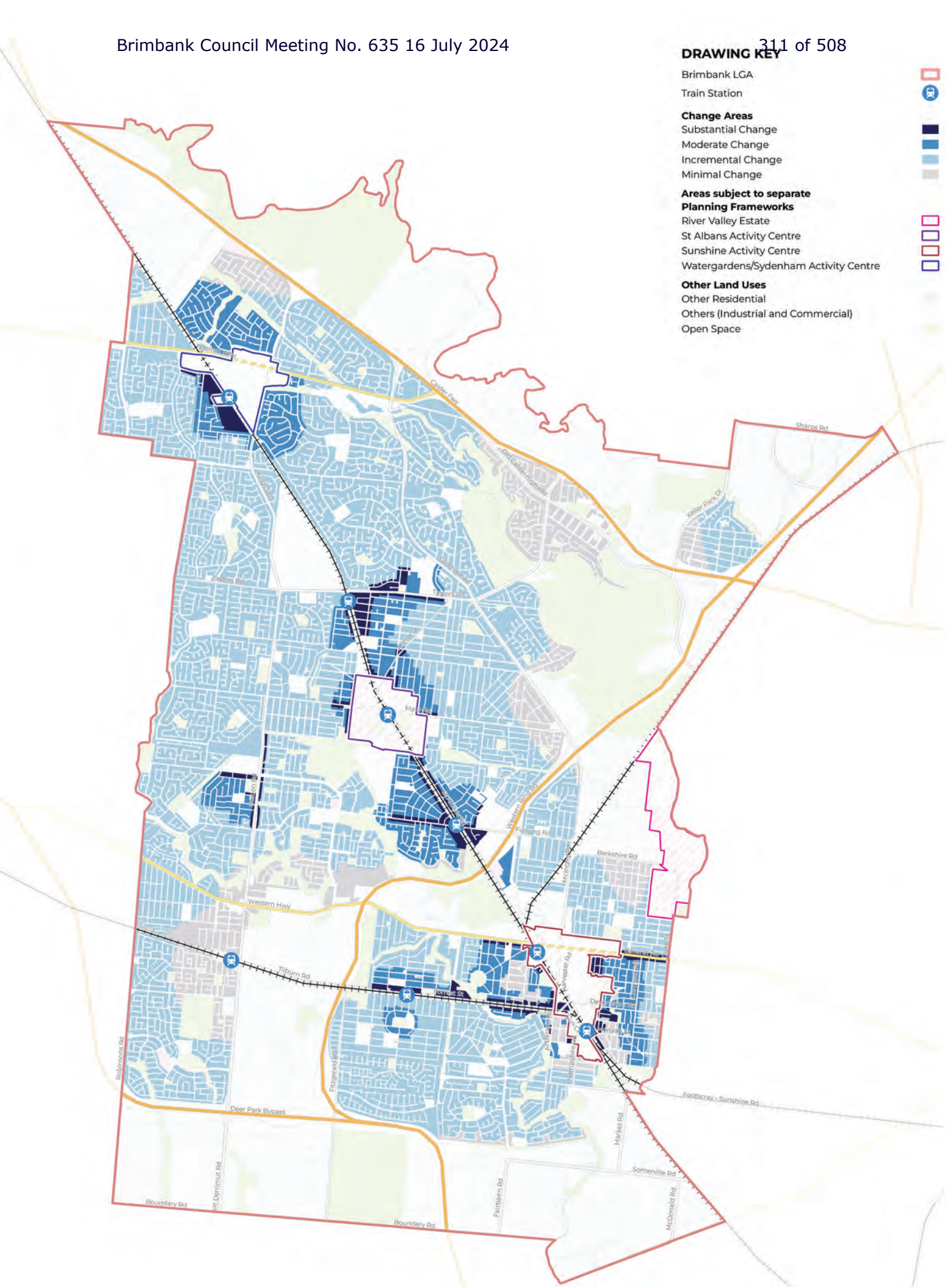
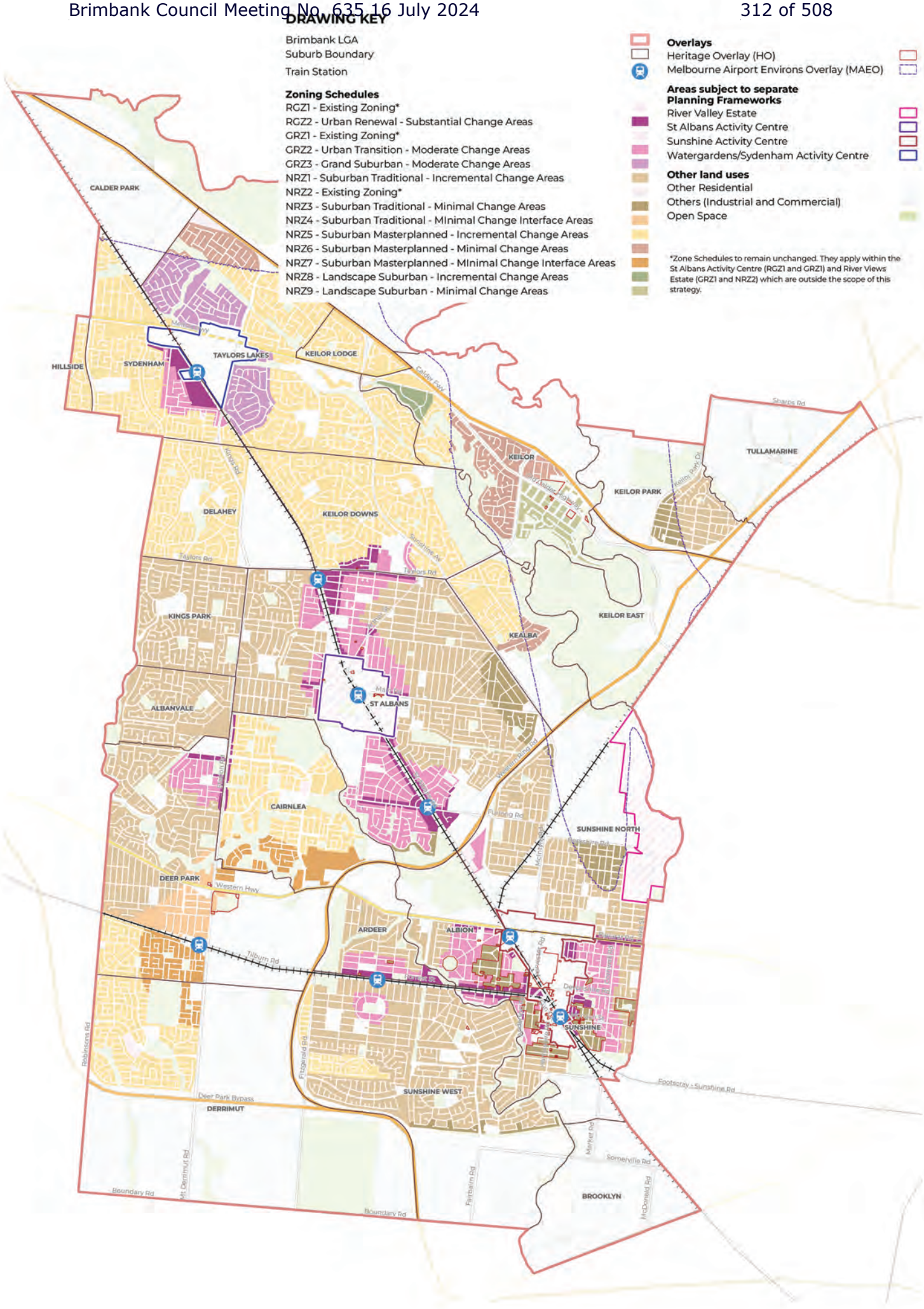


FIGURE 9. CHANGE AREAS PLAN

Attachment 12.7.4



Attachment 12.7.4

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 **moderate 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 moderate 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 moderate 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 moderate 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.
Moderate 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 moderate 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 Moderate Change Areas

Substantial and moderate 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 moderate change areas are considered suitable for intensified development including apartments (in substantial change areas) and townhouses (in moderate 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. Moderate 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

Moderate 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.

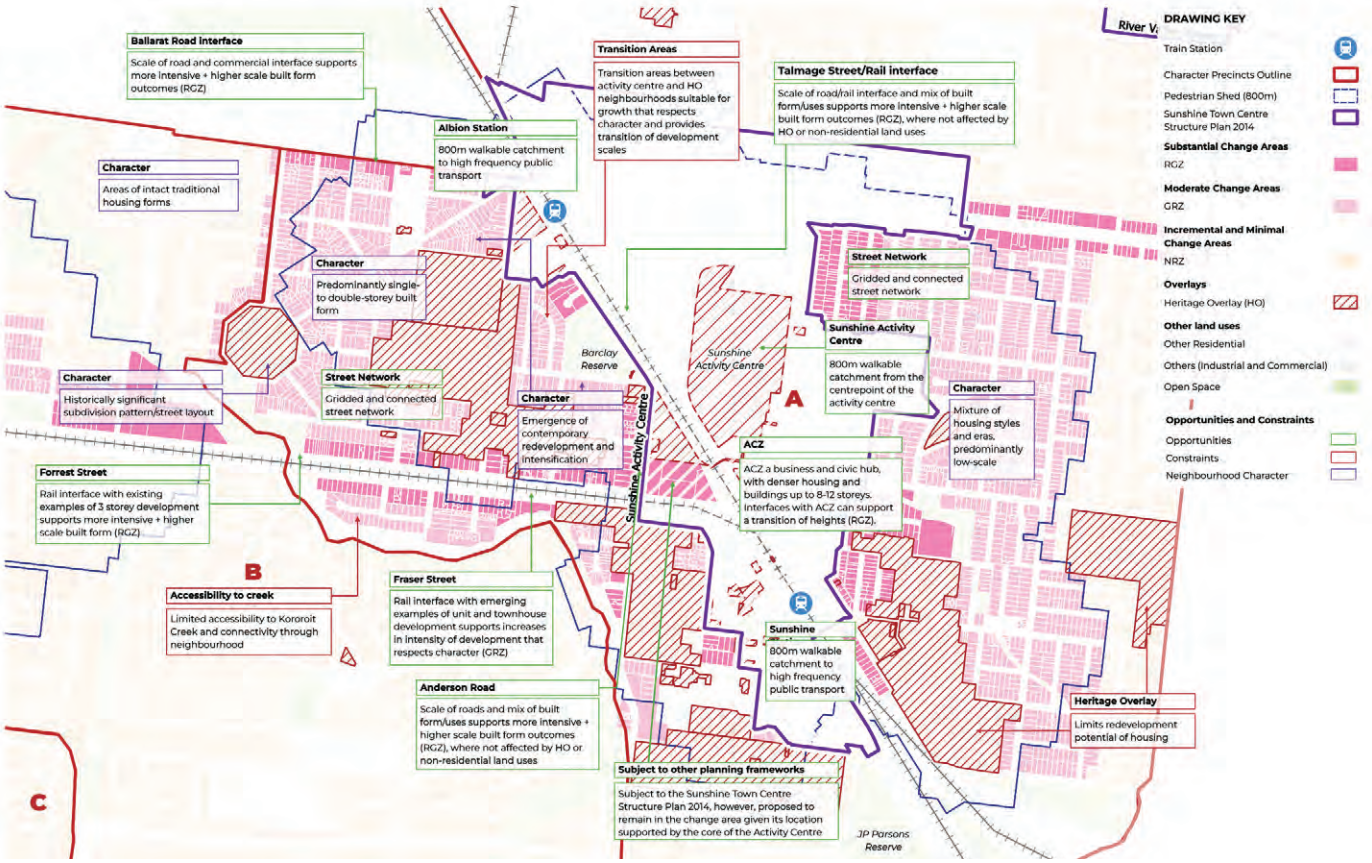


FIGURE 11. SUNSHINE/ALBION SUBSTANTIAL CHANGE AREA

Substantial

Moderate 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 moderate 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 moderate change areas.

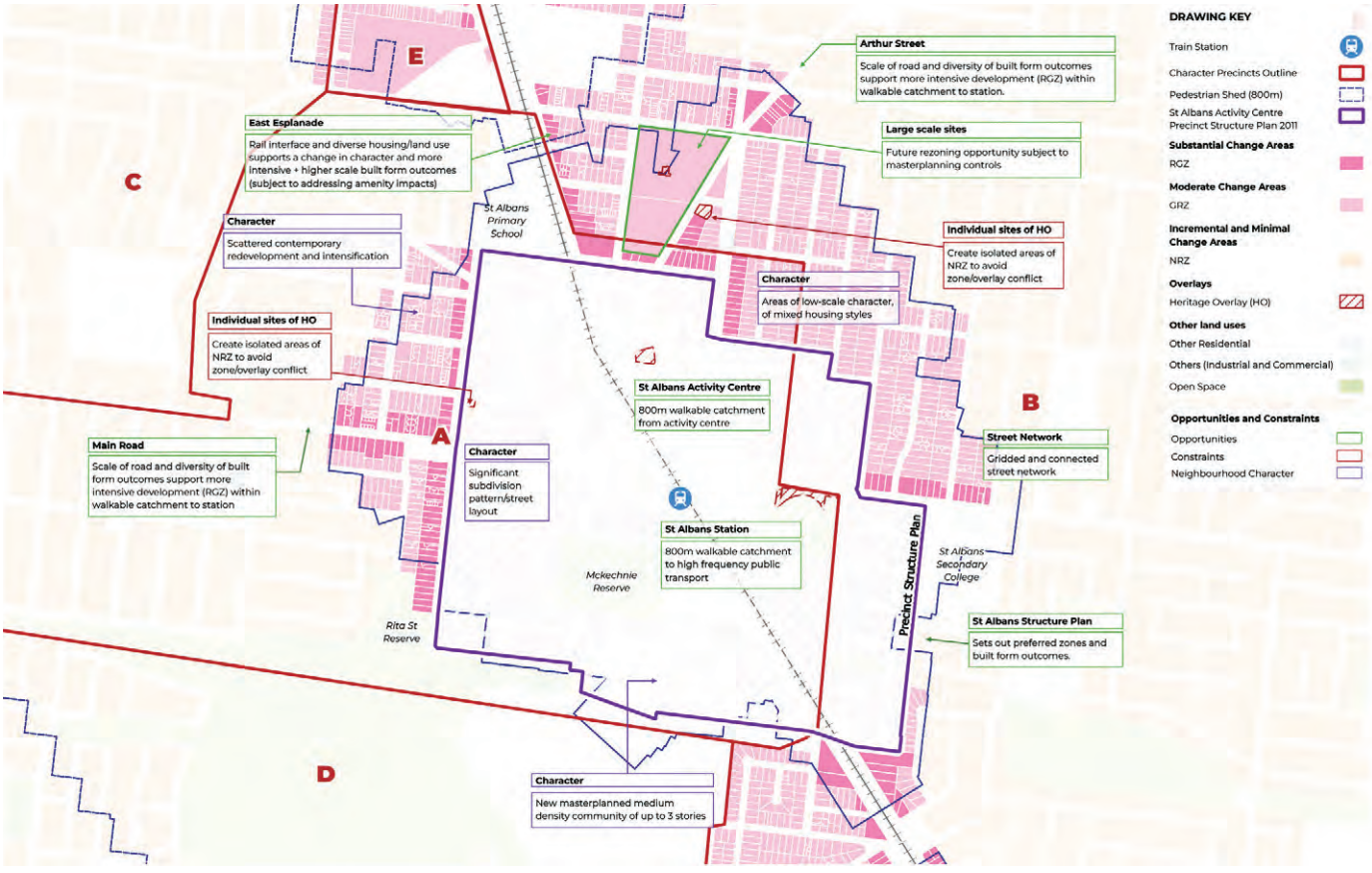


FIGURE 12. ST ALBANS SUBSTANTIAL CHANGE AREA

Substantial

Moderate 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.

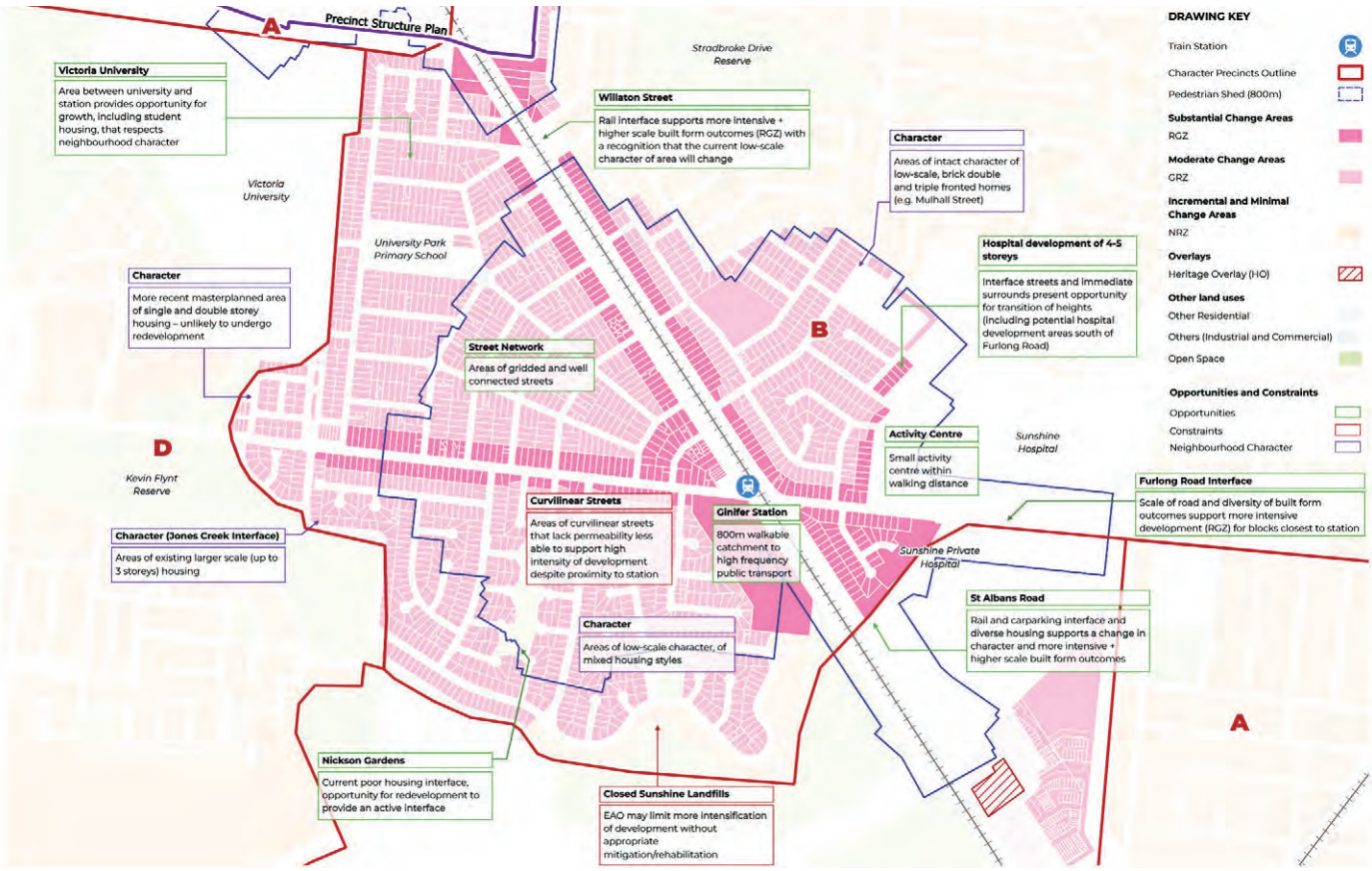


FIGURE 13. GINIFER SUBSTANTIAL CHANGE AREA

[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

Moderate 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.

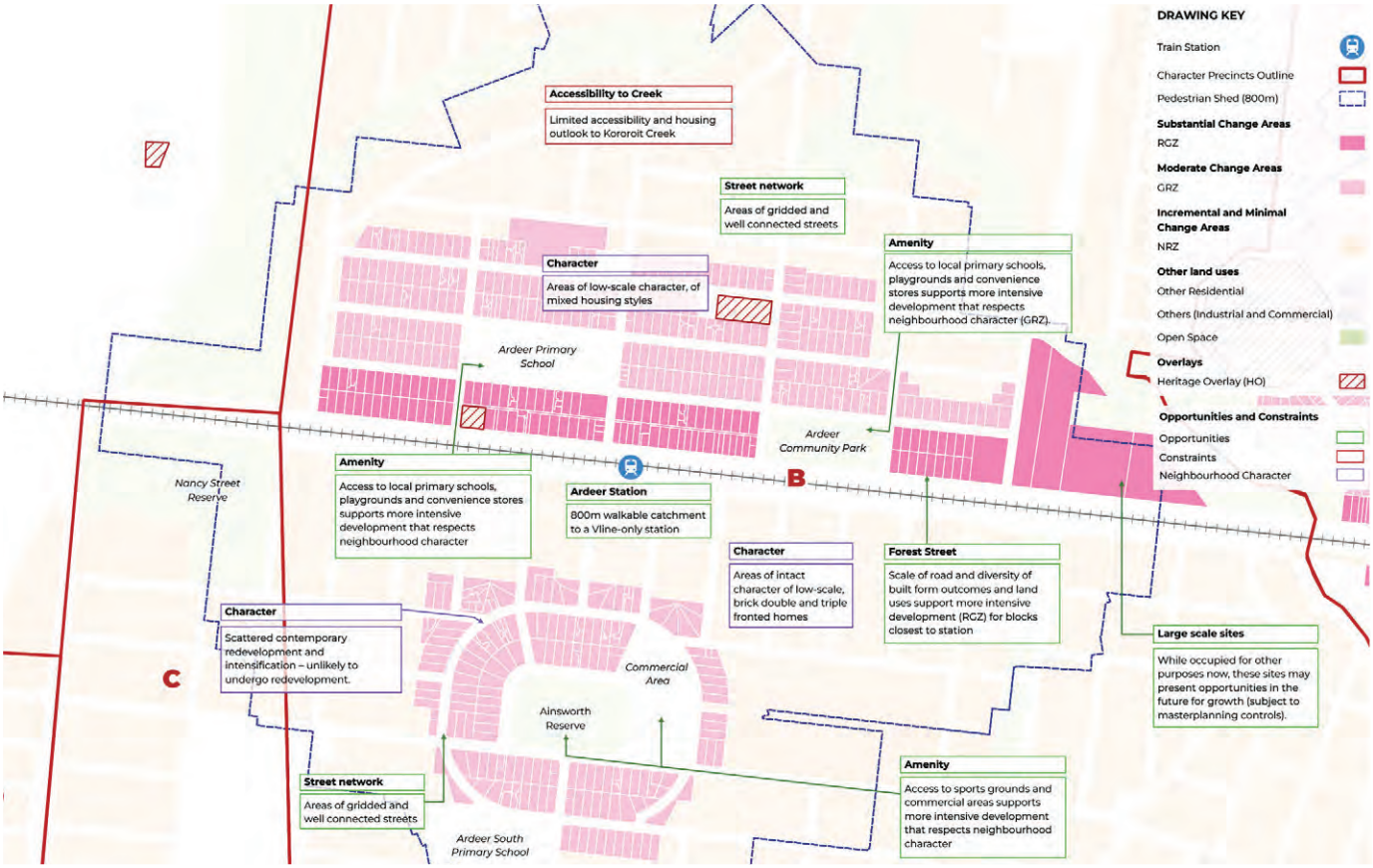


FIGURE 14: ARDEER SUBSTANTIAL CHANGE AREA

Attachment 12.7.4

Substantial

Moderate 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.

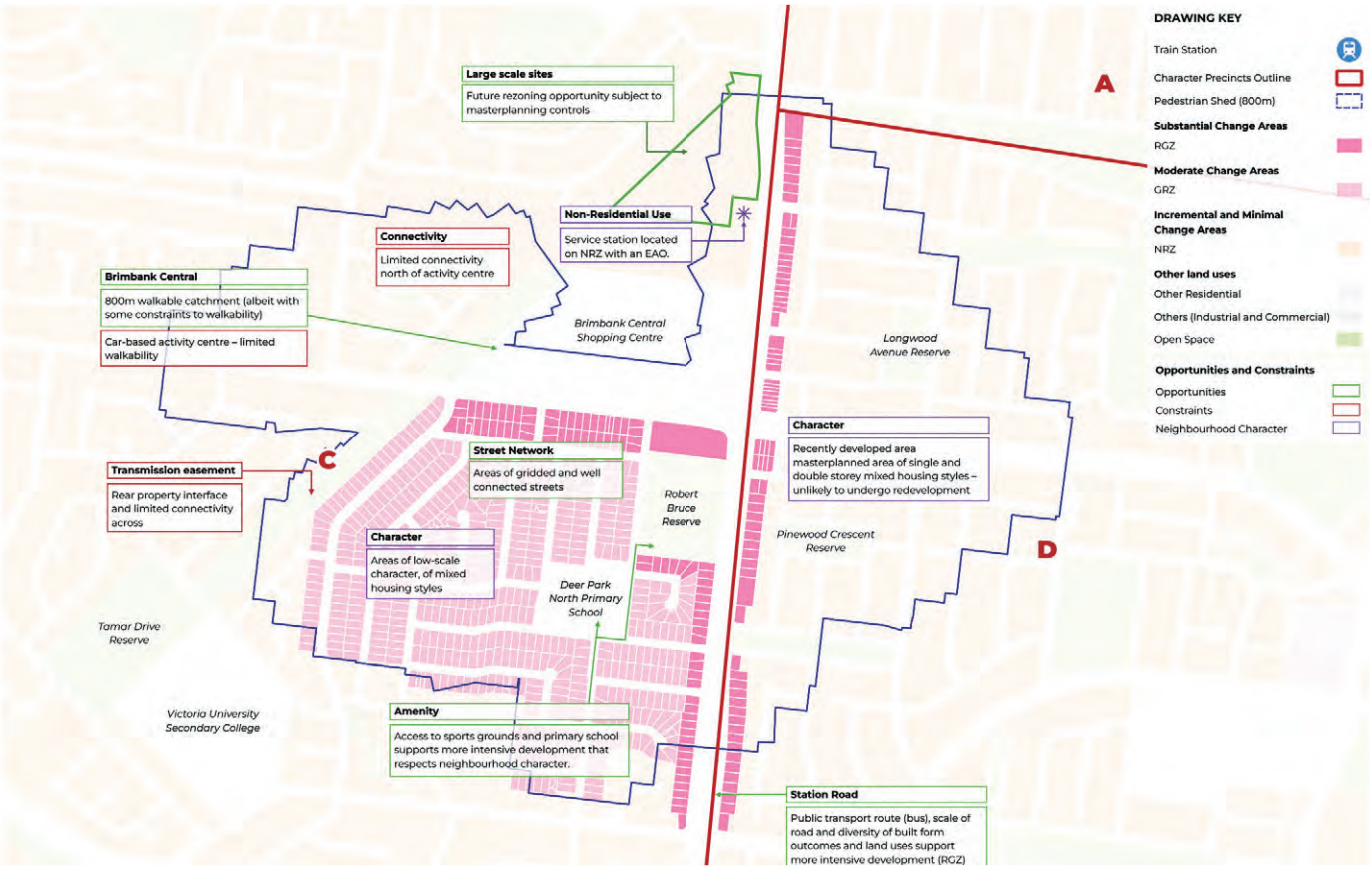


FIGURE 13: BRIMBANK CENTRAL SUBSTANTIAL CHANGE AREA

Substantial

Moderate 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 moderate change to the east and west of the rail line.

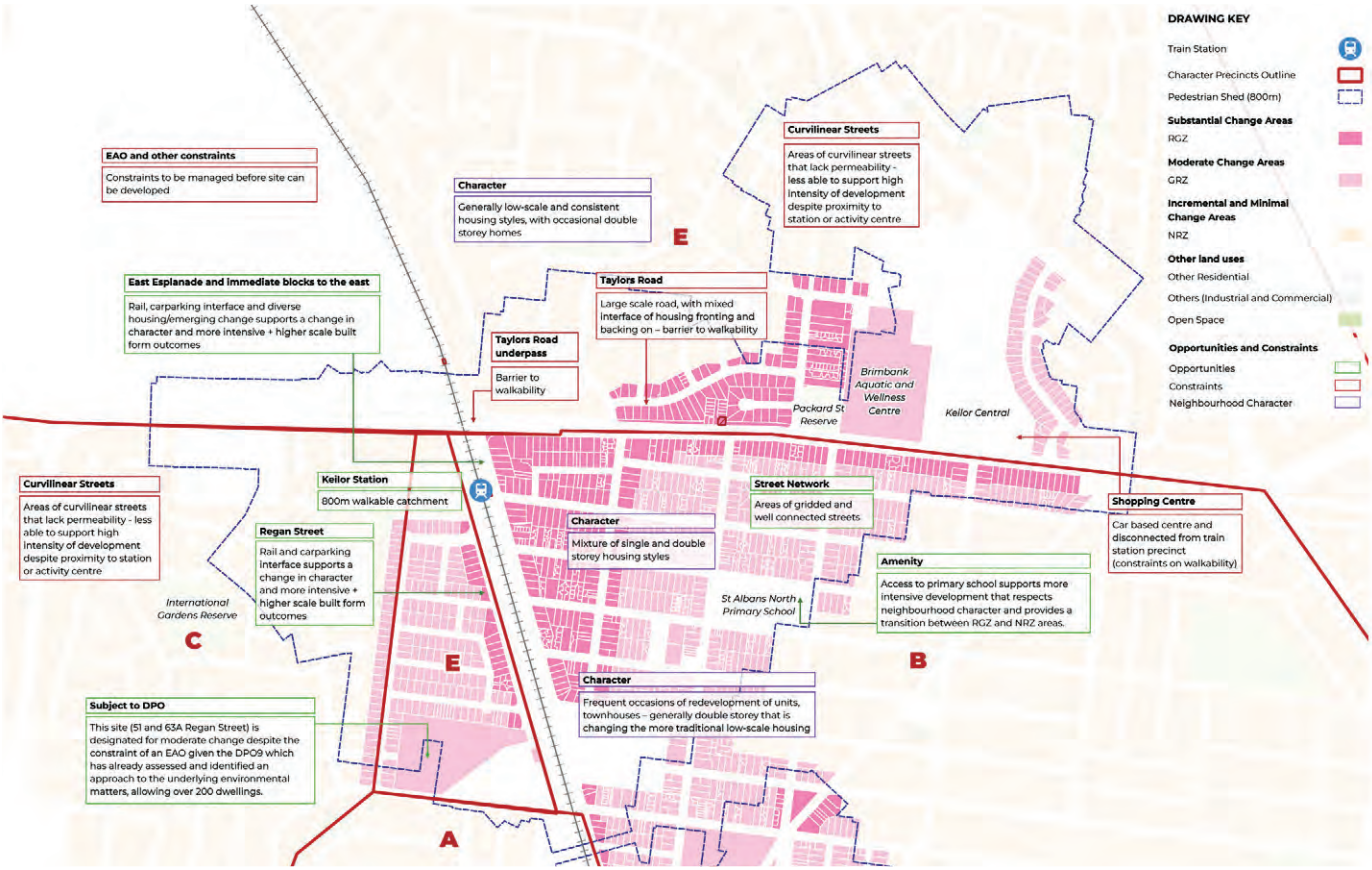


FIGURE 16. KEILOR PLAINS SUBSTANTIAL CHANGE AREA

Attachment 12.7.4

Substantial

Moderate 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.

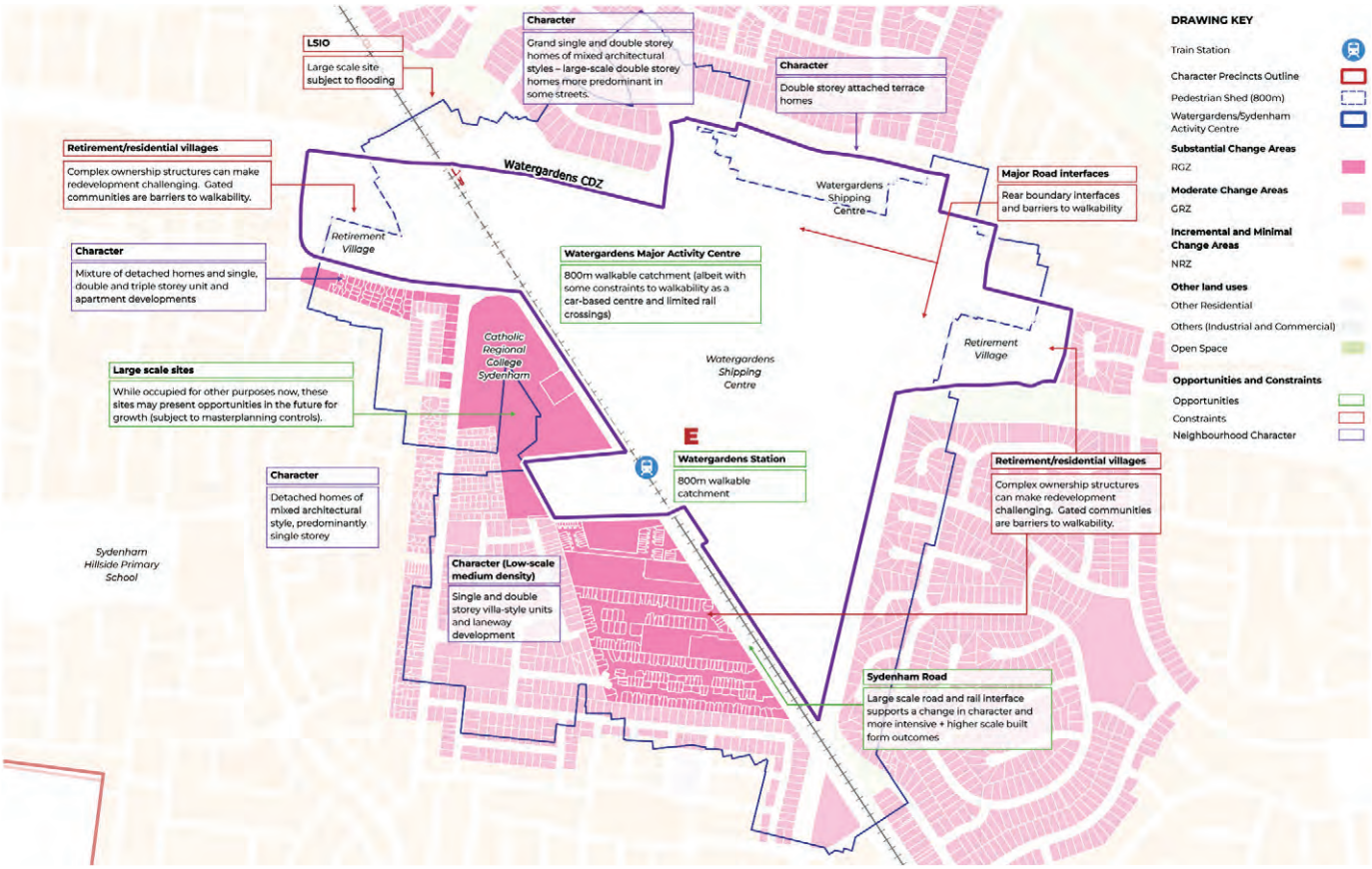


FIGURE 17: WATERGARDENS SUBSTANTIAL CHANGE AREA

Attachment 12.7.4

Substantial

Moderate 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 (moderate 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 moderate 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 a moderate 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.

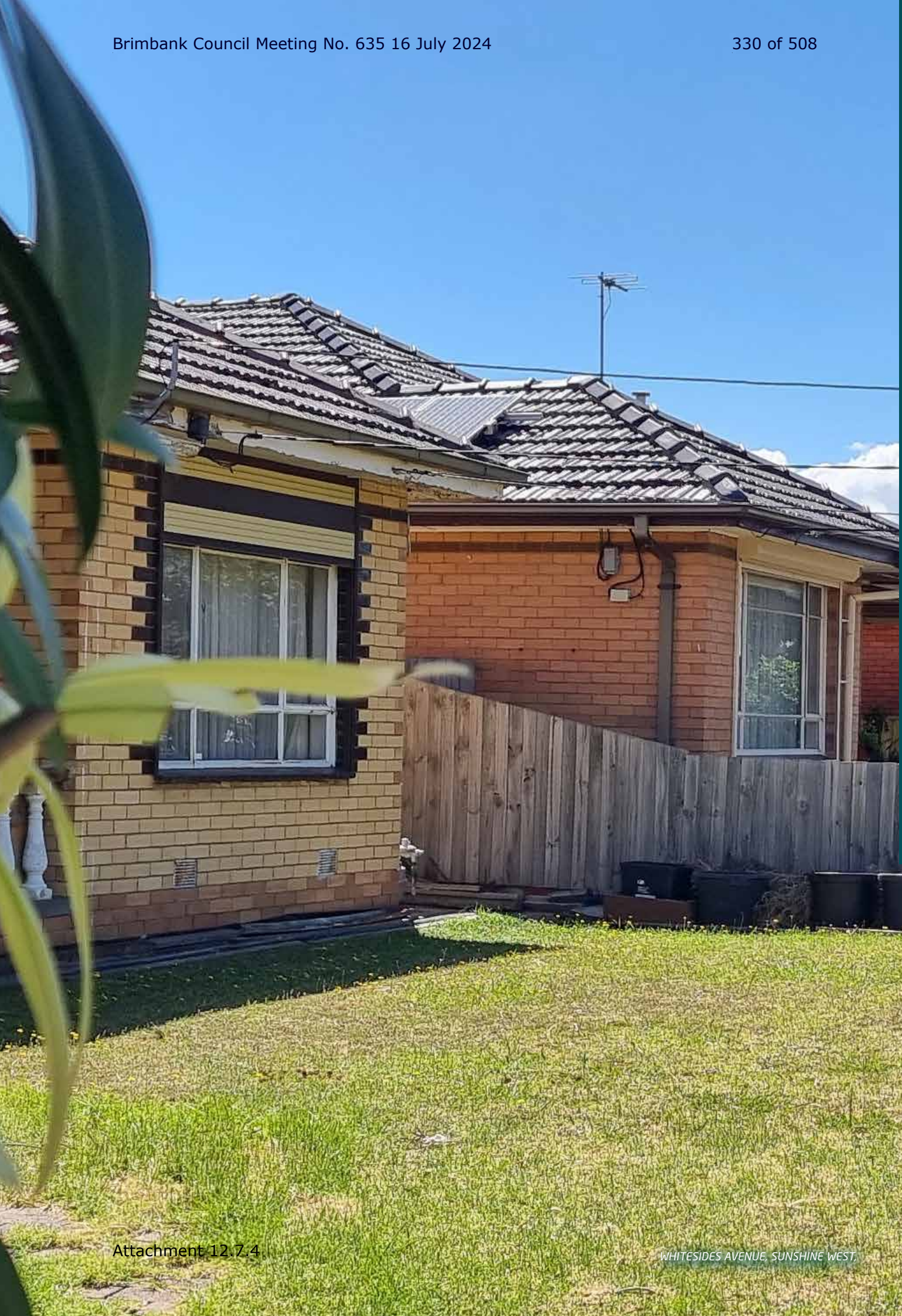
HERITAGE STYLE HOUSE, ADELAIDE STREET, ALBION

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.

[45] Department of Transport and Planning (DTP), *Planning Practice Note 91: Using the residential zones*, 2023.

RESIDENTIAL STREET IN SUNSHINE WEST

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').

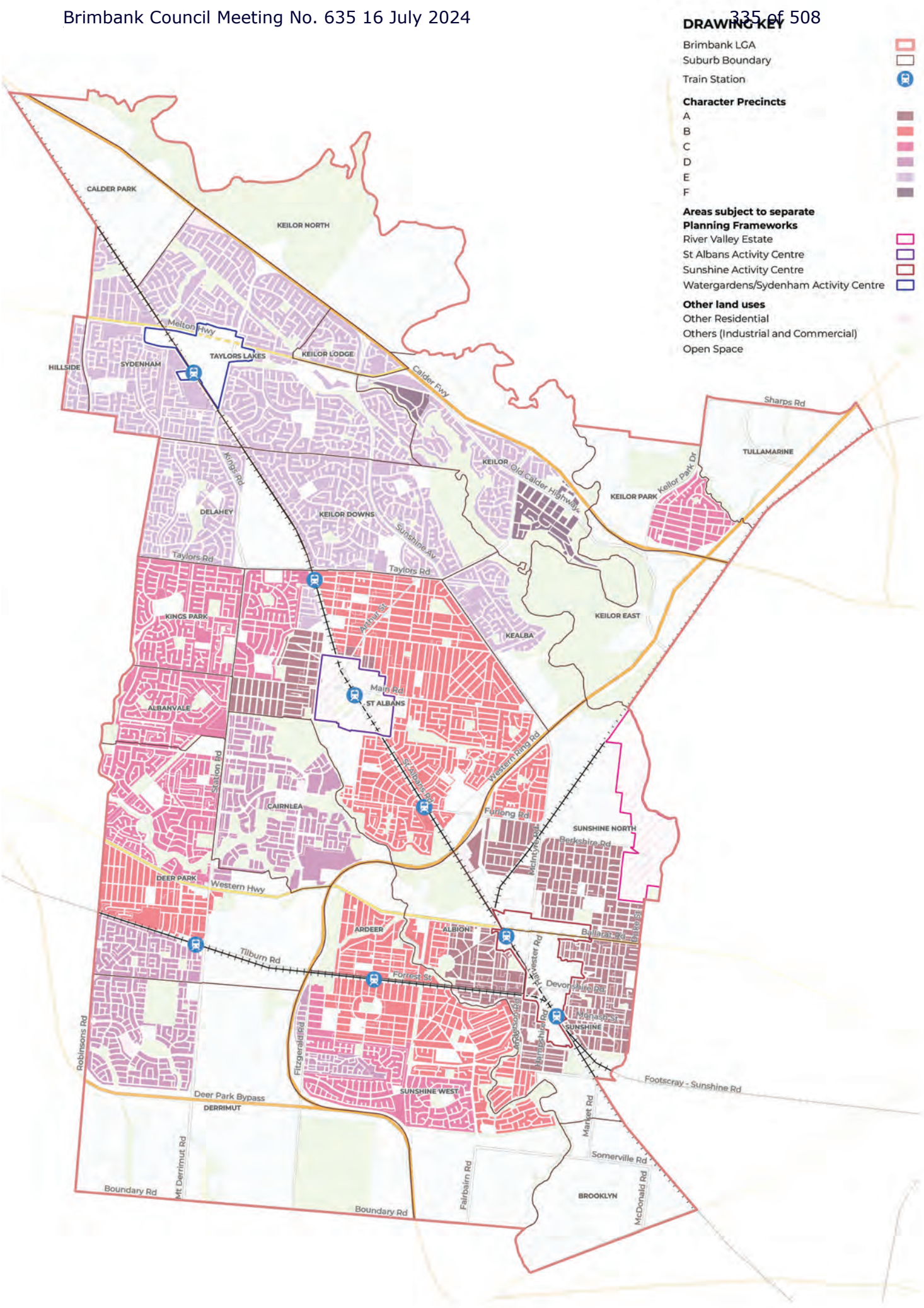
FIGURE 18. ASSESSMENT OF SPECIAL CHARACTER AREAS

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



Attachment 12.7.4

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 moderate 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 moderate 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 moderate 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 (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 12.7.4

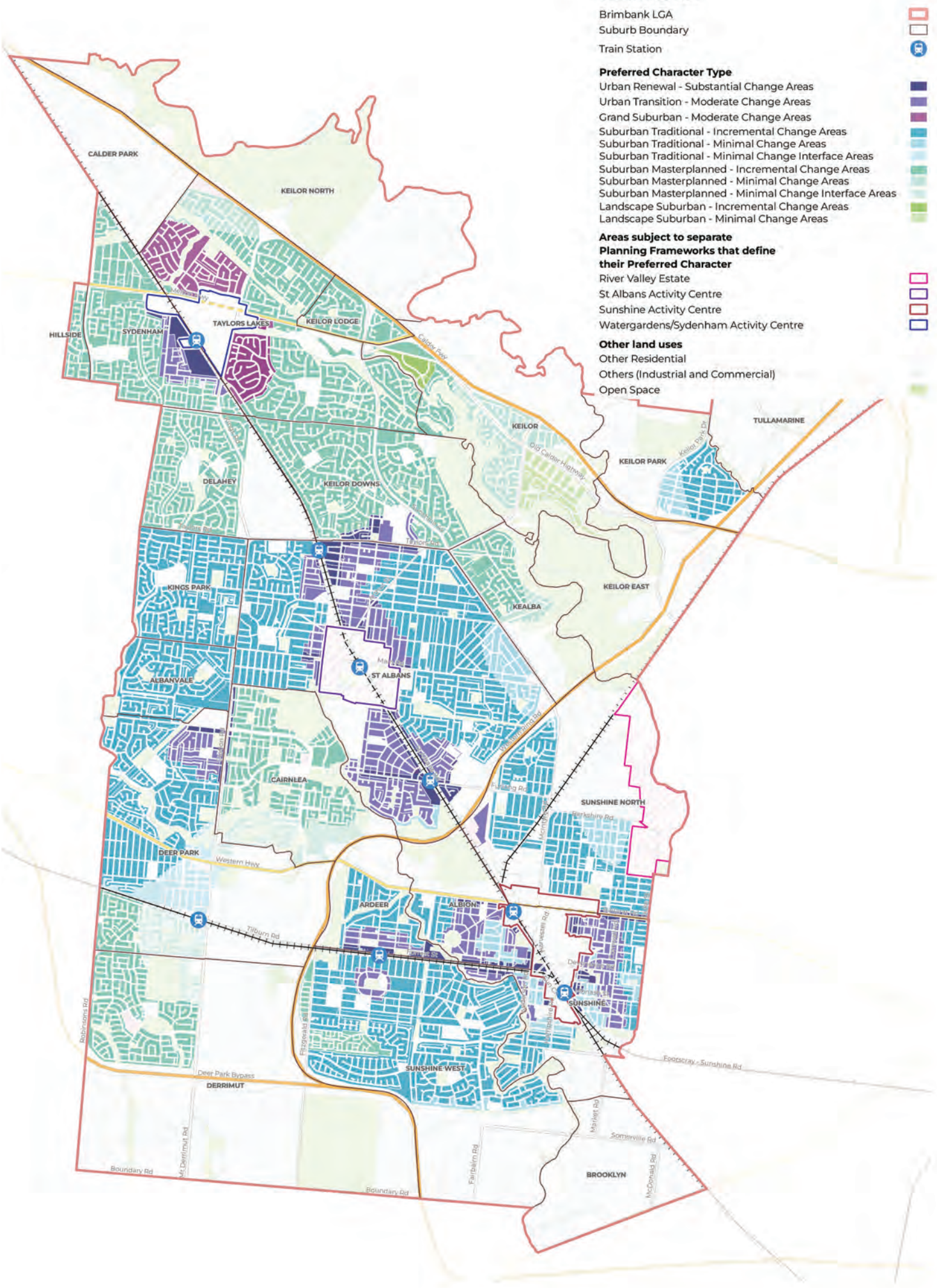


FIGURE 20: PREFERRED CHARACTER AREAS

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	**Moderate 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	**Moderate 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 12.7.4.2

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 moderate 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 moderate 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 moderate 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 moderate 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 moderate 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 moderate 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 moderate 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 moderate 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 12.7.4

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 12.7.4

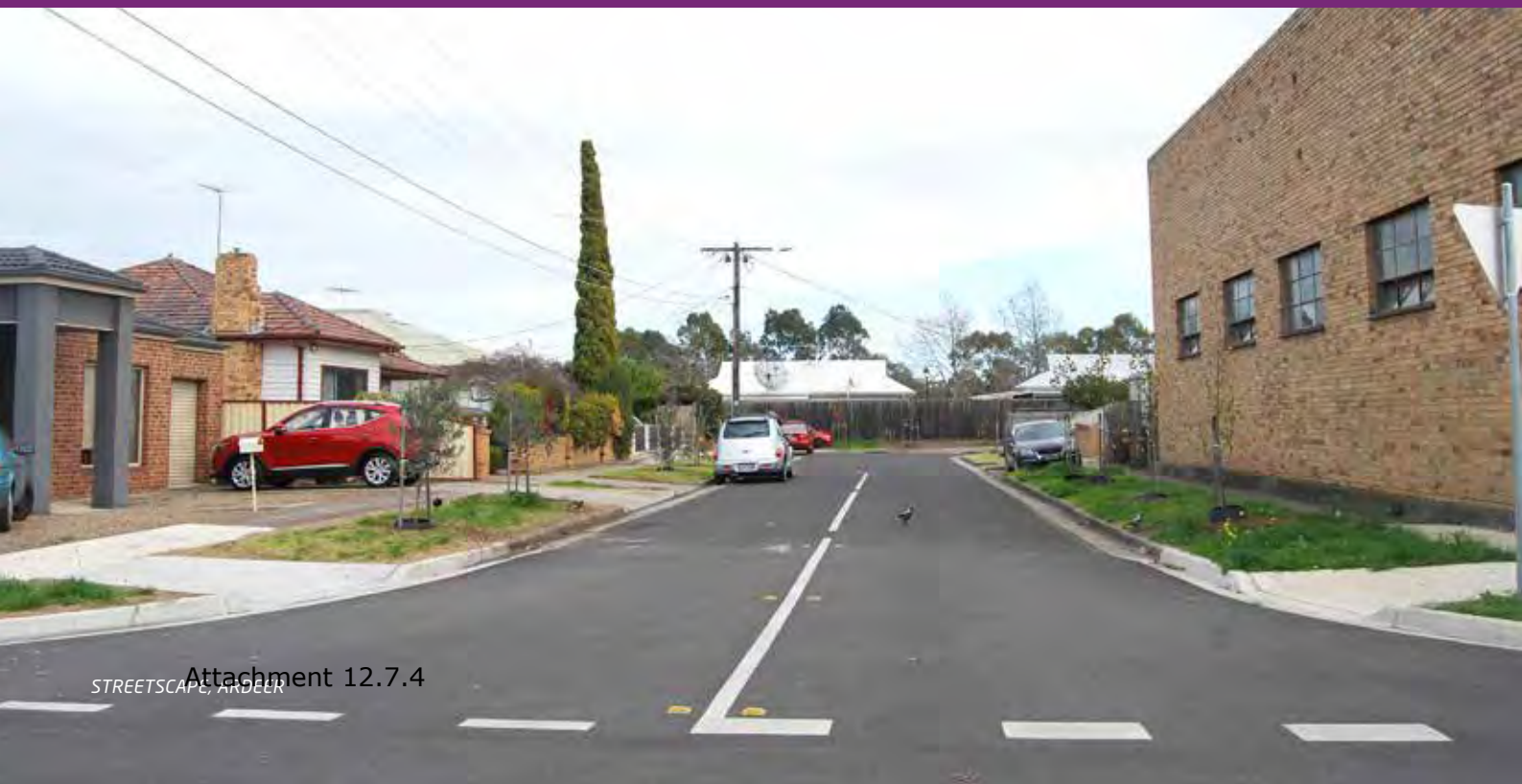
Amenity

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.



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

Attachment 12.7.1

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 vegetation is a central influence on character.

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/.

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 12.7.4

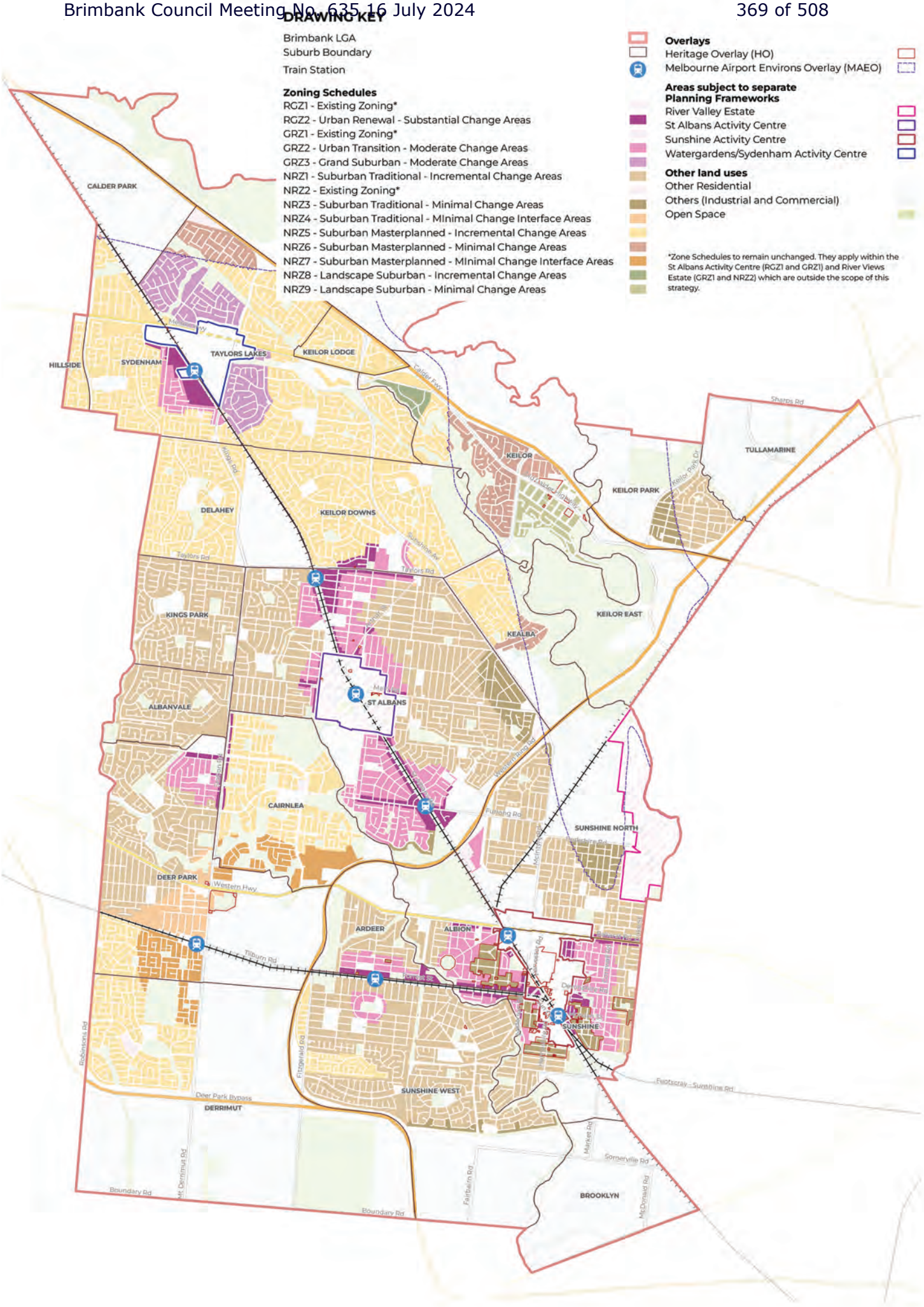


FIGURE 21. RESIDENTIAL DEVELOPMENT FRAMEWORK

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
Moderate 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
Moderate 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.

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.

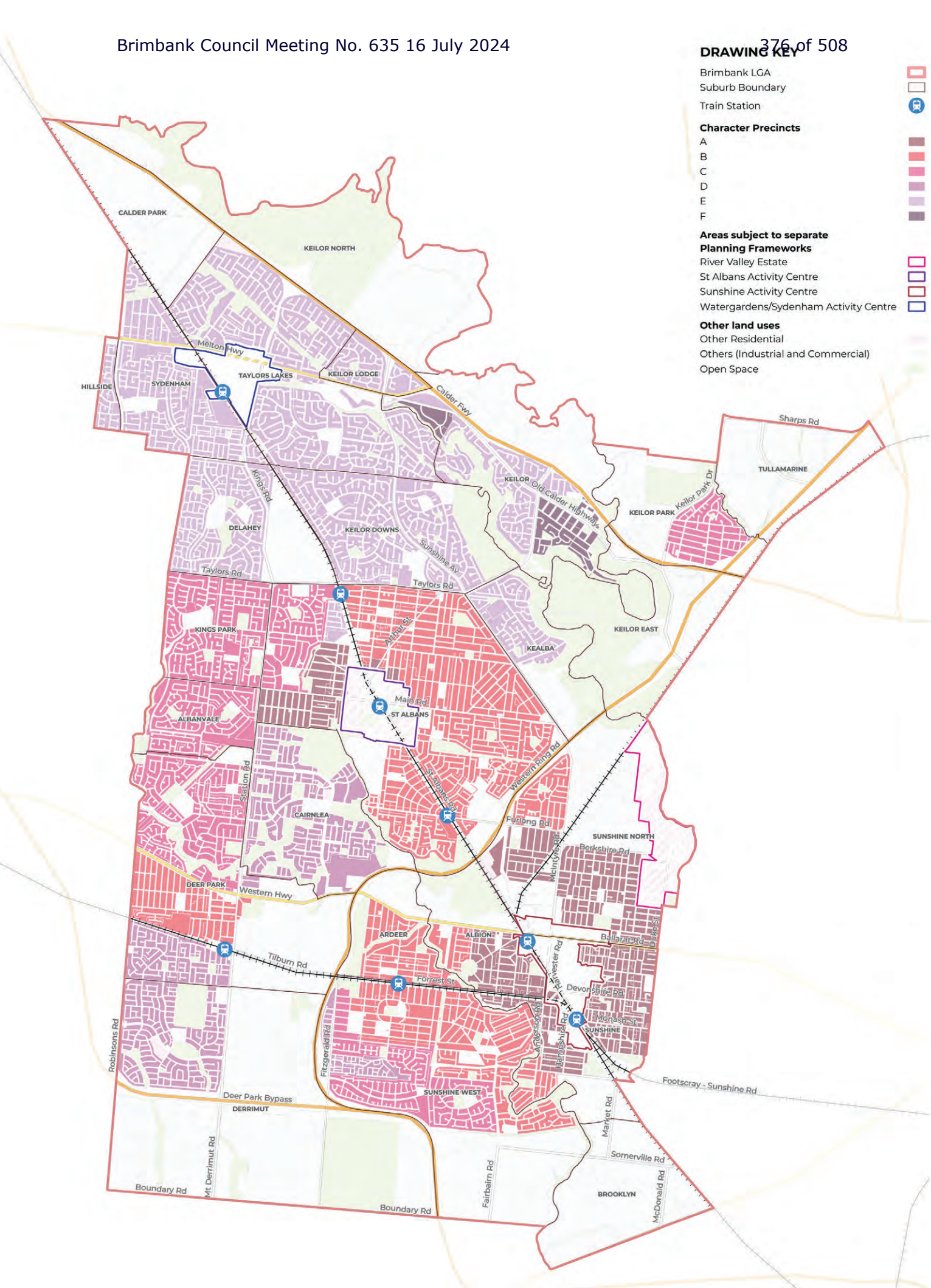


FIGURE 22: NEIGHBOURHOOD CHARACTER PRECINCTS

Attachment 12.7.4

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 12.7.4

[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

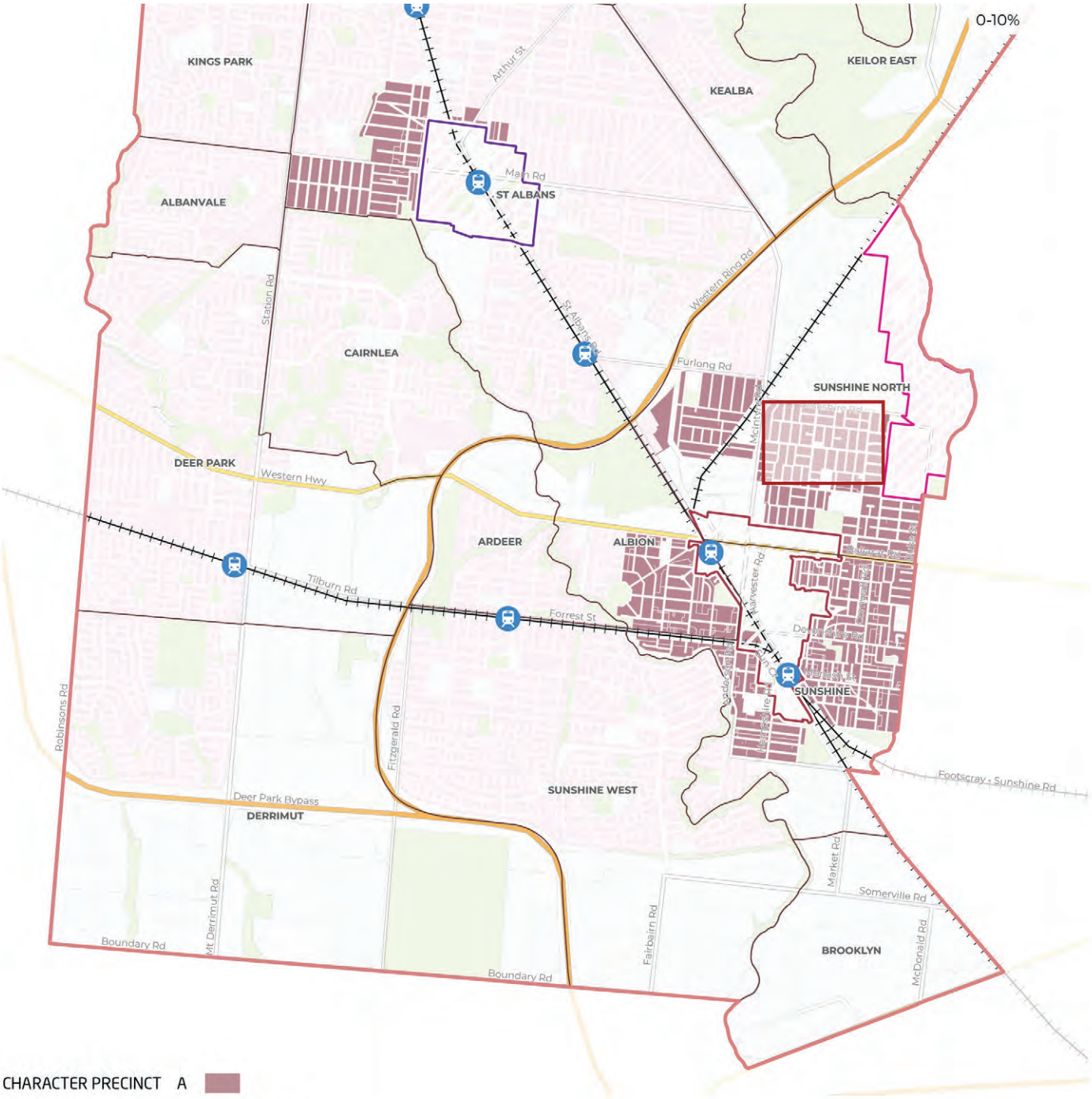


FIGURE 23. CHARACTER PRECINCT A

Attachment 12.7.4

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

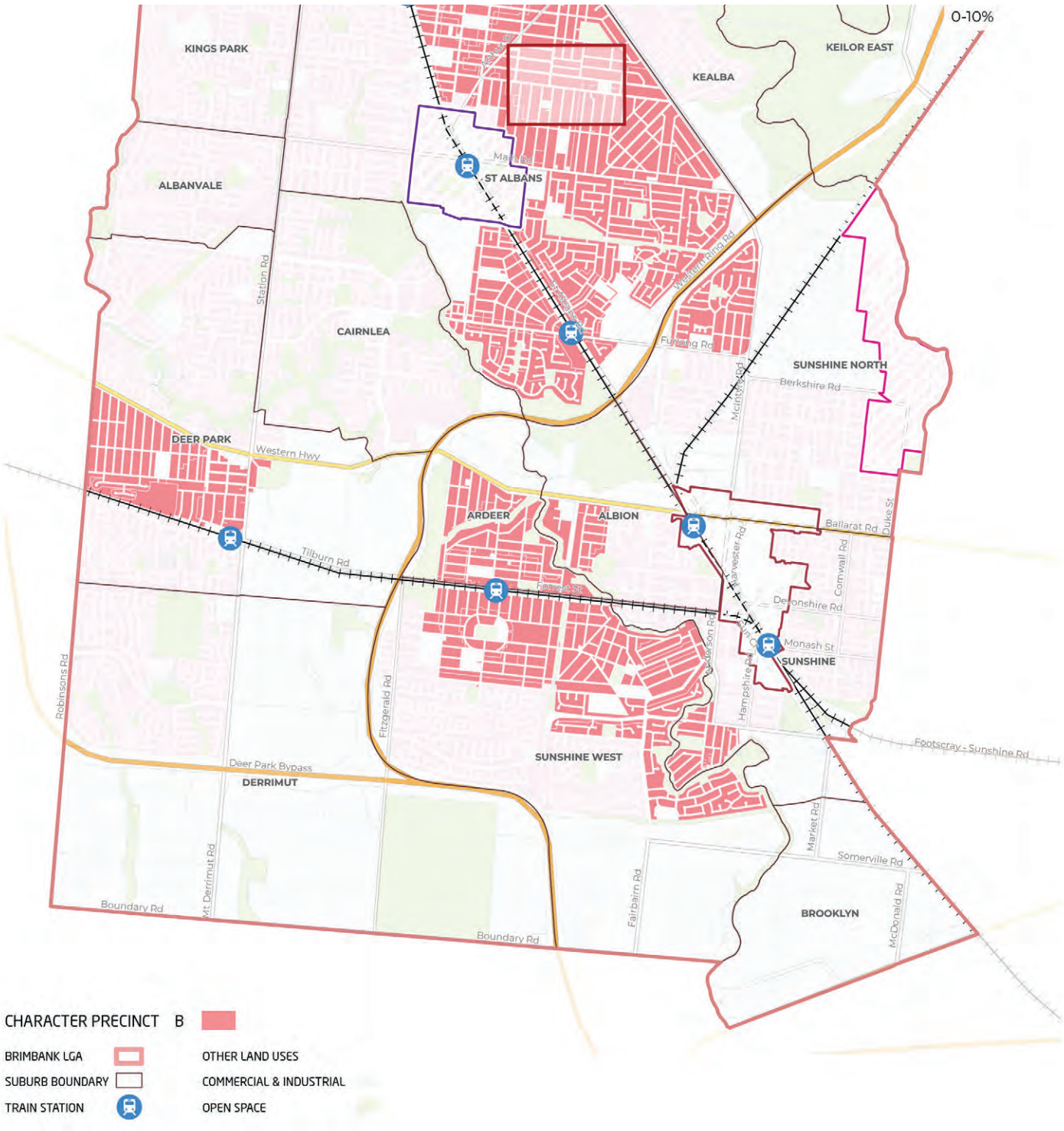
Precinct B

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



LOT COVERAGE

COVERAGE
- 90 - 100%
- 80 - 90%
- 70 - 80%
- 60 - 70%
- 50 - 60%
- 40 - 50%
- 30 - 40%
- 20 - 30%
- 10 - 20%
- 0 - 10%

LOT FRONTAGE

FRONTAGE (M)
- 0 - 7
- 7 - 16
- 16 - 20
- 20 - 30
- 30+

FIGURE 24: CHARACTER PRECINCT B

Attachment 12.7.4

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.

STREETSCAPE, ALBANVALE

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.

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

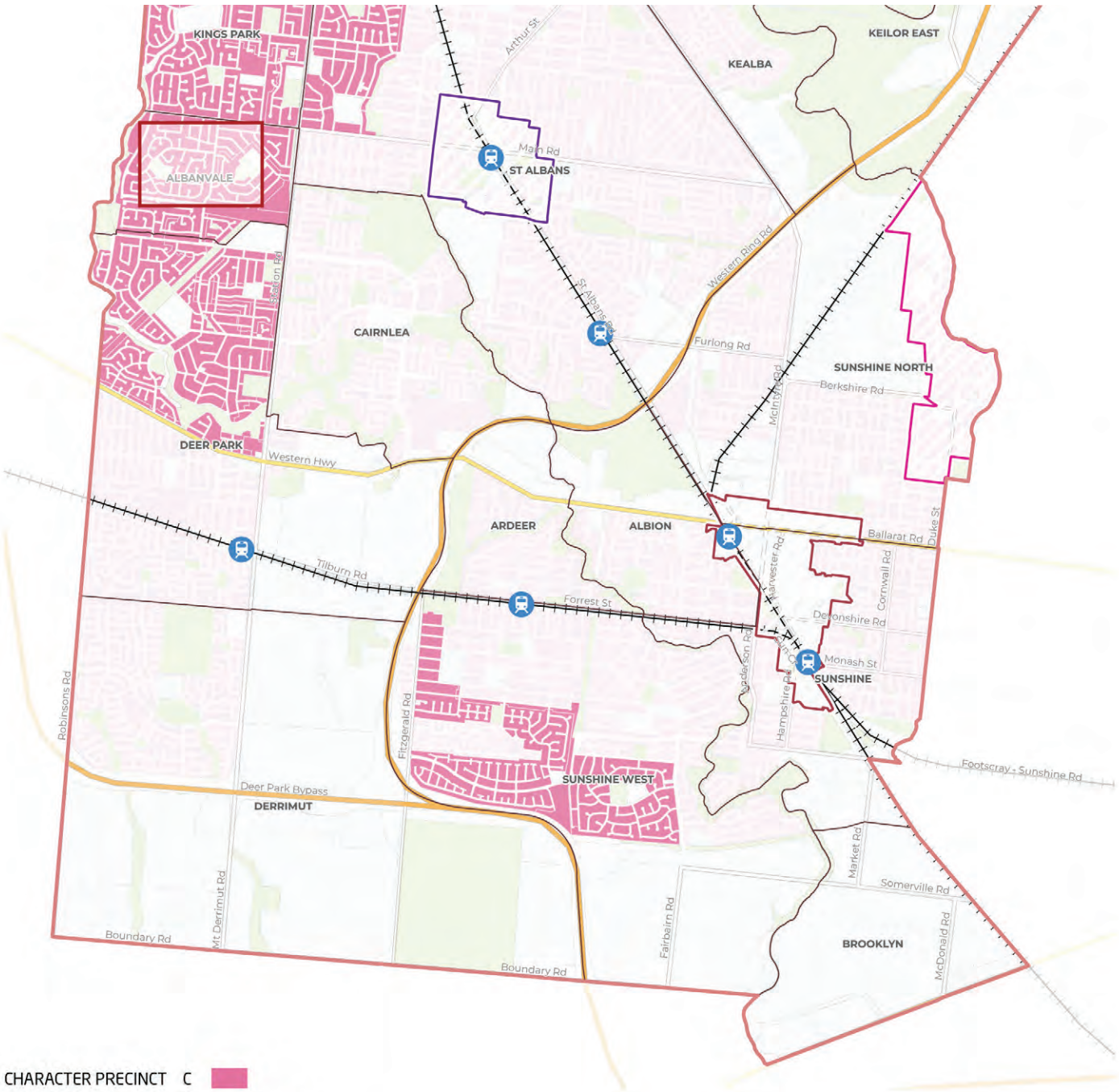
- Mix of carports and more prominent garage doors to the side of houses.

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



LOT COVERAGE

COVERAGE
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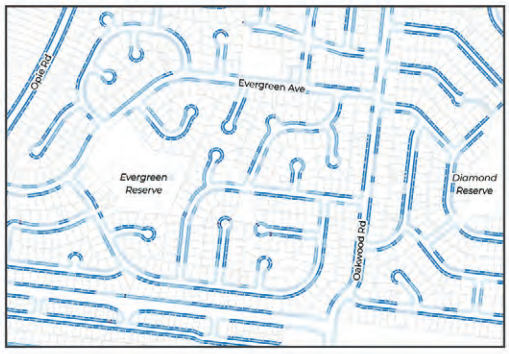
- 30 - 40%
- 20 - 30%
- 10 - 20%
- 0 - 10%

LOT FRONTAGE



FRONTAGE (M)
- 0 - 7
- 7 - 16
- 16 - 20
- 20 - 30
- 30+

FIGURE 25: CHARACTER PRECINCT C

Attachment 12.7.4

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.

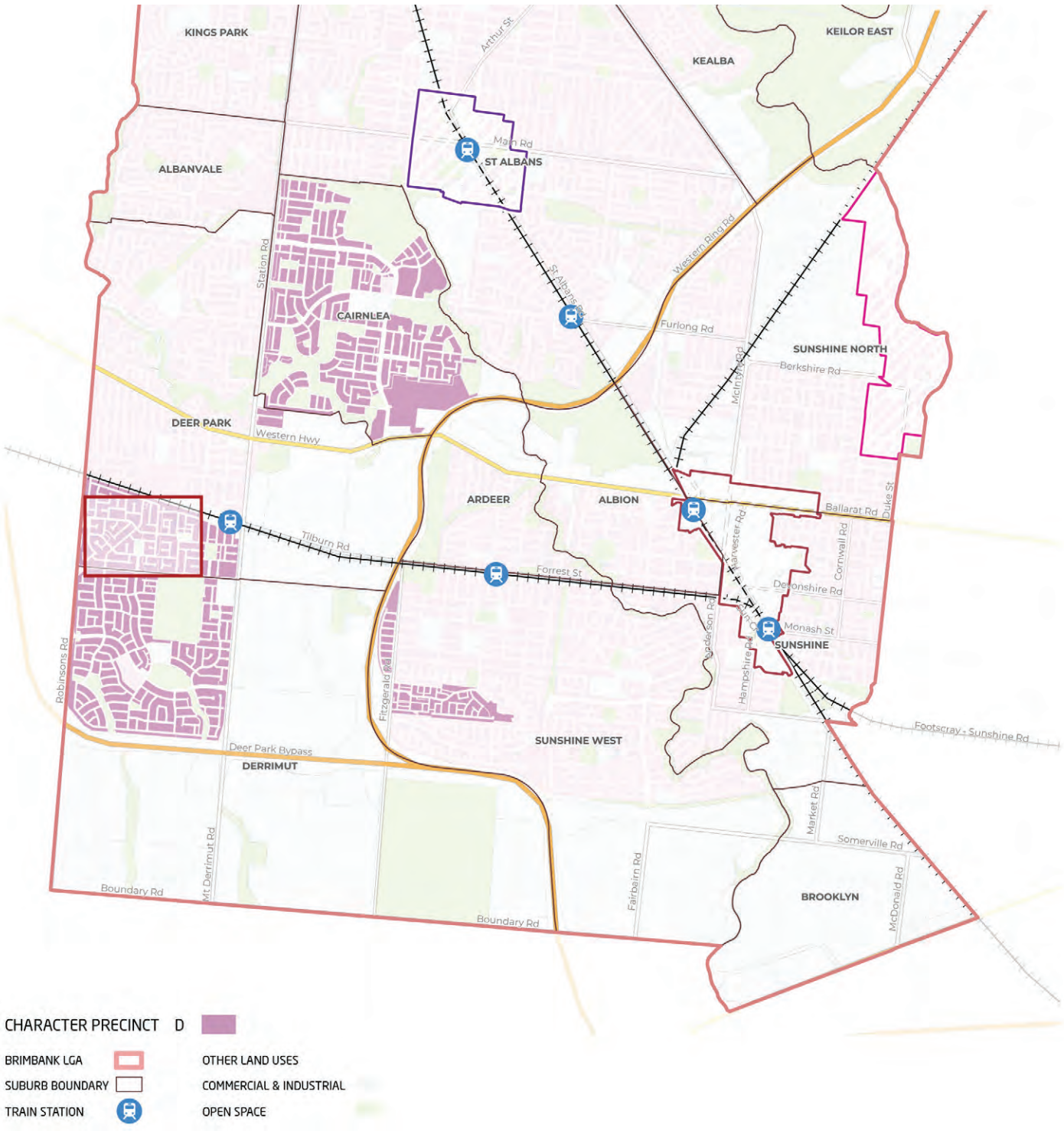
Access + parking

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

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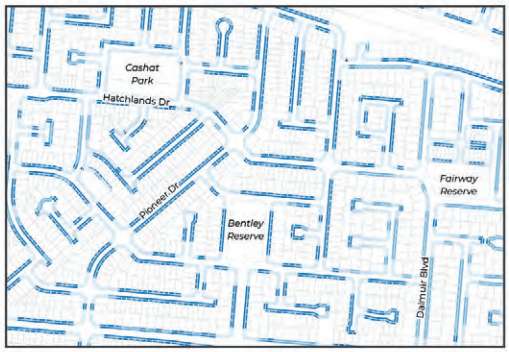
LOT FRONTAGE



FRONTAGE (M)
- 0 - 7
- 7 - 16
- 16 - 20
- 20 - 30
- 30+

FIGURE 26. 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

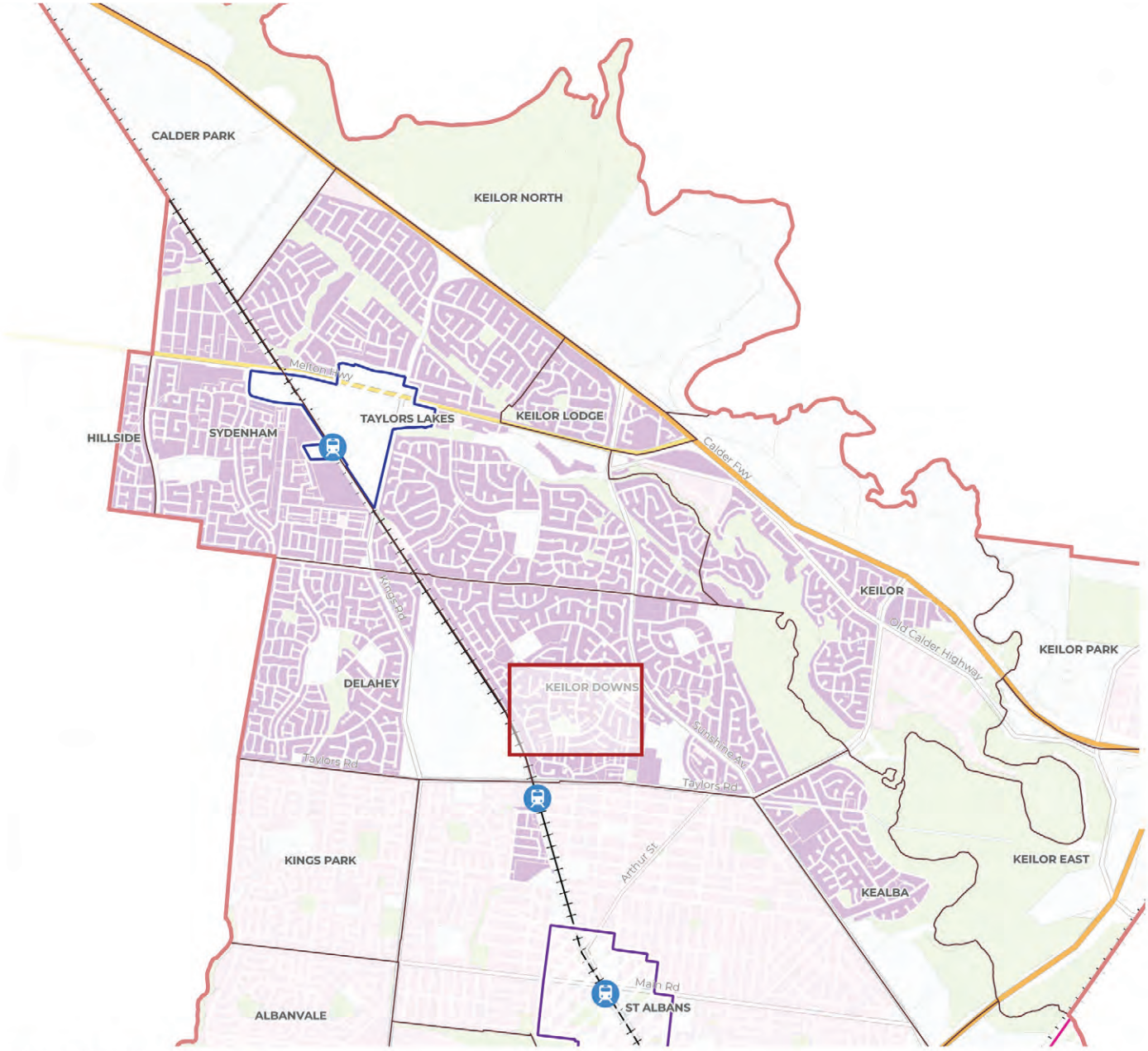
- Double garages integrated into housing form.

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



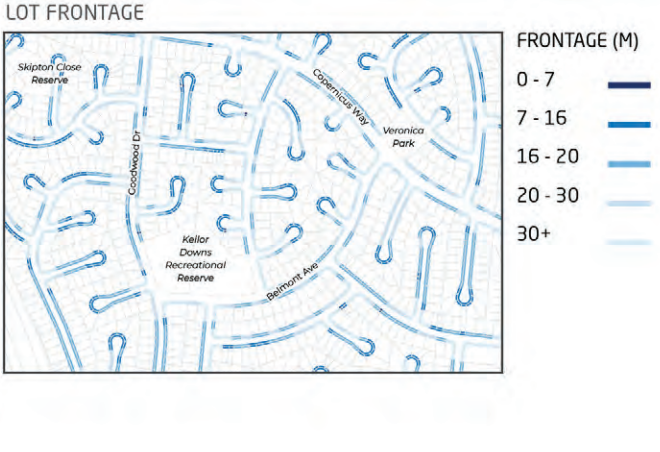


FIGURE 27: CHARACTER PRECINCT E

Attachment 12.7.4

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

Attachment 12.7.4

[85] Including additional site inspections.

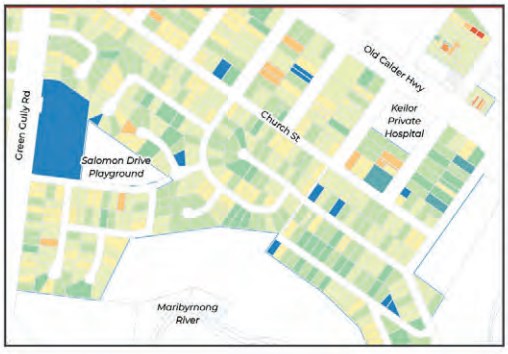
Precinct F

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



COVERAGE
90 - 100%
80 - 90%
70 - 80%
60 - 70%
50 - 60%
40 - 50%
30 - 40%
20 - 30%
10 - 20%
0 - 10%

LOT FRONTAGE

FRONTAGE (M)
0 - 7
7 - 16
16 - 20
20 - 30
30+

FIGURE 28. CHARACTER PRECINCT F

Attachment 12.7.4

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.

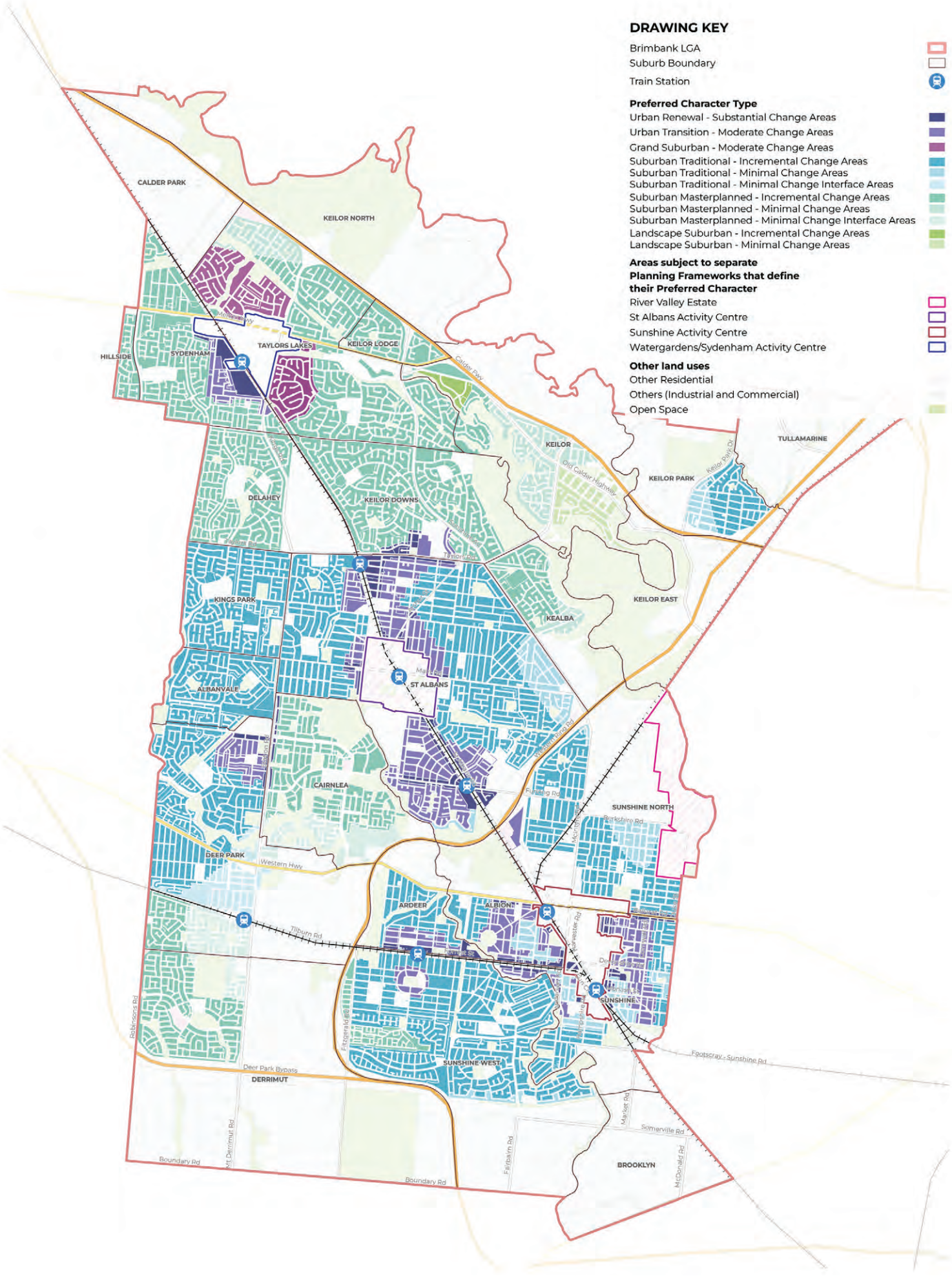
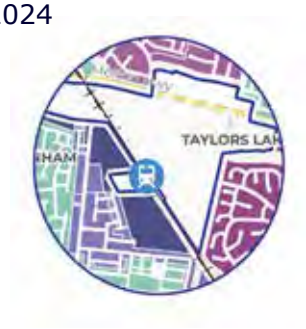


FIGURE 23: PREFERRED CHARACTER

Attachment 12.7.4

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 – Moderate 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 12.7.4

CORNWALL ROAD, SUNSHINE

Grand Suburban

GRZ3 – Moderate 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.

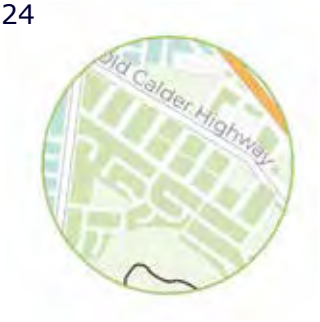
Attachment 12.7.4

PELLISTER PLACE, SUNSHINE WEST

Landscape Suburban

NRZ8 – Incremental change areas

NRZ9 – Minimal change areas



The existing character of the Landscape Suburban area will remain the preferred character. 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.

Attachment 12.7.4

KEILOR LODGE STREETSCAPE

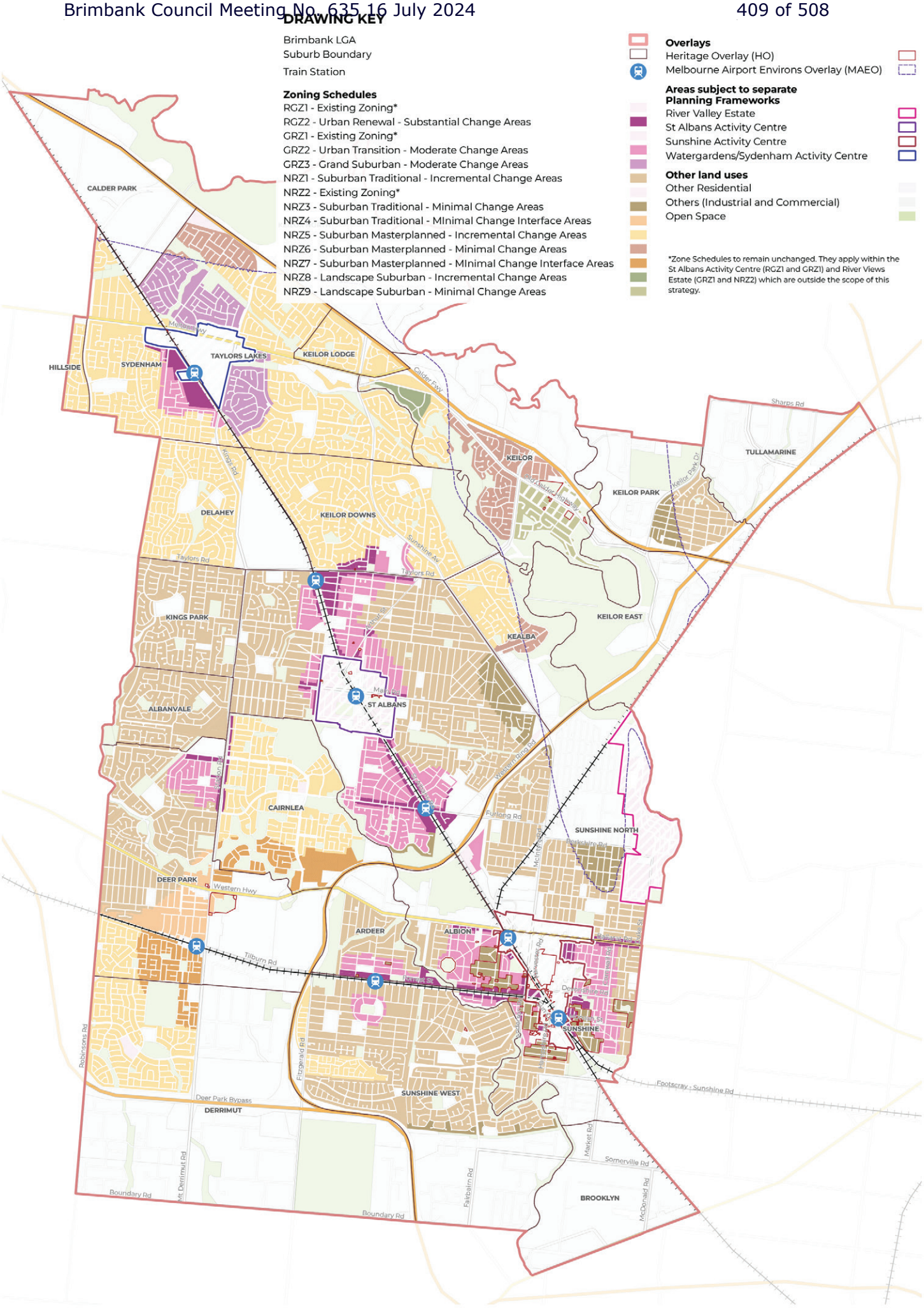


FIGURE 30: RESIDENTIAL DEVELOPMENT FRAMEWORK

Preferred Character Outcomes

RGZ2 Urban Renewal Substantial Change Areas	***GRZ2 Urban Transition*** Moderate 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
Moderate 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.

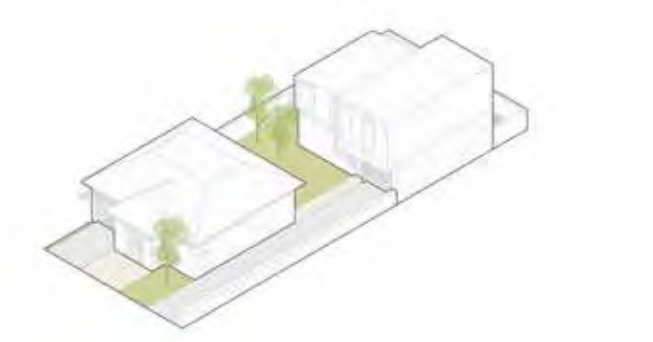
[81] Greater than the standard 9m maximum height in the NRZ.

Appendix 3

Appendix 3 describes infill development typologies

CUMBERLAND STREET, SUNSHINE NORTH

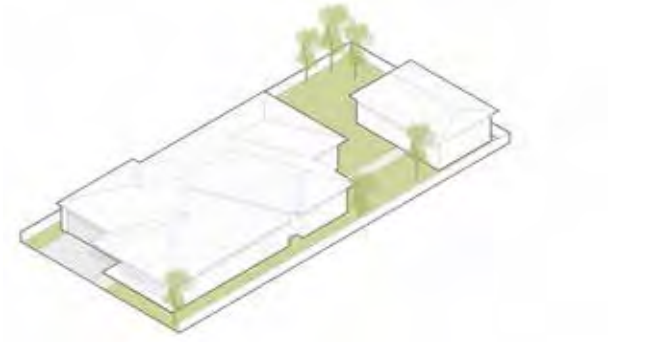
Additional dwelling (original retained)



- **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

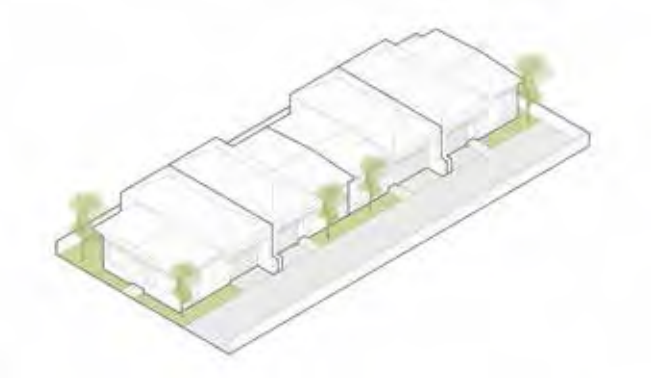
Small second dwelling (original retained)



- **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.

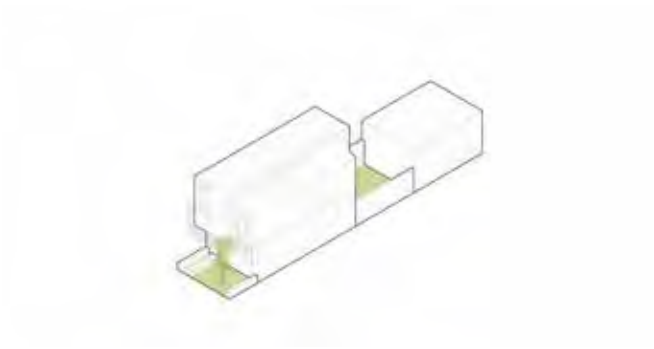
Very minor change

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

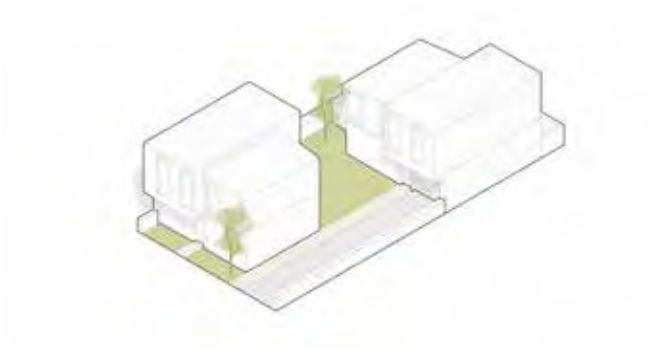
Townhouse (rear carparking)



- **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.

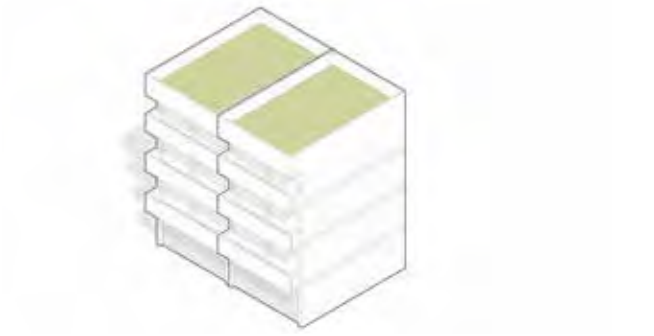
Minor change

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 12.7.4

Brimbank City Council

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Email info@brimbank.vic.gov.au
Post PO Box 70, Sunshine, VIC 3020

Hearing or speech impaired?

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12.8	**Return of General Valuation 2024**
Directorate	Corporate Services
Director	Mark Stoermer
Manager	Andrew Brae
Attachment(s)	1. Return of General Valuation 2024 [**12.8.1** - 2 pages]

Purpose

For Council to consider return of the General Valuation 2024 for all rateable and non-rateable properties made by the Valuer-General, pursuant to Section 2 of the *Valuation of Land Act 1960* for the purposes of the *Local Government Act 2020*.

Officer Recommendation

That Council adopts the return of the General Valuation 2024 for all rateable and non-rateable properties made by the Valuer-General, pursuant to Section 2 of the *Valuation of Land Act 1960* for the purposes of the *Local Government Act 2020*, as shown below:

a. 81,030 rateable assessments with total valuations of:
Site Value $40,904,508,507
Capital Improved Value $61,487,823,503
Net Annual Value $3,166,973,508

b. 1,685 non-rateable assessments with total valuations of:
Site Value $1,095,010,500
Capital Improved Value $1,423,620,000
Net Annual Value $76,467,500

Background

On 23 May 2023, the Valuer-General Victoria (VGV) gave notice to cause a General Valuation of all rateable and non-rateable properties within Brimbank. The General Valuation process was undertaken in accordance with the Valuation Best Practice Specifications Guidelines 2024 (Guidelines).

Matters for Consideration

Analysis

Stages of the General Valuation process Stage One commenced in July 2023, where general preparation of data was carried out and statistical analysis of recent sale data against all properties was submitted to VGV. Stage Two involved data collection and analysis, and comprised collection of sales and leasing data, inspections of property sales, confirmation or collection of property attributes, and any remedying of data gaps identified.

Stage Three comprised the application of Stage Two levels of value and the valuation of all properties. In completing the General Valuation, Stage Four of the process involved the return of the final valuation, quality assurance, completion of the VGV's final report and provision of the returned valuation and data to Council.

Methodologies and Analysis

Under Section 157 of *the Act*, Council may adopt one of the following three valuation methodologies to value properties in its municipality:

- Capital Improved Value (CIV) - the land and other improvements including the house, other buildings and landscaping
- Site Value (SV) - the value of the land plus any improvements which permanently affect the amenity or use of land, such as drainage works, but excluding the value of buildings and other improvements. Also referred to as the 'unimproved market value of the land'
- Net Annual Value (NAV) - the value of the rental potential of the land, less the landlords' outgoings (such as insurance, land tax and maintenance costs). For residential and farm properties this must be set at 5 per cent of the CIV (Section 2 of the Valuation Act).

Council applies the CIV of each rateable property in determining rates charged, as it provides the most equitable distribution of rates across the municipality.

The table below shows the number of rateable properties, the CIV, SV and NAV returned in 2023, by comparison to the General Valuation 2024.

Valuation Year	Number of Properties	CIV	SV	NAV
2024	81,030	62,069,717,503	40,904,508,507	3,193,014,553
2023	80,439	61,006,189,003	41,076371,007	3,141,800,953
Growth %	**0.73**	**1.74**	**-0.42**	**1.63**

These figures indicate property growth has continued in the municipality, with an additional 591 properties becoming rateable. Most of the growth over the past year has been in subdivisional development on existing allotments. The table below provides a breakdown by property categories of the percentage movement of CIV, SV and NAV from the 2023 to the 2024 General Valuation Return.

	Residential	Commercial	Industrial	Rural
2023 & 2024 CIV	-0.40	4.30	9.17	-2.62
2023 & 2024 SV	-1.14	2.40	2.96	-3.76
2023 & 2024 NAV	-0.40	6.96	9.76	-2.62

Residential Property prices have slightly decreased in the current revaluation year. This has been due to high interest rises since May 2022 affecting borrowing capacity. Overall CIV has decreased by 0.40 per cent.

Commercial property values have increased moderately due to limited sales and leasing activity. Industrial properties have also increased due to the continuing demand for warehouse properties in the current revaluation year.

Council does not collect more rate revenue because of the Revaluation. Rates are redistributed according to the shifts in property values that have occurred across the municipality. If the value of a property has increased by a greater percentage than the average increase in property values across the municipality, the owner of that property will pay a greater percentage of the rates.

If the value of the property has increased by a smaller percentage than the average increase in property values across the municipality, the owner of that property will pay a smaller percentage of the rates.

Non-rateable assessments include properties owned by Council and government. Properties used for a charitable, religious or educational purpose are also categorised as non-rateable.

The Declaration, at **Attachment 1**, provides certification, pursuant to section 7AD and 7AF of the *Valuation Act*, that the General Valuation is true and correct and is considered suitable for use by Council.

Community Engagement

It is a statutory requirement, under the *Valuation Act*, to conduct an annual General Valuation.

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
• 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:

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 strives to enhance services and liveability for the Brimbank community.

This report complies with *Valuation of Land Act 1960*, *Local Government Act 2020*, Valuation Best Practice Specifications Guidelines 2024.

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

The Hon Sonya Kilkenny MP

Minister for Planning
Minister for the Suburbs

1 Spring Street
Melbourne, Victoria 3000 Australia

Declaration of the Minister for Planning
under section 7AF of Valuation of Land Act 1960

In accordance with section 7AD of the *Valuation of Land Act 1960,* the Valuer-General has certified that a general valuation in the following municipalities returned by the Valuer-General for the year 2024, is generally true and correct with respect to each of the bases of value assessed, namely; net annual value, capital improved value and site value.

1. Alpine Shire Council
2. Ararat Rural City Council
3. Ballarat City Council
4. Banyule City Council
5. Bass Coast Shire Council
6. Baw Baw Shire Council
7. Bayside City Council
8. Benalla Rural City Council
9. Boroondara City Council
10. Brimbank City Council
11. Buloke Shire Council
12. Campaspe Shire Council
13. Cardinia Shire Council
14. Casey City Council
15. Central Goldfields Shire Council
16. Colac Otway Shire Council
17. Corangamite Shire Council
18. Darebin City Council
19. East Gippsland Shire Council
20. Frankston City Council
21. Gannawarra Shire Council
22. Glen Eira City Council
23. Glenelg Shire Council
24. Golden Plains Shire Council
25. Greater Bendigo City Council
26. Greater Dandenong City Council
27. Greater Geelong City Council
28. Greater Shepparton City Council
29. Hepburn Shire Council
30. Hindmarsh Shire Council
31. Hobsons Bay City Council
32. Horsham Rural City Council
33. Hume City Council
34. Indigo Shire Council
35. Kingston City Council
36. Knox City Council
37. Latrobe City Council
38. Loddon Shire Council
39. Macedon Ranges Shire Council
40. Manningham City Council
41. Mansfield Shire Council
42. Maribyrnong City Council
43. Maroondah City Council
44. Melbourne City Council
45. Melton City Council
46. Merri-bek City Council
47. Mildura Rural City Council
48. Mitchell Shire Council
49. Moira Shire Council
50. Monash City Council
51. Moonee Valley City Council
52. Moorabool Shire Council
53. Mornington Peninsula Shire Council
54. Mount Alexander Shire Council

55. Moyne Shire Council
56. Murrindindi Shire Council
57. Nillumbik Shire Council
58. Northern Grampians Shire Council
59. Port Phillip City Council
60. Pyrenees Shire Council
61. Queenscliffe Borough Council
62. South Gippsland Shire Council
63. Southern Grampians Shire Council
64. Stonnington City Council
65. Strathbogie Shire Council
66. Surf Coast Shire Council
67. Swan Hill Rural City Council
68. Towong Shire Council
69. Wangaratta Rural City Council
70. Warrnambool City Council
71. Wellington Shire Council
72. West Wimmera Shire Council
73. Whitehorse City Council
74. Whittlesea City Council
75. Wodonga City Council
76. Wyndham City Council
77. Yarra City Council
78. Yarra Ranges Shire Council
79. Yarriambiack Shire Council

I declare pursuant to section 7AF(1) of the *Valuation of Land Act 1960*, that the general valuations for the whole of the municipality listed is generally true and correct with respect to each of the bases of value assessed.

Pursuant to section 15(4) of the *Valuation of Land Act 1960* a notice of valuation must be given by the municipality as rating authority on or before 30 September in the year in which the valuation is made.

Dated: 28 June 2024

SIC

The Hon Sonya Kilkenny MP
Minister for Planning

12.9	**Return of Supplementary Valuations 2023/2024**
Directorate	Corporate Services
Director	Mark Stoermer
Manager	Andrew Brae
Attachment(s)	1. Supplementary Valuation 2023-2024 [**12.9.1** - 1 page]

Purpose

For Council to consider the supplementary valuations carried out from 1 July 2023 to 30 June 2024.

Officer Recommendation

That Council adopts the Supplementary Valuations made by the Valuer General's appointed Valuer, pursuant to section 13DF of the *Valuation of Land Act 1960*, with their respective effective dates for rating purposes, at Attachment 1 to this report.

Background

Where a property has undergone a change that affects the property's value, as assessed at the last General Valuation, a supplementary valuation is required. These changes are caused principally by the creation of new lots by subdivision, building construction or demolitions, or the consolidation of property. The supplementary valuations must be set at market levels attainable as at the last General Valuation, which was 1 January 2023.

In accordance with section 13DF of the *Valuation Act*, the valuation authority's appointed Valuer may carry out a supplementary valuation. As at 1 July 2018, amendments to the *Valuation Act* made the Valuer-General the sole valuation authority for the delivery of valuations for the purposes of council rates. The Valuer-General's appointed Valuer is the Opteon Property Group.

Matters for Consideration

Analysis

The following table indicates the number of rateable properties and total Capital Improved Value (CIV) as at 1 July 2023. It compares the current number of properties and CIV as at 30 June 2024, following completion of supplementary valuations.

As at 1 July 2023			**As at 30 June 2024**			
Property Type	**Existing Count**	**Existing CIV $**	**New Count**	**New CIV$**	**Change in Count**	**Change in CIV**
Residential	55,393	38,725,589,500	55,376	38,739,804,500	-17	14,215,000
Farm/Rural	22	43,260,000	22	43,260,000	0	0
Vacant Land	1,317	895,388,500	1,220	850,867,500	-97	-44,521,000
Commercial/Industrial	6,638	12,876,868,500	6,851	13,143,422,000	213	266,553,500
Flats/Units	15,939	7,393,687,000	16,470	7,672,485,000	531	278,798,000

Retirement Villages	532	172,478,500	532	172,478,500	0	0
Cultural & Recreational Land	3	32,750,000	3	32,750,000	0	0
Commercial/Industrial Vacant Land	599	896,948,003	556	828,281,003	-43	-68,703,000
Total Rateable	**80,443**	**61,036,970,003**	**81,030**	**61,483,348,503**	**587**	**446,378,500**
Non-Rateable	2,114	2,263,867,000	2,157	2,308,268,000	43	44,401,000
Total	**82,557**	**63,300,837,003**	**83,187**	**63,791,616,503**	**630**	**490,779,500**

Community Engagement

Supplementary valuations are a statutory requirement under the *Valuation Act*.

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
• 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:

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 *Valuation of Land Act 1960*, *Local Government Act 2020*.

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

Supplementary Valuations 2023-2024

Supp_No.	Sum of CIV	Assessments
1210	35,345,000	147
1211	- 9,420,000	77
1212	23,115,000	38
1213	31,890,000	57
1214	10,272,500	47
1215	84,410,000	181
1216	29,220,000	135
1217	43,256,000	281
1218	-	24
1219	44,504,500	130
1223	53,622,500	331
1224	74,210,000	154
1225	781,000	62
1226	-	1
1227	-	1
1228	-	1
1230	2,887,000	1
1231	2,375,000	11
1232	- 375,000	2
1236	- 7,000	125
1237	4,030,000	57
1239	- 570,000	1
1242	-	2
1243	- 1,297,000	17
1244	40,540,000	152
1245	15,510,000	48
1246	- 3,800,000	23
1249	18,575,000	54
1251	- 1,695,000	18
1252	- 1,855,000	12
1253	-	5
1254	-	53
1255	-	1
1259	- 965,000	10
1260	- 3,780,000	9
Grand Total	**490,779,500**	

12.10	**Glengala Road Village Streetscape Improvements**
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Lisa Davis
Attachment(s)	1. Glengala Village Streetscape Upgrade - Enhanced Option 1 (Recommended) [**12.10.1** - 1 page] 2. Glengala Village Streetscape Upgrade - Engagement Outcomes Report [**12.10.2** - 40 pages] 3. Glengala Village Streetscape Upgrade - Cost Estimate [**12.10.3** - 1 page] 4. Glengala Village Streetscape Upgrade - Sunshine West Our 20-Minute Neighbourhood Pilot [**12.10.4** - 16 pages] 5. Glengala Village Streetscape Upgrade - Two Draft Concept Options [**12.10.5** - 2 pages]

Purpose

For Council to consider adopting the recommended Concept Design option for the Glengala Road Village Streetscape Improvements Project, as shown at **Attachment 1.**

Officer Recommendation

That Council:

a. Notes the feedback received as part of the consultation process for the Glengala Road Village Streetscape Improvement Project, as shown at Attachment 2, including a petition dated 13 May 2024, regarding parking in Glengala Road, and thanks the community and petitioners for their feedback.

b. Notes that the feedback over both stages of the project indicated a desire for a design that focussed on traffic calming, improved pedestrian safety, areas for people to sit, increased greenery and canopy cover and support for the local economy.

c. Notes that Enhanced Option 1 in this report, as depicted in Attachment 1, addresses the community's feedback by: introducing a roundabout at the Simmie Street intersection; preventing U-turns through a central median strip; providing raised pedestrian crossings at key locations to increase walkability of the centre; relocating the bus stop and reconfiguring car parking resulting in no net loss of car parking in close proximity to the Village; a greater allocation of space for pedestrians, footpath trading and bike parking; providing more greening and shade through increased plantings; and installing new wayfinding and parking signage.

d. Adopts Concept Design shown as Enhanced Option 1 in this report, as depicted in Attachment 1.

e. Notes that subject to adoption, funding for implementation of the Final Glengala Village Streetscape Improvement Project will be considered in current and future budget processes, as per high level cost estimate at Attachment 3.

f. Advises the community and petitioners of its decision via letter to the lead petitioner, a Media Statement and updates on the Council website and Your Say web page.

Background

Glengala Village is a Local Activity Centre (LAC) in Sunshine West that provides shopping and other services to the local community. It is one of 42 LACs in the Brimbank Local Government Area (LGA).

Glengala Road is the main thoroughfare through Sunshine West and the only road that links Sunshine and Fitzgerald Road/M80. It carries approximately 10,000 vehicles a day.

In 2018, Victorian Government launched the 20-Minute Neighbourhood Pilot Program under its *Plan Melbourne Strategy* to test the practical delivery of 20-minute neighbourhoods through place-based planning.

Sunshine West was identified as a pilot location, and since then Council and the State Government have engaged extensively with the community to improve the liveability and economic performance of Glengala Village, guided by the *Plan Melbourne* objectives and hall marks of a 20-minute neighbourhood. These are:

- Be safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- Offer high-quality public realm and open space
- Provide services and destinations that support local living
- Facilitate access to quality public transport that connects people to jobs and higher-order services
- Deliver housing/population at densities that make local services and transport viable
- Facilitate thriving local economies.

Stage 1 - Community Engagement and Technical Assessments (2018-2021)

In 2018 the State Government funded a comprehensive community engagement program, and a detailed technical analysis of the local neighbourhood. The aim was to determine existing issues and opportunities and ascertain how this neighbourhood could develop over time to meet the hall marks of a 20-minute neighbourhood.

The analysis found that within Glengala Village there is a high school, primary school, kindergarten, community centre, medical centres, dentists, cafes, restaurants, takeaway food, fresh fruit and vegetables, post office, ATM, bakery and many other services. However, pedestrian movement is limited and dwell times are low. This contributes to businesses often being under financial stress due to low customer numbers, and the strip lacking in pedestrian activity and vibrancy.

Two of the major issues raised by the community were high traffic speed and poor driver behaviour. These were seen to be major limiting factors to pedestrians feeling safe or comfortable within the streetscape, and a contributing factor to shoppers feeling less inclined to spend time in the Village.

In response to these findings Council worked with the (then) Department of Environment, Land, Water and Planning (DELWP), to deliver a plan for temporary activations. These included:

- Traffic calming – through introduction of a 20km/h speed limit and extensive road art;
- Street greening – through installation of planters, garden beds and new tress;
- A pop-up park – by reconfiguring the street furniture layout of an existing underutilised kerb outstand and adding colourful seating, turf and shade;
- Shop front renewals – through eight (8) traders being assisted by experts in marketing to redesign their brand and present their businesses in a more attractive way; and
- Installation of bike parking stations.

In 2021, an event called GlenGALA day was held to thank the community for their contribution to the project so far and to encourage continued involvement in setting the direction for more permanent changes to their local streetscapes.

During Stage 1, $90,000 in funding was obtained from the TAC to install 6 raised pedestrian thresholds along Glengala Road to improve pedestrian safety and connectivity to the Village.

A report into the Pilot Project was prepared as a result of the community feedback, workshops and technical assessments. Refer **Attachment 4**.

Stage 2 – Development of Permanent Solutions (2022 onwards)

In preparing for permanent improvements to the Glengala Road Village Officers developed two draft Concept Design Options using the findings and recommendations from Stage 1 of the project. These are included at **Attachment 5**.

Both Concept Design options shift the spatial focus of the village away from the current vehicle-oriented thoroughfare to a safer and more pedestrian-oriented environment. The options recognise the role of Glengala Road as an important vehicle corridor and the need for parking space, whilst seeking to balance these functions with pedestrian safety and a streetscape that supports vibrancy, activation and encouragement for people to stay longer in the Village.

Specifically, the two Concept Design options address the following **key objectives** that were generated from the Stage 1 community and stakeholder engagement:

<u>Traffic safety</u>

Traffic calming:

- A new roundabout at Simmie Street intersection to reduce approaching vehicle speed
- Raised pedestrian 'wombat' crossings to act as traffic calming and improve line of sight of pedestrians at approximately 30m apart
- Reduction of carriageway width from 3.9m to 3.6m
- Perception of narrower street created by planted central median.

Limit vehicle movements within the Village:

- A new roundabout at Simmie Street intersection to prevent right turn out movement onto Glengala Road
- Rearrangement of angled parking on northern kerb line to parallel parking to prevent vehicles reversing out onto on-coming traffic
- Planted central median to prevent west-bound vehicle cutting across on-coming traffic to park in angled parking on the northern kerb side
- Planted central median and narrower carriageway reduces the likelihood of double parking within the Village.

Improved pedestrian safety and amenities

Prioritisation of pedestrian environment and movements

- Widened footpaths at shopfront from existing 3m to proposed 6m approximately
- Formalised pedestrian crossings including pedestrian crossings at Simmie Street intersection where currently pedestrians are informally crossing
- Consistent raised pedestrian 'wombat' crossing arrangement to all pedestrian crossings within the Village
- Minimised pedestrian crossing distance to lessen likelihood of informal crossing
- Existing pedestrian operated signal (POS) crossing north of Sunshine Heights Kindergarten to be upgraded to raised pedestrian 'wombat' crossing and relocated closer to Simmie Street intersection.

Improved pedestrian amenities

- Increased tree canopy cover for improved greening and shade
- Increased public seating and gathering opportunities
- Increased vegetation throughout for increased texture and biodiversity
- Upgraded footpaths
- Lighting assessment to be carried out in the detailed design phase and upgraded as required.

Provision for bike parking

- Space on footpaths designated for bikes parking, in close proximity to shops and eateries.

Increased greenery and canopy cover

- 3m wide central median with large canopy trees and understorey planting
- Smaller scale street trees and garden planting along footpaths.

Support for local economy

- Widened footpath will provide increased footpath trading space to support local economy
- Bus stop relocation from northeastern corner of Simmie Street intersection to in front of 92 Glengala Road will create increased footpath/trading space.

The **key differences** between the two options are outlined below:

Concept Design Option 1:

- Three raised pedestrian 'wombat' crossings between Gregory Street and Simmie Street
- Total of 19 on-street parking bays within the shopping village
- Net loss of 3 on-street parking spaces within shopping village**

Note: Since community consultation, Officers have identified that three indented car parking spaces can be added to St Andrews Street, to offset the reduction in on-street parking spaces in Glengala Road. The changes are reflected as "Enhanced Option 1" in **Attachment 1.

Concept Design Option 2:

- Two raised pedestrian 'wombat' crossings between Gregory Street and Simmie Street
- Total of 22 on-street parking within the shopping village

- No net loss of on-street parking spaces in the Village.

Matters for Consideration

Options

A. **Officer Recommendation:** Adopt Enhanced Option 1 as the Final Concept Design for the Glengala Road Village Streetscape Improvements project.

B. Do not adopt the Enhanced Option 1 or the Original Option 1 and undertake routine streetscape maintenance as required.

C. Adopt Option 2.

D. Do not adopt Option 2 and undertake routine streetscape maintenance as required.

Analysis

Officers recommend adoption of Enhanced Option 1 as depicted in **Attachment 1** for the following reasons:

1. It addresses the pedestrian and vehicle safety issues identified, and balances these with a new visitor friendly and green Village, as widely desired by the community in the Stage 1 research.

2. It was supported by 63% of respondents in the community engagement process.

3. It is likely to increase the time people spend in the Village. When respondents were asked if their preferred design option would encourage them to visit and spend more time in Glengala Village, the majority (75%) of participants said "yes".

4. The option can be achieved whilst ensuring there is no net loss of parking within close proximity to the Village, as Officers have identified an opportunity to include three additional indented parking bays on St Andrews Street.

Note: There are also 124 publicly accessible car parks, including on-street and off-street within 150m radius (maximum 2-minute walk) of the Village. These include angled parking spaces on Simmie Street and the spaces in the Castley Reserve car park which remains largely unutilised other than on Sundays (when many of the shops in Glengala Village are closed).

5. An Independent Road Safety Audit (RSA) identified Option 1 as the safer of the two options, from a road safety perspective.

Both options introduce a roundabout at the Simmie Street intersection; prevent U-turns through a central median strip; relocate the bus stop and reconfigure car parking, resulting in a greater allocation of space for pedestrians, footpath trading and bike parking; provide more greening and shade through increased plantings; and installing new wayfinding and parking signage.

The recommended Enhanced Option 1 design provides a better outcome for pedestrians by including an additional raised central pedestrian crossing to maximise walkability of the centre. It can be delivered without a net loss of parking spaces in close proximity to the Village and is therefore considered the better outcome for the streetscape upgrade.

Implementation

Subject to Council approval, work would commence on the detailed design and construction documentation for the purposes of tendering. This would be undertaken by Council's engineering team with input from the Parks and Public Realm team.

Funding for the project is nominally included in Council's draft Capital Works Budget in the 2026/2027 financial year. A high-level cost estimate of construction of Option 1 is a minimum $2.41 million. Refer **Attachment 3.** This includes a contingency of $150,000. It should be noted that this is an estimate only and that costs could be higher and will be clearer once the detailed design has been completed and tested via a competitive procurement process. There is potential for costs to escalate due to inflation, supply chain challenges and general volatility in the construction industry. Council will be kept appraised of any cost escalation and subsequent budget adjustments.

Subject to Council's adoption, the community and traders would be notified of Council's decision through a Media Statement, Council website and Your Say page updates. The lead Petitioner would be notified of the decision by letter.

Community Engagement

Community engagement on the final draft two Concept Design Options for permanent improvements was carried out during a five-week period between 15 April 2024 and 19 May 2024.

Engagement included:

- Online survey through Council's YourSay page
- On-site listening post on 11 May 2024 from 10am to 12pm
- Targeted direct engagement with all businesses in Glengala Village.

Engagement promotion included:

- Draft design options were made available on Council's YourSay page, Glengala Hall windows and Glengala Village bus stop
- Mail-out to approximately 1,250 residential addresses within approximately 500m radius of the Village
- On-site posters
- Council's website and social media posts.

The Engagement Report includes all feedback received. It is provided in **Attachment 2** and summarised below:

Preferred design option by wider community	Number	%
Option 1	247	63%
Option 2	112	30%
Neither Option 1 nor 2	30	7%
TOTAL respondents	**389**	**100%**

Overall, the majority (63%) of participants were in favour of Option 1.

The top three themes identified as reasons to prefer Option 1 were:

- Pedestrian accessibility/convenience (126 mentions)
- Pedestrian safety (97 mentions)
- Pedestrian priority (44 mentions).

Concerns raised by those who preferred Option 1 included reduced parking (8 mentions), perceived increased congestion (8 mentions) and reduced visibility due to planted central median (3 mentions). This was based on the initial Option 1 design, in which car parking was reduced; the number of car parks have been retained in the *Enhanced* Option 1 design.

Among those who preferred Option 2 or neither, the top reason for not preferring Option 1 was concerns over inadequate parking provision (56 mentions) and concerns over perceived increased traffic congestion (37 mentions).

When respondents were asked if their preferred design option would encourage them to visit and spend more time in Glengala Village, the majority (75%) of participants said yes.

Due to low participation rate among the trading community within the Village, the engagement period was extended for 9 days to ensure all voices had been heard. The feedback provided by the trading community is included in the attached engagement report, and summarised below:

Preferred design option by Glengala Village traders	Number	%
Option 1	14	73.7%
Option 2	3	15.8%
Neither Option 1 nor 2	2	10.5%
TOTAL respondents	**19 (out of 24)**	**100%**

The Glengala Village trader's design preferences were in line with the broader community findings with an overall preference for Option1.

Petition

During the engagement period on 13 May 2024, a petition was presented to Council that contained 262 signatures. The petitioners "object to the removal and reconfiguration of any parking spaces directly in front of shops along Glengala Village, Glengala Road".

The majority of the petition's signatories were from Sunshine and Sunshine West and surrounding suburbs, with one signatory from interstate and several from Regional Victoria.

The signatories included five individuals from three businesses in Glengala Village. Three signatories were from one business. One of the signatories from a Glengala Village business also provided a preference for Option 1 in the Council's Your Say survey.

Internal Collaboration

An internal Project Working Group (PWG) with representatives from the following departments have been engaged at key stages; City Strategy, Engineering and

Infrastructure Services, Operations, Communications and Community Engagement, Community Learning and Participation.

Key External Stakeholders Engagement

Department of Transport and Planning and Trans Systems VIC (Operator of bus route 420) have been engaged with to inform the concept designs, and to obtain in-principle consent on the proposed designs.

Resource And Risk Implications

Community:
The petition that was submitted requested there to be no removal of the angled parking outside of the shops on Glengala Road. Despite the community engagement results showing overall support for Option 1, there is potential that some petitioners may continue to object to the removal of the existing angled parking in front of the shops in Glengala Road. Both Option 1 and Option 2 showed the removal of the angled parking to create more space for pedestrians and a safer road environment.

Environmental:
Implementation of Enhanced Option 1 will increase space for tree planting and thereby increase shade and reduce the urban heat island effect on the Village.
The proposed design will encourage more people to walk and cycle to the village rather than travelling by car.

Financial:
Implementation of Enhanced Option 1 will require significant allocation of funds in the forward Capital Works Program, which is subject to Council approval. An amount of $2.4M is currently allocated in the 2026/27 year of Council's Ten-Year Financial Plan.

The current cost estimate for the streetscape works is a minimum of $2.41million, which includes a contingency of $150,000 (refer **Attachment 3**). This cost estimate will be further refined during the detailed design and documentation phase.

There is potential for costs to escalate due to inflation, supply chain challenges and general volatility in the construction industry. Council will be kept appraised of any cost escalation and subsequent budget adjustments.

Future maintenance budgets for the Village are estimated to increase to cover the maintenance and cleaning costs of additional street furniture, lighting, garden beds and trees. The total additional cost per annum for maintenance is estimated at $400 for lighting, $6,840 for garden beds and trees (based on monthly visits) and $300 for cleansing per annum, which equates to an additional cost of approximately $7,540 per year. Subject to adoption and implementation, funding for these additional costs would be factored into the annual budget.

Safety:
The recommended option will increase the safety of all pedestrians and visitors to the Village by calming traffic speeds, providing safe crossing points and wider footpath spaces.

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.

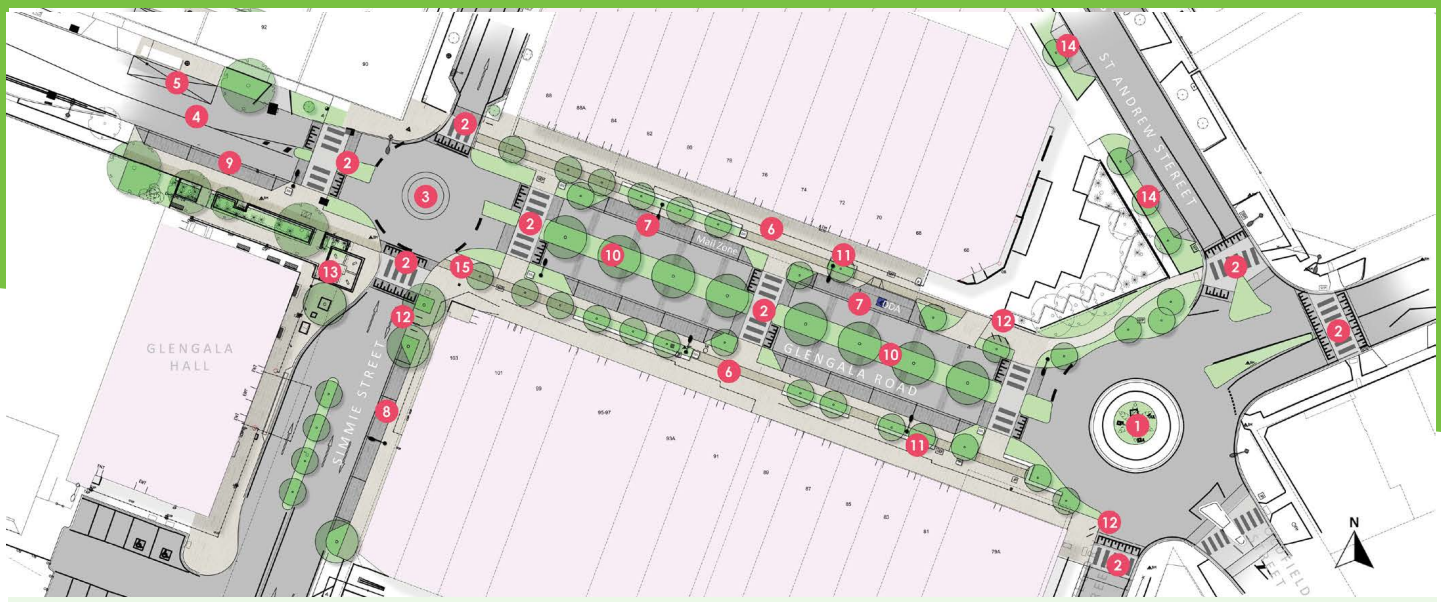
2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all
• Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around
• Sustainable and Green - Protect natural environments for current and future generations.

This project aligns with the Council Plan 2021-2025, Brimbank Climate Emergency Plan, Brimbank Activity Centre Strategy 2018, Brimbank Cycling and Walking Strategy 2016, Urban Forest Strategy 2016-2046, and Brimbank Creating Streets for People Policy 2022.

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

Glengala Village Streetscape Improvements

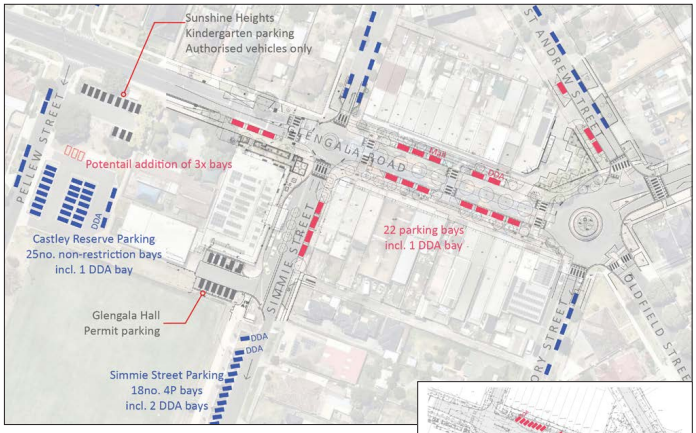
Recommended Concept - Enhanced Option 1

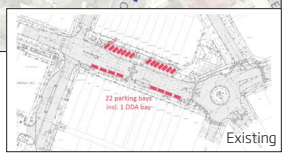


Reflecting the community support for Option 1 and strong emphasis for a pedestrian focused streetscape, while recognising the concerns over parking loss associated with the proposal, an augmented option1 is recommended with additional 3 indented on-street parking bays on St Andrews Street, ensuring no net loss of car parking space.

1. Retention and rationalisation of eastern roundabout
2. Introduction of Wombat crossings
3. Introduction of new roundabout at Simmie Street intersection
4. Removal of existing push button pedestrian crossing
5. Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
6. Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greeneryand ample seating and gathering opportunities. Inclusion of public art will be considered.
7. Rearrangement of northern parking from angled to parallel
8. 4x new indented parking bays on Simmie Street
9. 3x new indented parking bays on Glengala Road west of Simmie Street
10. 3m wide planted central median and large canopy avenue tree planting
11. Update to street lighting (subject to lighting assessment)
12. Bicycle facilities including hoops. Consider a water station.
13. Consider opportunity to open up the corner for community meeting space
14. 3x new indented parking bays on St Andrew Street
15. Add new wayfinding signage along Glengala Road for parking locations

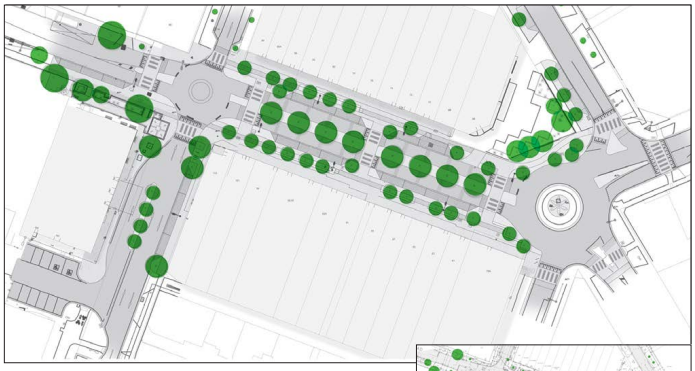
Public Parking

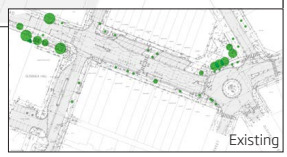




Augmented Option1 offers 22 on-street parking spaces, the same number as the existing. Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement. There is a potential to rearrange Castley Reserve parking to add further bays.

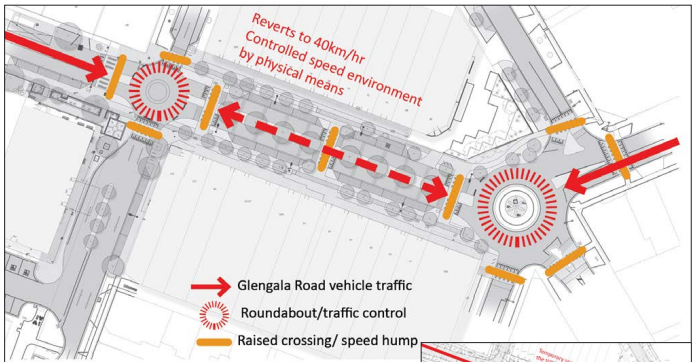
Village in an Urban Forest

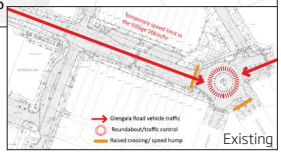




Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local biodiversity and provide psychological benefit to the community.

Traffic Calming

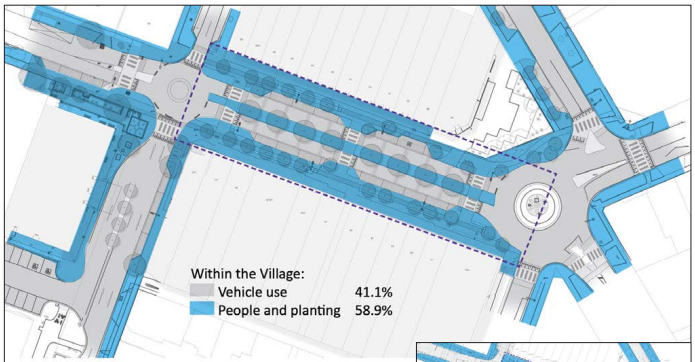




In 2018, the community identified traffic calming as one of the main priorities for the Village.

Introduction of small roundabout at Simmie Street intersection, along with the new raised pedestrian crossings and central median will create a slow speed environment within the Village

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and increased planting.

Final design is subject to further design process, sevice authority and Council budget approval

Glengala Village Streetscape Upgrade

Brimbank City Council

Consultation Report

May 2024

Prepared by

Conversation Co.

Conversation Co acknowledges the Traditional Custodians for all First Nations peoples that cover the lands of metro and regional within Victoria involved in this project. We recognise and respect their continuing connection to climate, culture, Country and waters.

Executive Summary

Conversation Co was engaged by Brimbank City Council to support delivery of its face-to-face engagement activity for the Glengala Village Streetscape and carry out analysis of community feedback from across the engagement program.

Project methodology

A mixed method community engagement program was delivered and included an online and hard copy survey, community pop up conversations and face-to-face trader engagement. A total of 382 participants provided feedback across these methods. There was good representation in engagement activities across age groups, with the highest percentage of participants coming from the 35-44 year age group (34%), followed by the 25-34 and 45-54 year age groups (each 20%), and the 55-64 year age group (14%). More women (52%) participated than men (41%) and people from diverse backgrounds were well represented.

Key Findings

Overall, the majority (63%) of participants, including traders, were in favour of Option 1, with 30% preferring Option 2 and 7% preferring neither option. When asked, regardless of the design selected, the majority of participants (75%) said improvements would encourage them to visit the village more often. Slightly more participants (79%) who preferred design Option 2 said this option would encourage them to visit and spend more time in the village, compared with participants who preferred Option 1 (76%).

Reasons for selecting each option varied, free text feedback was coded to identify common themes. Following is a summary of the top five themes for each design choice.

Option 1

- Pedestrian accessibility/convenience (126 mentions)
- Pedestrian safety (97 mentions)
- Pedestrian priority (44 mentions)
- Activation/ beautification (24 mentions)
- Traffic calming (18 mentions)

Option 2

- Need more parking (56 mentions)
- Reduction of congestion (37 mentions)
- Reducing excessive crossings (15 mentions)
- Greenery (8 mentions)
- Alternative design suggestions (6 mentions)

Opportunities for improvement

Following are our suggestions based on our analysis of the data and reporting of the findings. We acknowledge that our expertise is in community engagement and social research, not in traffic management, urban planning or design.

Improvements to the options

- Consider additional ways to alleviate the need for more parking near the village and to assist less mobile residents to carry shopping to their cars.
- Further review implications of angle versus parallel parking on traffic flow and safety.
- Review the need for designated disabled parking spaces, and designated spaces for families with young children.
- Review safety of crossings at roundabouts.
- Consider additional measures to enhance pedestrian safety, for example flashing lights at crossings, warning signs on approach to crossings and speed limit signs, more lighting in neighbouring streets.
- Consider the height of plants/trees in the central median strip, to avoid impeding visibility between each side of the street.

Other infrastructure improvements

- Consider ways to improve the aesthetic of the area, including upgrading of footpaths, renovating shop fronts and seating areas.
- Consider ways to improve the mix of businesses, by making modifications to the design - kerb outstands for outdoor dining with covered shade.
- Consider ways to create more public performance spaces and activations along laneways, within rear car parking areas and within the village itself (permeable surfaces, lighting, street art).
- Consider ways to increase night time activation through lighting installation and the mix of businesses.
- Consider ways to improve bicycle safety and security through dedicated and secure bike parking and access lanes.

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1. Introduction

Conversation Co was engaged by Brimbank City Council to support delivery of its face-to-face engagement activity for the Glengala Village Streetscape and carry out analysis of community feedback from across the engagement program.

1.1 Project background

As part of Council's capital works program, Brimbank City Council is looking to improve the streetscape and public realm of Glengala Village, the community hub for Sunshine West neighbourhood. Sunshine West, particularly Glengala Village has received limited developments in recent years while Sunshine Metropolitan Activity Centre has been a great focus for growth.

Sunshine West is located approximately 13 km west of Melbourne CBD and 2 km west of Sunshine in Brimbank LGA. The neighbourhood is characterised by low-density housing with entrenched car-dependency. Glengala Village is a strip of shops on a busy Glengala Road. It is a key east-west connector and 10,000 cars pass through daily.

Sunshine West Neighbourhood was identified as one of the pilot sites for the Victorian State Government's 20 minute neighbourhood program in 2018. The pilot project included community engagement campaigns, temporary activations and technical assessments, and concluded in 2019 with a series of strategic opportunities and future recommendations. While the pilot project looked at the whole neighbourhood of Sunshine West, improvement to Glengala Village public realm was a recurring theme along with improvement to traffic safety, walkability and sustainability for the wider neighbourhood.

Two design options for the Glengala Village streetscape improvement program were developed based on community feedback through the pilot project. The two options presented were similar in intent, with a focus of traffic safety, walkability, pedestrian amenity, greening and support of local economy and community cohesion. Please refer to Appendix 1 to view a detailed description of the project.

The difference was that Option 1 includes an additional safe pedestrian crossing in the centre of the Village. The inclusion of the pedestrian crossing results in less numbers of on-street parking spaces directly in front of the shops. Option 2 does not include the pedestrian crossing in the centre of the Village, which enables space for three more on-street parking spaces in front of the shops compared to Option 1. See Appendix 2.

1.2 Engagement purpose and scope

This phase of community consultation took place between 15th April 2024 and 19th May, 2024. This engagement phase sought to:

- Understand the preferred design option for the project and any necessary changes to either option.
- Understand other ideas to improve navigation and wayfinding around the village; and ideas to enhance enjoyment of the village to increase length of stay.

Key questions asked included:

- Which option do you prefer? Why?
- Will your preferred design encourage you to spend more time in the Village?
- What would make it easier for you to move around Glengala Village?
- Is anything missing from the design?

Please refer to Appendix 3 to view the survey used at the face-to-face engagement activity. This aligns closely to the survey which was available online.

A mixed method community engagement program was delivered. The engagement activities were based on the IAP2 Public Participation Spectrum of “Inform” and “Consult”.

Online and hard copy survey

An online survey was hosted on Council’s Your Say community engagement platform. To provide a fair process, participants completing the online survey were asked to register to the site with a username and email address prior to completing the survey, thereby ensuring each person completed no more than one survey response.
Hard copy paper-based surveys were made available by request

Community pop up conversations

A drop-in session was held on site at Glengala Village on Saturday 11th May 2024 from 10am to 12pm, where community members could complete the survey in person, ask specific questions about the project or discuss the project with Council’s project officers.

Face-to-face trader engagement

Council officers also visited each business in the Village in person and additional flyers were made available to the community members from some of the businesses in the Village.

Communicating the project

Community members were notified of the engagement through on-site posters, flyer mail-out to approx. 1,250 properties within 500m radius of the Village, as well as through Council’s events page and social media posts. Local schools including Sunshine Heights Primary School and Sunshine College West Campus and Sunshine Heights Kindergarten were contacted by email and notified about the upcoming consultation, and asked to promote the consultation to their students and their families.

Council also received a petition with 262 signatures, which raises similar issues canvassed in this report. However, as this was not a Council sanctioned activity, it has not been included within the main body of the report, but it is attached as Appendix 4.

2. Who Participated?

2.1 Participation by engagement activity

Table 1 shows a summary of the engagement activities which involved a total of 394 participants. Participants were able to participate in more than one engagement activity e.g. complete the survey and also attend a community pop-up conversation, therefore there may be duplication of participants.

Table 1. Participation by engagement activity

Engagement Activity	No.	%
Online survey	314	80%
Trader engagement (visit in store)	19	5%
Community drop in session	60	15%
Email submission	1	-
TOTAL participants	**394***	**100%**

*Some drop in participants provided feedback in pairs, both individuals have been counted, however only one vote for the option counted.

2.2 Demographic characteristics

Table 2 summarises the demographic characteristics of participants. There was good representation in engagement activities across age groups, with the highest percentage of participants coming from the 35-44 year age group (34%), followed by the 25-34 and 45-54 year age groups (each 20%), and the 55-64 year age group (14%). Seven percent of participants were over 64 years old and 5% were under 25. More women (52%) participated than men (41%) and people from diverse backgrounds were well represented.

Table 2. Demographic characteristics of participants

Characteristics	Total No.	Total %	Characteristics	Total No.	Total %
Age Group			**Gender**		
12-17 years	1	-	Male/Man	142	41%
18-24 years	17	5%	Female/Woman	180	52%
25-34 years	69	20%	Self-described	7	2%
35-44 years	119	34%	Prefer not to say	15	4%

Characteristics	Total No.	Total %	Characteristics	Total No.	Total %
45 - 54 years	68	20%	**Selected Characteristics***		
55 - 64 years	47	14%	Aboriginal and/or Torres Strait Islander	4	2%
65 - 74 years	18	5%	A person with disability	26	14%
75 - 84 years	7	2%	A carer of someone with disability	23	13%
85 or older	0	-	Member of the LGBTQIA+ community	44	24%
			Speak a language other than English at home	85	47%

Data sources: Survey, pop-up. Not all participants answered demographic questions
*Able to select multiple options.

2.3 Suburb of residence

Table 3 provides a breakdown of participants' residential suburbs. The vast majority (69%) reside in Sunshine West, followed by Sunshine (11%) and Albion (8%), with 2% residing in Derrimut, and 10% residing in a total of 19 'other' suburbs.

Table 3. Suburb of residence

Suburb	No.	%
Sunshine West	253	69%
Sunshine	42	11%
Albion	28	8%
Derrimut	6	2%
Other	37	10%
TOTAL respondents	**366**	**100%**

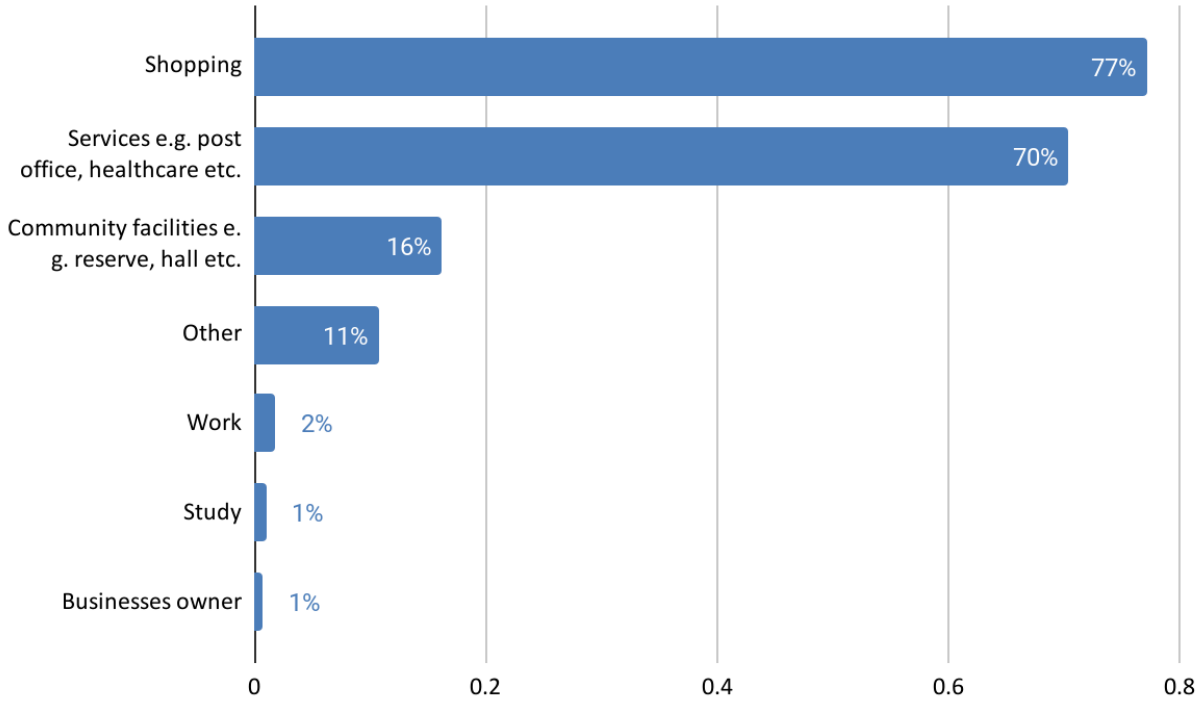
Data sources: Survey, pop-up.

2.4 Reason for visiting Glengala Village

Participants were asked to select their reasons for visiting Glengala Village in the online and hardcopy survey and at the drop in session. The most common reasons for visiting Glengala Village were shopping (77%) and services (70%), followed by community

facilities (16%) and 'other' (11%), with small numbers visiting for work (2%), study (1%) or as a business owner (1%).
Figure 1 illustrates the breakdown of participants' reasons for visiting Glengala Village.

Figure 1. Reasons for visiting Glengala Village



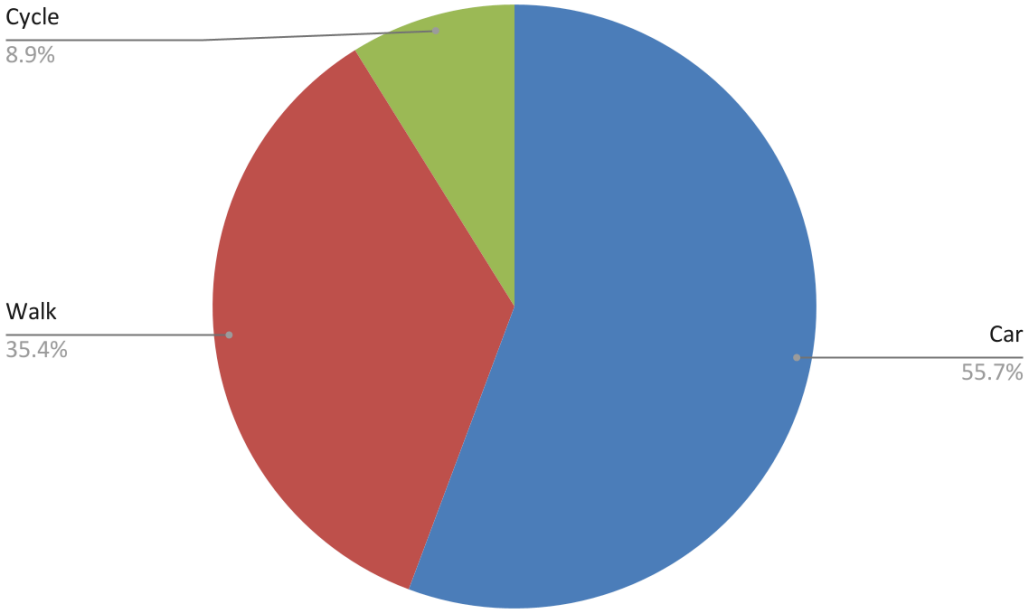
Data source: Survey, pop up. Participants were able to select multiple options.

2.5 Mode of transport to Glengala Village (pop up only)

Drop-in participants were asked how they travel to Glengala Village, with the option to select multiple types of transport. The most frequently cited mode of transport to the village was via car (56%), followed by walking (35%) and cycling (9%). No participants said they travel to the village by public transport.

Figure 2 illustrates participants' mode of transport to Glengala Village.

Figure 2. How do you travel to Glengala Village?



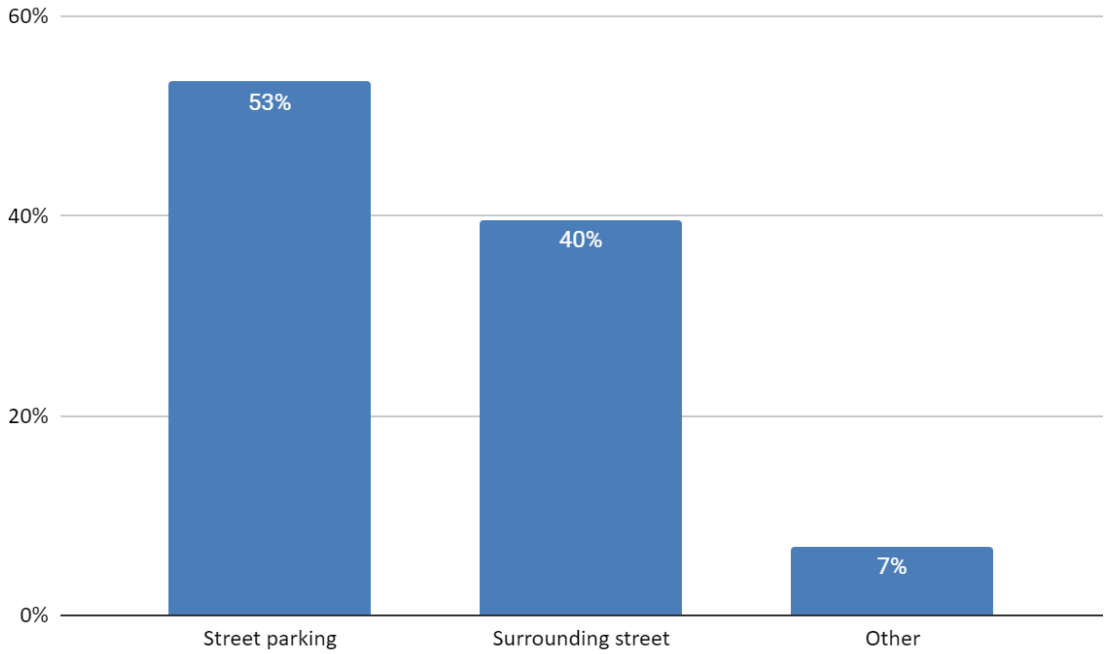
Data source: Drop in session only. Participants were able to select multiple options.

2.5 Where do motorists park at Glengala Village? (pop up only)

Drop-in participants who indicated they drive to Glengala Village were also asked where they park in the village. The most frequently cited place where participants said they park was street parking (in the Glengala Road shopping strip) (53%;), followed by surrounding streets (40%), and four (7%) 'other' responses (including: *"Castly Reserve car park"*, and "*…wherever I can find a spot - it's very hard - I sometimes have to go to Anderson Street "*). It's worth noting nearly half (45%) of the participants who indicated they use street parking also indicated they park in surrounding streets; likely due to difficulty finding somewhere to park in the shopping strip.

Figure 3 illustrates the breakdown of where motorists park at Glengala Village. Participants were able to select more than one response to this question.

Figure 3. Where do you park at Glengala Village (pop up drivers only)?



Data source: Drop in session only.

3. Key Findings

This part of the report explores the findings in detail. Section 3.1 explores the overall level of support for the design options from across all the engagement activities (community drop-in, online and hardcopy surveys). Section 3.2 explores the influence of design options on the intention to visit and spend time in Glengala Village. Section 3.3 explores the rationale for choice of each design option. Sections 3.4 - 3.6 explore ways to increase enjoyment and duration of visits to the Village and make it easier to move around the Village, and additional design feedback. Section 3.7 presents trader feedback from Council Officers' direct conversations with traders and business owners. Section 3.8 outlines data limitations.

3.1 Overall level of support for design options

Overall, the majority (63%) of participants were in favour of design Option 1, with 30% preferring Option 2 and 7% preferring neither option. Participants via the online survey were required to make a choice of Option 1 or 2 only. Council added the 'neither option' choice to the drop in session survey, in response to community feedback during the first few weeks of the engagement period. However, where online survey participants explicitly indicated via free text that they preferred neither option, their responses were also coded under the 'neither' category and are included in Table 4.

Table 4. Level of support for design options

Preferred design option	No.	%
Option 1	247	63%
Option 2	112	30%
Neither Option 1 or 2	30	7%
TOTAL respondents	**389***	**100%**

Data source: Survey, drop in session and trader engagement. *Some drop in participants provided feedback in pairs, both individuals have been counted, however only one vote for the option counted.

3.1.1 Level of support for design options - By gender and age

Following is a comparison between level of support for each of the design options based on participant gender and age. Observed differences are negligible, with the exception of:

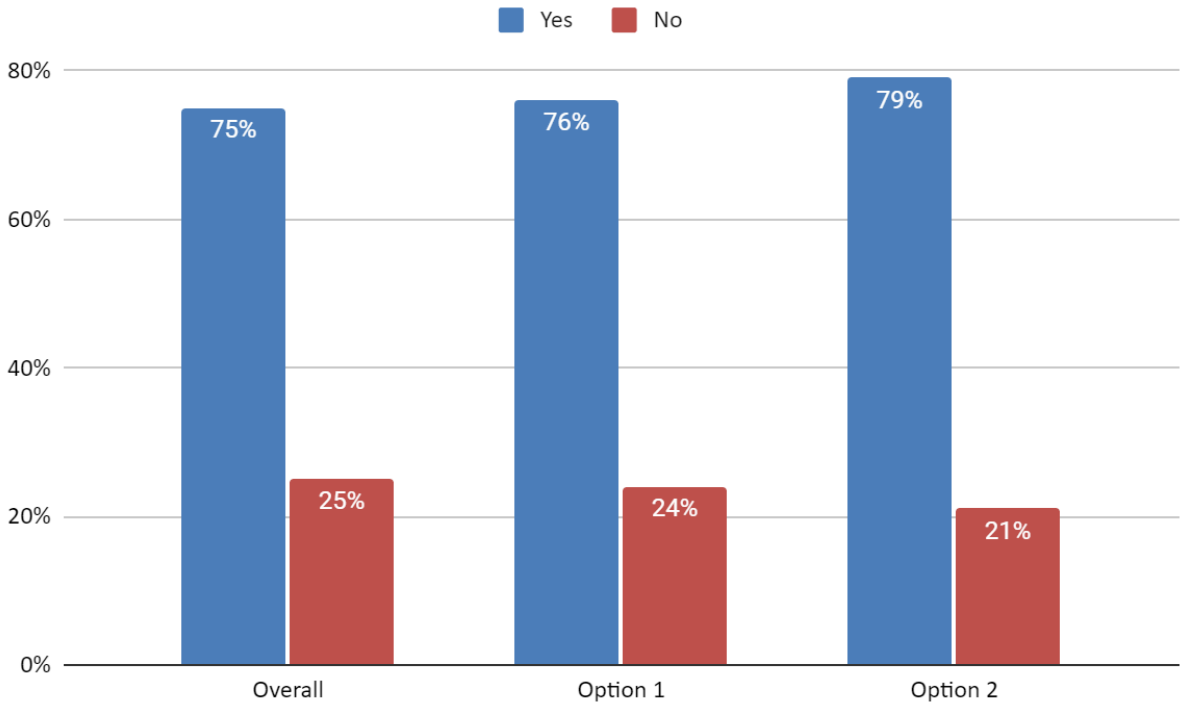
- Participants who selected Option 2 were more likely to be female (58%), compared with participants who selected Option 1 (51%).
- Participants who selected Option 2 were more likely to be 65-74 years old (7%), compared with participants who selected Option 1 (3%)..

While the reasons for these differences are unclear, they suggest a preference for access to car parking in the village among these two cohorts.

3.2 Influence of design option on intention to visit and spend time in the Village

When asked if their preferred design option would encourage them to visit and spend more time in Glengala Village, as illustrated in Figure 4, overall, the majority (75%) of participants said yes (and 25% said no). Slightly more participants (79%) who preferred design Option 2 said this option would encourage them to visit and spend more time in the village, compared with participants who preferred Option 1 (76%).

Figure 4. Will your preferred design encourage you to visit and spend more time in Glengala Village?



3.3 Rationale for choice of design option

Participants were asked to provide a rationale for their choice of design option. Comments were analysed using a coding framework, to identify common themes. Some comments have been coded and counted under more than one theme.

Table 5 compares the overall themes identified within each design choice, with further detail provided about each theme, in subsequent sections.

Table 5. Rationale for choice of design option - Comparison of key themes

Key Themes		
Option 1	Option 2	Neither Option
Acceptance of less parking (15 mentions)	Need more parking (56 mentions)	
Pedestrian safety (97 mentions)	Pedestrian safety (7 mentions)	Pedestrian safety (2 mentions)
Traffic calming (18 mentions)	Congestion (37 mentions)	Congestion (4 mentions).
Pedestrian accessibility/ convenience (126 mentions) Pedestrian priority (44 mentions)	Excessive crossings (15 mentions)	
Activation/ beautification (24 mentions)	Activation/ beautification (5 mentions)	
Greenery (11 mentions)	Greenery (8 mentions)	
	Alternative design suggestions (6 mentions)	Additional suggested changes (10 mentions)
	Generally supportive (4 mentions)	No changes needed (6 mentions).
Other (11 mentions)	Other (4 mentions)	Other (4 mentions)

3.3.1 Rationale for choosing Option 1

When asked why Option 1 is their preferred design, participants provided a total of 224 free text comments to explain their choice. The top three themes identified for Option 1 were: Pedestrian accessibility/ convenience (126 mentions), Pedestrian safety (97 mentions), and Pedestrian priority (44 mentions). These results indicate a clear focus on perceived benefits of Option 1 for pedestrians. Other frequently mentioned themes included Activation/ beautification (24 mentions), Traffic calming (18 mentions) and Acceptance of less parking (15 mentions).

Alongside support for Option 1 many participants expressed concerns and offered additional suggestions about certain aspects of Option 1.

Table 6 summarises the common themes identified in support of design Option 1, along with descriptions of these themes, and examples verbatim quotes which were coded under each theme.

Table 6: Participants' rationale for choosing Option 1

Theme	Description	Verbatim quotes
Pedestrian accessibility/ convenience (126 mentions)	- Central crossing point supported in general, and to provide more convenient *access* to shops - Discouraging J-walking and decreasing walking distance/increasing accessibility for elderly and disabled residents and parents with young children)	*The central crossing point is integral.* *Everyone crosses in the middle of the street and the other one doesn't allow it which is daft as people will do it anyway.* *Better access to all the shops.* *Pedestrian crossing to the Post Office needs to remain.* *There are also a lot of elderly residents and families in this area for which the crossing will be useful.*
Pedestrian safety (97 mentions)	- Central (and other) crossing point (s) supported to increase pedestrian *safety and* discouraging j-walking and increasing safety for elderly residents and children.	*There's a lot of foot traffic and a pedestrian crossing will make it safer for people to cross roads.* *People will jaywalk if the central crossing is removed. This is a safe option.* *Providing the crossing in the centre reduces risk by encouraging people to not cross through the landscaping or median which would be more dangerous.* *So many elderly people use the precinct, a crossing is paramount to safety.* *It will … make it safer for children as they are already crossing the road without the crossings.* *I have kids and we need an option to cross safely without having to walk all the way around. It feels ridiculous to get rid of the crossing?!*
Pedestrian priority (44 mentions)	- Support for the prioritisation of the needs of pedestrians over the needs of motorists.	*Why the hell are we prioritising cars? In order to make Brimbank/sunshine more pedestrian friendly, there needs to be an additional increase of safe routes for people to take. This is common sense. … be bold, be creative. Option 1 is the path that will go there.* *My priority is pedestrian accessibility and reduced car spaces.*

		… emphasises this is a zone for walking across, not a thoroughfare. *… if you are trying to make a town more walkable you should prioritise convenience for the pedestrian and not the driver.*

Activation/ beautification (24 mentions)	- Support for proposed features of Option 1 considered to make the village more:
	  - aesthetically pleasing, and:
	  - attract more community presence and engagement in shopping and other activities in the village
		I think the addition of trees … will make the area … more visually attractive.
		
		Pedestrian access is the heart of activating the central strip …
		
		Being able to more easily cross … will make it easier for me to catch the bus to and from this lovely strip of shops.
		
		Pedestrians are prioritised making it a safe and welcoming environment to complete daily tasks.
		
		Centralising [the crossing] makes it more vibrant and gives attention to all the businesses.
		
		Pedestrian priority will encourage more people to shop and stay and will be more aesthetically pleasing.
		
		… easy access between stores will promote more purchasing.

Traffic calming (18 mentions)	- Support for various aspects of the proposed measures (including some features included in Option 2) to slow down and better manage traffic .	*I think the … proposed traffic alterations will make the area much safer.* *Adding a crossing point will require cars to drive slower therefore making it safer in general for everyone.* *Great feature of both options is blocking off the middle of the road - people do crazy shit in there, from parking to suddenly chucking a youie or racing for a car park on the other side of the road.* *There are a number of cars (regular offenders) that like to rev and race between the humps. The more humps the better along the shopping strip.* *…the traffic may slow down so people really get to enjoy road art.*
Acceptance of less parking (15 mentions)	- Support for reduced parking in favour of and to facilitate other perceived benefits of Option 1 (e.g. pedestrian safety, activation, greenery, traffic calming),	*I don't think we need more car parking.* *Car Parking is plenty around the corner.* *It's seriously not worth removing the crossing to gain four parking spots!* *Anything that puts pedestrian safety as the priority of the road is preferable to extra parking*

	and: - No need for additional parking..	*spots. People need to stop being so lazy.* *I would much prefer space for outdoor eating, trees and traffic calming measures over car parking bays.* *The removal of two car spaces is a good thing as it is a step towards promoting walkability in the neighbourhood and there will be less cars entering/leaving car spaces to slow down the buses that go along Glengala Rd.*
Greenery (11 mentions)	- Specific support for prioritising more trees/plants.	*Love how green you've made both options* *Less car spaces on the street and more greenery* *I would prefer more green space over a centre pedestrian crossing.*
Other (11 mentions)	- A mixture of additional positive feedback, suggestions and concerns, including a sense that Option 1, while preferred overall, is still not ideal.	*Better use of space* *My only concern is the volume of activity - crossings, car parking - requires a very high degree of driver vigilance in that area …* *People will want to cross in the middle, so might as well make it official. I would add that I very much object to how similar the two proposals are. It would be good to see a bit more creativity in the options provided* *A central crossing point is essential. In every other aspect though, I prefer option 2.* *Council should come down and enforce time Restrictions (business owners park in these parks).* *If it isn't broken don't fix it*
Concerned about less parking (8 mentions)	- Concerned about reduced parking spots making it harder to find somewhere to park and potentially discouraging people from going to or shopping at the village	*It has less car parking though which will reduce overall traffic to the village - people DO NOT WALK in SUNSHINE WEST!* *It's a pity that car spaces have to be sacrificed …* *Please don't reduce parking in an already congested area.* *… parking is necessary otherwise I would not stop to shop in the village. Most times it's hard to get a parking spot.* *Perhaps an extra disability parking would help.*
Congestion (8 mentions)	- A mixture of support for the design's potential to	*Increased pedestrian and vehicle flow providing a balanced "all community" access.*

	ease congestion and concerns it will make it worse.	*… there are too many crossings. Traffic banks up regularly.* *… entering the roundabout and having a crossing immediately after. Will cause traffic congestion.* *… driver frustration with the slow flow of traffic will be frustrating.*
Specific area mentioned (7 mentions)	- Concerns and suggestions about specific existing and proposed crossing points in the village.	*A crossing near the bottle shop should be removed, it's a terrible location to cross the road, cars get stuck in the round about.* *The crossing point at the eastern end is a hazard. As a pedestrian I've had many near misses [with drivers] …* *… the pedestrian crossing on [the Gregory Street] side of Glengala off the roundabout should be scrapped because it's often a hazard* *The hall where a lot of [the elderly] gather is at the other end of the road if the middle crossing is removed … it would be better to provide them with as many pedestrian crossings as possible …*
Additional suggestion to proposed design (5 mentions)	Additional suggestions about the proposed design, including: - The number, location and safety features of crossings. - The positioning of plants.	*Two pedestrian crossings near medical centre and one in middle to service everything* *3 crossing seem a lot overkill* *Add warning steps before crossing speed and pedestrians crossing.* *A suggestion that the greenery is on either side of the road to allow shoppers and people visiting food venues to enjoy and relax, keeping the seating areas.* *Suggest no plantings in the middle of the road, people will still cross at different points*
Visibility concerns (3 mentions)	- Concerns that planting trees along a central median strip will create parking, safety and aesthetic concerns by reducing visibility.	*… the plants in the middle of the road will reduce passive [parking] surveillance opportunities.* *Pedestrian access … [should provide] more views for safety particularly for children and women at night. Tall trees in the midline of the street will be detrimental to the visual impact of this central zone, and create a segmentation.*

3.3.2 Rationale for choosing Option 2

When asked why Option 2 is their preferred design, participants provided a total of 105 free text comments to explain their choice. The top three themes identified among these comments were: Parking (56 mentions), Congestion (37 mentions) and Excessive crossings (15 mentions). These results suggest a focus on perceived benefits of Option 2 for motorists.

Less frequently mentioned themes included greenery (8 mentions), safety (7 mentions) and Beautification/activation (5 mentions).

Table 7 summarises the common themes identified in support of design Option 2.

Table 7: Participants' rationale for choosing Option 2

Theme	Description	Verbatim quotes
Parking (56 mentions)	• Retains more parking spaces • Parking is already limited. • Enables close access to shops. • Better for local businesses/people will shop elsewhere. • Better for elderly and disabled. • Preference to retain angle parking (easier and less interruption to traffic flow than angle parking).	*Option 2 provides 3 more parking spots which is essential to encourage use of the businesses.* *Parking in the area is already difficult during peak periods. Unless any option considers providing alternative parking nearby, the idea of reducing the number of spots will mean I may as well shop elsewhere as the convenience of being nearby is outweighed by the frustration of trying to park* *As someone with disabilities, I'd prefer to be able to park nearby and walk to a crossing than have to park further away but have more crossings. I'd likely have to walk further all up if there is no park for me.* *Glengala Village has to be easy for elderly residents to carry their shopping back to their cars ….* *Parking is the biggest issue in this space. We actually need more parking, not less. Also most of the people who use this shopping strip are older people who can't park well as it is. We are making it harder, not easier.* *Lesser of two evils at least it preserves more parking, even if it makes it less safe by encouraging poor pedestrian and driver behaviours*
Congestion (37 mentions)	• Less interruption to traffic flow with 2 crossings instead of 3. • Concern about reduced (and parallel) parking increasing congestion.	*I feel that adding the central crossing point could cause more chaos and congestion.* *reduce stop/start traffic on the strip.* *Less traffic back up*

Theme	Description	Verbatim quotes
		It takes far too long to drive up and down this road as you have to stop frequently for pedestrians. It becomes cumbersome, time consuming and a reason to avoid the area. *…this is a thoroughfare for a lot of traffic in Sunshine West. If there were other ways to drive to Sunshine and avoid Glengala then we could totally pedestrianise the shops. … three crossings will bring this whole area to a standstill.* *… it can be crazy down there with cars parking to the sides and traffic having to wait and clog up the roads …* *Parallel parking in this strip causes a bottleneck for west-bound traffic and this will be the case for east-bound traffic if it is implemented.*
Excessive crossings (15 mentions)	• Two crossings is enough, it's not far to walk to either end	*There doesn't need to be 3 pedestrian crossings if you have two on either end* *Not a large distance to consider a crossing at each end* *We do like the middles crossing point, however three crossings is just too many*
Greenery (8 mentions)	• Preference for greenery	*More tree cover* *Far better to use the space where the crossing point would be placed … for an additional tree to benefit the environment and appearance of the shopping strip. A 'greener' Glengala Village is welcome.*
Alternative design Suggestions (6 mentions)	• Omit the median strip, or replace with a curb • Retain central and one other crossing	*A central curb (instead of a tree-lined median) to prevent west-bound traffic entering the angled parking directly is my preferred option.* *… it would be better to keep two crossings (in the middle and at one end as the middle crossing is the main one used)* *it would be nice to have the crossing in the middle to slow the traffic for safety.* *Ideally I would like the median strip to be scrapped.*
Pedestrian safety (7 mentions)	• Less crossings is safer for pedestrians - more likely cars will slow down or stop.	*This section of road is a nightmare for a driver and very unsafe.* *Reduced crossing point will funnel the Peds to*

Theme	Description	Verbatim quotes
	• Concern about jaywalking, regardless of the number of crossings.	*two crossing points. As a pedestrian it is dangerous crossing the road as there are too many crossing points and drivers do not stop at all of them, they will slow for one and then either not see or can't be bothered stopping again.* *Need to stop people jaywalking - it doesn't matter how many crossings you have. They always take the closest to their cars.*
Activation/ beautification (5 mentions)	• More street space for gatherings and shops • Encourages shop patronage along full length of the street • Complimentary aesthetics	*Maximises … street space to allow for communal gatherings and shop spaces.* *Encourages increased patronage via pedestrian movement along the full lengths of the street between crossings* *It would compliment Sunshine Social's landscape well.*
Generally supportive (4 mentions)	• Cleaner, neater • More practical • Balances needs of cars and pedestrians	*More of a cleaner design* *Looks more neat* *More practical* *Better balance between cars and pedestrians*
Other (4 mentions)	• Forced choice, distrust in process. • No need for change - current parking working well, footpath wide enough.	*Because I had to pick one. There is so little difference in the designs that it was like playing spot the difference rather than assessing the amenities. It feels like a thinly veiled attempt at pre-empting angry businesses and blaming it on the community instead.* *… I don't see a problem with the current streetscape. Parking is well managed with angle bays that allow far easier access than parallel parking (a concern on a main through road such as this), and the footpath area is quite wide.*

3.3.3 Rationale for choosing Neither Option

As noted in Section 3.1, participants within the online survey were required to choose between Option 1 or 2. Participants who indicated in free text comments that they did not prefer either option were reallocated to the 'neither option' group by Conversation Co. Pop up participants who explicitly stated they preferred neither option were also allocated to this group.

When asked why they supported neither option, participants provided a total of 28 free text comments to explain their choice. The top theme identified among these comments

was inadequate parking (20 mentions), including suggestions to retain angle parking, have angel parking on both sides, and a designated large car park. Other feedback included:

- Additional suggested changes (10 mentions) - E.g., retain central crossing, install lights at the central crossing, upgrade existing streetscape without reducing parking or road space, moveable furniture.
- No perceived need for changes (6 mentions).
- Congestion concerns, due to limited parking (4 mentions).
- Pedestrian safety concerns (2 mentions) - Not addressed by design. Central crossing currently unsafe; drivers disregard. Footpath too narrow for elderly on the north side, and there are lots of obstacles.
- Other isolated concerns (4 mentions) - Dislike of median strip; more difficult to access shops, more tables encourage loitering and increase parking demand, not enough food variety to encourage prolonged dining, beautification futile without adequate parking to visit, more trees increase clutter and maintenance expense, inadequate community and trader input into proposed designs.

3.4 Ways to increase enjoyment and duration of visit to the Village (pop up only)

When asked what would increase their enjoyment of and encourage them to spend more time in Glengala Village, drop in participants provided a total of 36 free text comments.The top three themes identified among these comments were: Business/street life/street art (13 mentions), Shade/seating/amenity (13 mentions) and Green space (11 mentions). Some participants continued to raise a perceived need for More parking (6 mentions) and 'Other' comments (8 mentions) .

Table 8 summarises the common themes identified in relation to ways to increase enjoyment and duration of visits to Glengala Village.

Table 8: Ways to increase enjoyment and duration of visit to Glengala Village

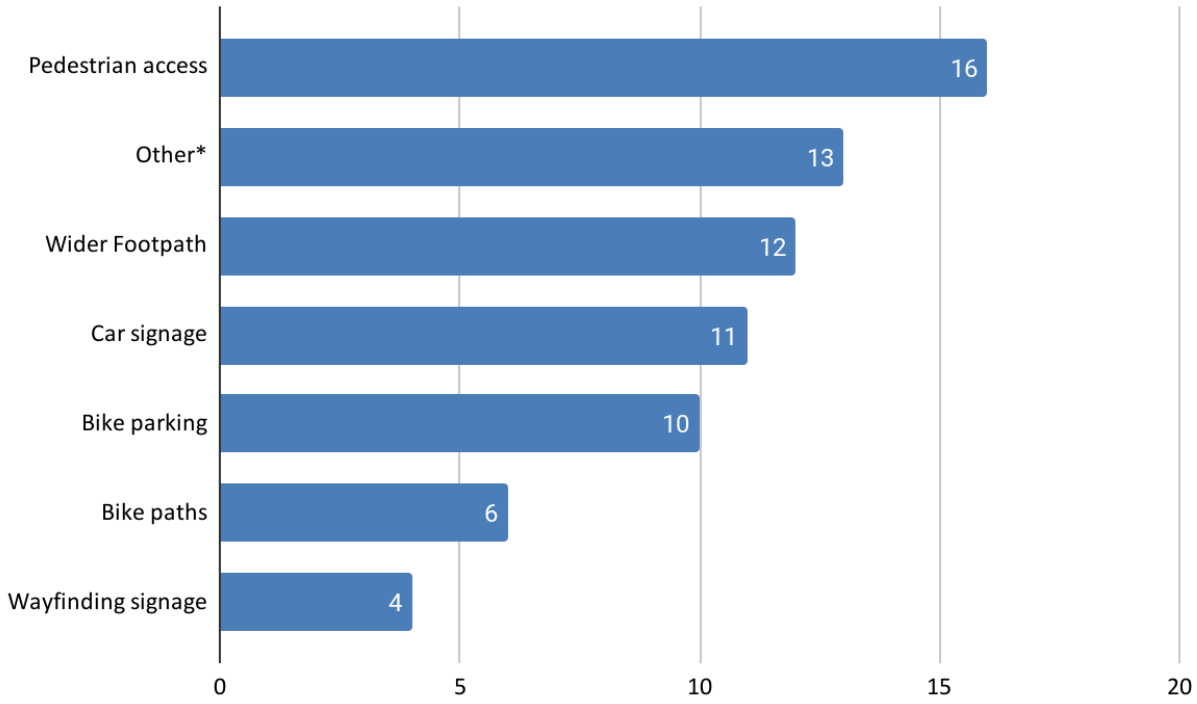
Theme	Description
Business/street life/ street art (13 mentions)	• Better/more diverse shops and cafes • Laneway activation at rear • Markets at church • Holiday decorations and activities • More community programs • Community spirit and space
Shade/seating/amenity (13 mentions)	• Outdoor dining areas • Covered seating areas • Maintain/upgrade footpaths • More street lights
Green space	• More greenery/trees

(11 mentions)	• Nicer surrounding areas • More native plants
More/easier (angle) parking (6 mentions)	• Parking needs to increase to match demand • Less double parking/vehicle stopping • Angle parking on both sides
Other (8 mentions) .	• Bike lines and secure bike parking • Slow traffic; more pedestrian and cyclist friendly • No changes; current design is fine

3.5 Ways to make it easier to move around the Village (pop up only)

Drop-in participants were asked to select from a list of options to indicate what would make it easier for them to move around Glengala Village. The most frequently selected option was Pedestrian access (16 counts), followed by a range of other suggestions to improve infrastructure and signage for pedestrians, motorists and cyclists. Figure 5 illustrates the breakdown of the selected options.

Figure 5. Ways to make it easier to move around the Village (pop up only)



'Other' suggestions were further qualified via free text (14 comments), as summarised below:

- More parking, angle parking, metered parking
- Pedestrian safety; safer crossing, restricted car access.
- Entertainment space

3.6 Additional design feedback

Survey and drop-in participants were also asked if they thought anything was missing from the proposed design(s). This question generated 261 additional comments, however, at least 170 of these had already been mentioned via previous responses. Suggestions that were new at this point are summarised below:

- Pedestrian safety - Speed humps, warning signs before speed limit signs and crossings, flashing lights on crossing, remove roundabout crossings.
- Amenities - children's play area, drinking fountain/water feature, security cameras, public toilet, library, community chess board, study area, electric vehicle charging station.
- Beautification - Shop front renovations, remove road art and existing seating and synthetic grass. Provide public gardens nearby. Sustainable design..
- Traffic management - Alternative transport routes around the village. Enhance public transport and bike access routes to the area. Make the entire area car free.
- Activation - Ban chop-chop shops to increase space for more desirable businesses, appease fire bombing concern and attract more shoppers. Business grants and marketing.
- Designated parking for families (and disabled)

3.7 Trader engagement

Initial consultation

Council officers sought initial trader feedback by visiting the shop fronts in person. The following seven businesses were visited directly, business owners were also encouraged to participate in the online survey:

- Banh Mi
- Glengala Takeaway
- Glengala Dry Cleaners
- Newsagency
- Chemist
- Sunshine Social
- Glengala Fresh.

Feedback has been de-identified and is reported below in themes. Trader drawings are also included within Appendix 5, which illustrate alternative design concepts for the Village.

Support for the elements within the options:

- Need for additional trees and vegetation.
- Traffic calming and ideas to stop u-turning and double parking.
- Existing wombat crossing is considered dangerous.

Concern for the elements within the options:

- Concerned that the centre needs more parking, not less.
- Concerned that people are double parking and that this will increase if less parking is available.
- Concerned there is only one disabled car parking space and reducing this access will make it harder for older people and/or those with a mobility challenge to get their groceries.
- Concerned that parallel parking will make it more difficult for users.
- No vegetation down the middle of the road (concern will create mess and disrupt views).

Additional concerns, non project specific:

- Disruption to business during the works.
- Need for better surveillance or CCTV cameras.
- Cyclists are riding on the footpath and making it difficult for visitors.
- Additional lighting at the nearby playground.
- Need for increased maintenance of existing vegetation (trimming grass and street sweeping).
- Need to attract a local florist.
- Lobby to keep the soccer club.

Further consultation

Given the small numbers of traders who engaged in the consultation process overall, Council made further direct contact with traders about the proposed streetscape design. Of 24 businesses on the strip (not including three vacant addresses but including three premises that are vacant due to recent fire), 19 businesses responded. As noted below, the traders' design preferences were in line with the broader community findings, with an overall preference for Option 1:

Option 1:	14 businesses	- Preference for crossings
Option 2:	3 businesses	- Preference for car parking spaces
Neither option:	2 businesses	- No need for change / likes crossings, but need parking

4. Opportunities

Following are the opportunities for improvement based on our analysis of the data and reporting of the findings. We acknowledge that our expertise is in community engagement and social research, not in traffic management, urban planning or design.

4.1 Future engagement processes

Below are some suggestions we offer to address potential barriers to participation in Council's future engagement projects:

- **Survey development:** the online survey required participants to select a preference for either design Option 1 or 2. We recommend avoiding forced choice responses to maximise genuine and transparent engagement.
- **Providing better clarity between options:** both options were similar in nature and some free text comments indicated that participants were unsure what the difference between the options were.
- **Keeping people informed:** this project has created significant interest and aspirations for the Brimbank community, for those who participated, read a post online or engaged at a drop-in. We recommend Council issues a statement and update the Council project page thanking participants for participating in the project and for sharing their ideas.
- **Share the data to other departments:** a substantial level of data was collected for this project that may be used by other departments. Consider ways you can share this data to inform future projects.

4.2 Improvements to the options

Following are suggestions based on free text feedback from participants about the options:

- Consider additional ways to alleviate the need for more parking near the village and to assist less mobile residents to carry shopping to their cars.
- Further review implications of angle versus parallel parking on traffic flow and safety.
- Review the need for designated disabled parking spaces, and designated spaces for families with young children.
- Review safety of crossings at roundabouts.
- Consider additional measures to enhance pedestrian safety, for example flashing lights at crossings, warning signs on approach to crossings and speed limit signs, more lighting in neighbouring streets.
- Consider the height of plants/trees in the central median strip, to avoid impeding visibility between each side of the street.

4.5 Other infrastructure improvements

Following are suggestions based on free text feedback from participants about the village and streetscape:

- Consider ways to improve the aesthetic of the area, including upgrading of footpaths, renovating shop fronts and seating areas.
- Consider ways to improve the mix of businesses, by making modifications to the design - kerb outstands for better dining options and cafes with covered shade.
- Consider ways to create more public performance spaces and activations along laneways, within rear carparking areas and within the village itself (permeable surfaces, lighting, street art).
- Consider ways to increase night time activation through lighting installation and the mix of businesses.
- Consider ways to improve bicycle safety and security through dedicated and secure bike parking and access lanes.

5. Appendices

Appendix 1 Detailed project information

Council is planning a multi-million investment on Glengala Village streetscape improvement.

The project aims to refresh the centre and to help create a viable, attractive and sustainable local neighbourhood hub for Sunshine West.

Priorities expressed by the community since 2018 are:

- Improved public open space
- Improved pedestrian safety and traffic control
- Improved streetscape
- Support local transport
- Support local economy

Two concept design options are developed to reflect these priorities and community feedback.

- Dramatically increased greening and canopy cover.
  Urban greening help our cities cool, improve air and water quality, limit the effects of climate change, increase habitat and biodiversity. It also positively impact the community both mentally and physically, increase the feeling of calmness, improve neighbourhood satisfaction, reduce aggression and transport stress.
- Increased footpaths space for street trading and community gathering
- Improved pedestrian safety and added traffic control
- Minimum reduction of parking

Car Parking

- Two parking bays on the southern kerbside have previously been taken
- Option1 has three fewer parking spots (19) compared to existing (22).
  To compensate, there is a possibility to create three additional parking spots within the Castly Reserve parking off Pellew Street.
- Option2 retains the same number of parking spots (22).
  We could still consider adding another three bays in Castly Reserve parking.
- There are ample free public parking opportunities in the vicinity of the Village:
  - 25 @ Castly Reserve parking – no restriction. When there aren't events at Hall, Reserve or Kindergarten pick up, this is often free.
  - 18 @ Simmie Street southern end (east of Castly Reserve) 4P
  - 15 @ Simmie Street north 1P
  - 16 @ Gregory Street 1P
  - St Andrew Street (bays unmarked)
  - Pellew Street (bays unmarked)
  - Glengala Hall parking is permit only

- Sunshine Heights Kindergarten parking is approved vehicle only
- No on-street parking on Oldfield

- Rearrangement of angle parking removes vehicles reversing out into the on-coming traffic, which is a dangerous manoeuvre.

Pedestrian Space

- By rearranging the road, footpath on both sides will be significantly wider from 3m to 6m approx. to allow for:
  - More space for walking
  - More furniture such as seating
  - More greenery
  - Community gathering
  - Outdoor dining/ footpath trading
  - Events
  - Public art

Pedestrian Crossing Points within the Village (between Simmie and Gregory)

- Proposed pedestrian crossings are all wombat crossings. Wombat crossings are raised zebra crossings where pedestrians have priority over vehicles.
- Raised pedestrian crossings doubles as speed hump and adds to traffic control
- Proposed arrangement especially at Simmie Street intersection reduces the distance pedestrians have to cross by eliminating right turn slip lanes.
- Proposed arrangement adds to pedestrian safety by providing a central refuge point (aligned to central median tree planting strip) to pedestrian crossings in the Village
- Option1 has three crossings within the Village including one centrally. This is a safer option for pedestrian movement.
- Option2 has two ped crossing within the Village, without the central
- Currently central crossing point is the most used crossing points within the Village
- We are aware of north-south (diagonally from bus stop to Hall) pedestrian crossing movements at Simmie Street intersection and this is unsafe.
- Central median will add to pedestrian safety by provide refuge for people crossing at non-designated points

Urban Greening

- The proposals include significant amount of tree planting including central median where we want to see large avenue canopy trees
- Benefits of urban tree planting includes
  Environmental benefits:
  - provide shade and cool our cities
  - Reduce stormwater flow, flood mitigation and nutrient loads
  - Reduce air pollution and greenhouse gas emissions
  - Provide habitat and enhance levels of biodiversity

Community benefits:

- Creation of local identity
- Improve community cohesion
- Encourage outdoor activity
- Reconnect with nature
- Reduce sun exposure and heat related illnesses
- Improve mental wellbeing and reduce violence

Economic benefits:

- Reduce energy costs by providing shade in summer
- Increase property values
- Improved image attracts visitors and improve local economy
- Decrease health costs

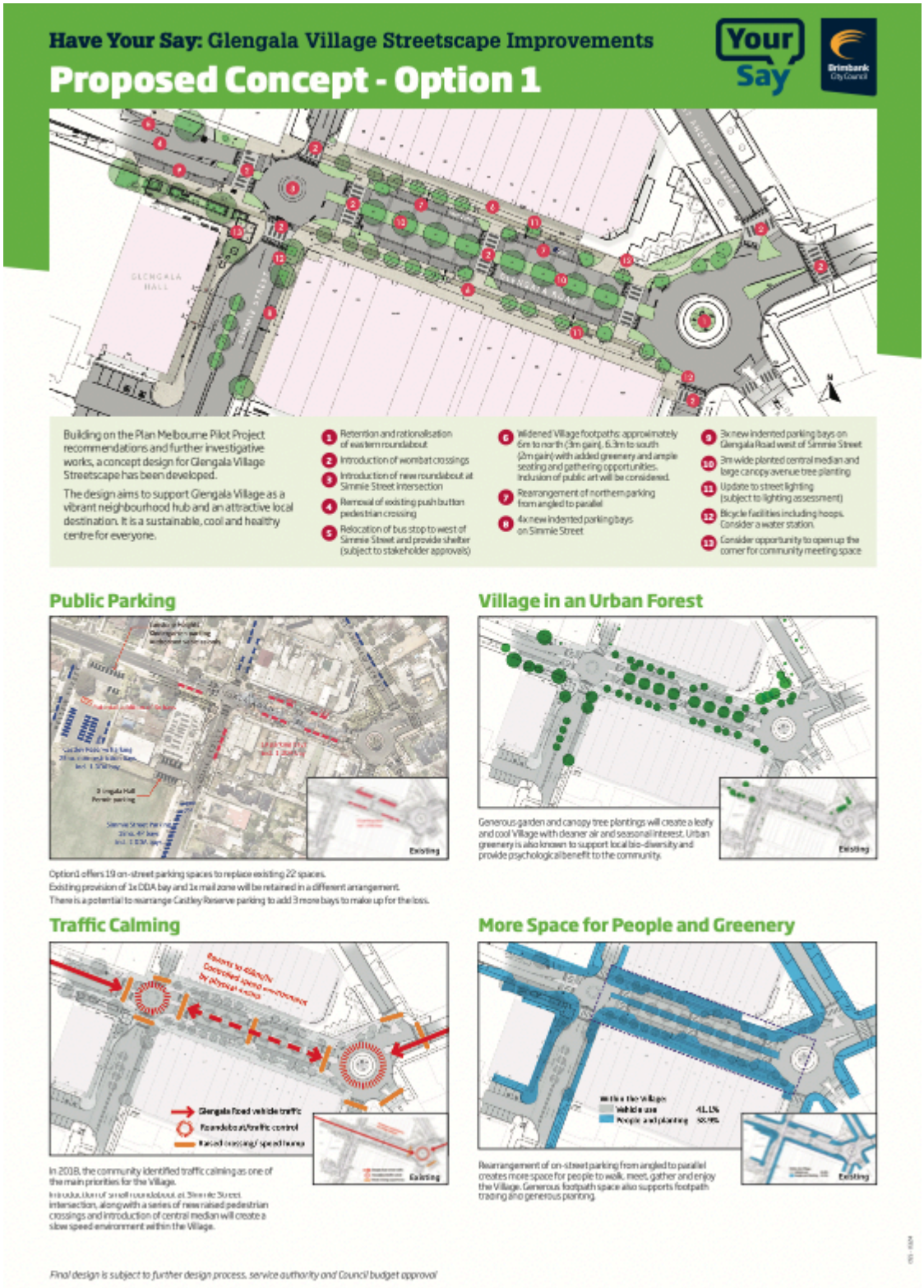
Traffic

- Proposed arrangement aims to slow vehicle movement in the village by roundabouts, speed hump (raised crossing), narrower street width, central median tree planting etc.
- Traffic experts have advised the both proposals will most likely not result in a significant delay in current vehicle travel time as there already are speed hump at Simmie Street, zebra crossing centrally to the Village and wombat crossing at Oldfield roundabout. Vehicles needing to stop for parking/reversing out vehicles scenario will see some improvements.
  Removal of right turn movement at Simmie street intersection through introduction of a roundabout will result in less vehicle stopping at the intersection
- Current central space used by vehicles driving from either directions to overtake parking vehicle increases risk of accidents
- The proposed arrangement will reduce the likelihood of vehicle making large loops in surrounding residential streets looking for parking
- Rearrangement of angle parking removes reversing out of angle parking manoeuvre. This is a high risk movement.

Bus stop

- Existing bus stop at the corner of Simmie Street is proposed to be relocated further west. This will make space for pedestrian crossing at Simmie Street end of the Village, and more footpath/ trading space on this corner.
- Bus Operator (Transit Systems) has in-principle accepted the proposal of relocation.

Appendix 2 Options Presented (Option 1 and 2)



Have Your Say: Glengala Village Streetscape Improvements

Proposed Concept - Option 2

Option2 removes a pedestrian crossing point in the middle of the Village in favour of maximised on-street parking provision.

1. Retention and rationalisation of eastern roundabout
2. Introduction of wombat crossings
3. Introduction of new roundabout at Simmie Street intersection
4. Removal of existing push button pedestrian crossing
5. Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
6. Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
7. Rearrangement of northern parking from angled to parallel
8. 4x new indented parking bays on Simmie Street
9. 8x new indented parking bays on Glengala Road west of Simmie Street
10. 3m wide planted central median and large canopy avenue tree planting
11. Update to street lighting (subject to lighting assessment)
12. Bicycle facilities including hoops. Consider a water station.
13. Consider opportunity to open up the corner for community meeting space

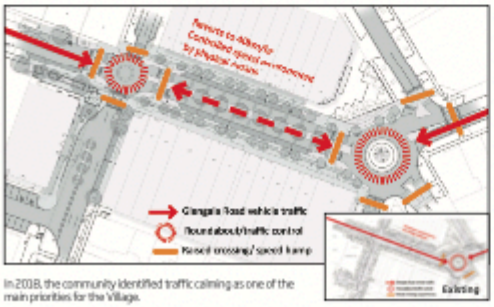
Public Parking

Option2 offers 22 on-street parking spaces, the same number as the existing.
Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement.

Village in an Urban Forest

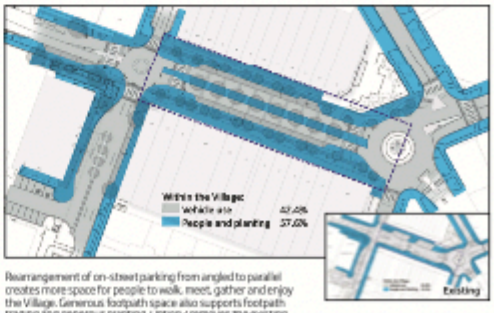
Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village.
Introduction of small roundabout at Simmie Street intersection along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village.
Option 2 does not have a raised pedestrian crossing in the middle of the Village to allow for more parking spaces.

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous planting. Option2 removes the existing pedestrian priority crossing in the middle of the Village.

Final design is subject to further design process, service authority and Council budget approval

Appendix 3 In person survey questions

01. What are the reasons for you to visit Glengala Village?

Shopping
Services e.g. post office, healthcare etc.
Businesses owner
Work
Study
Community facilities e.g. reserve, hall etc.
Other

02. How often do you visit Glengala Village?

Daily
A few times a week
Once a week
A few times a month or less

03. Which suburb do you live in?

Sunshine West
Sunshine
Derrimut
Albion
Other

03.1 How do you get to Glengala Village?

Walk
Cycle
Public transport
Car If you drive, where do you park? Street parking in the Village Surrounding street Castly Reserve carpark Other
Other

About the Design

04. Which design do you prefer?

Option 1
Option 2
◯ Neither

05. Tell us about your response

06. What would increase your enjoyment and encourage you to spend more time in Glengala Village?

07. What would make it easier for you to move around Glengala Village?

- [ ] Easier pedestrian access
- [ ] Wider footpath
- [ ] Bike parking
- [ ] Safe bike paths
- [ ] Wayfinding signage
- [ ] Signage to available car parking
- [ ] Other

08. In your opinion, is there anything missing from the proposed design?

About you

If you have the time we would appreciate it if you answered the following questions. You don't need to answer them to provide your feedback for this consultation.

09. What is your age group?

Select one answer only

- [ ] 12-17

18-24
25-34
35-44
45-54
55-64
65-74
75-84
85 or older

10. How do you identify?

Woman/Female
Man/Male
I prefer to self-describe
I prefer not to say

11. What is your relationship to Brimbank?

live in Brimbank
work in Brimbank
study in Brimbank
Other, tell us

12. Select any of the following that apply to you

Aboriginal and/or Torres Strait Islander
A person with disability
A carer of someone with disability
Member of the LGBTQIA+ community

Speak a language other than English at home

13. What language/s other than English do you speak at home?

Please specify

14. Which Country were you born in?

Australia

Other

Appendix 4 Community Petition to Council

PETITION

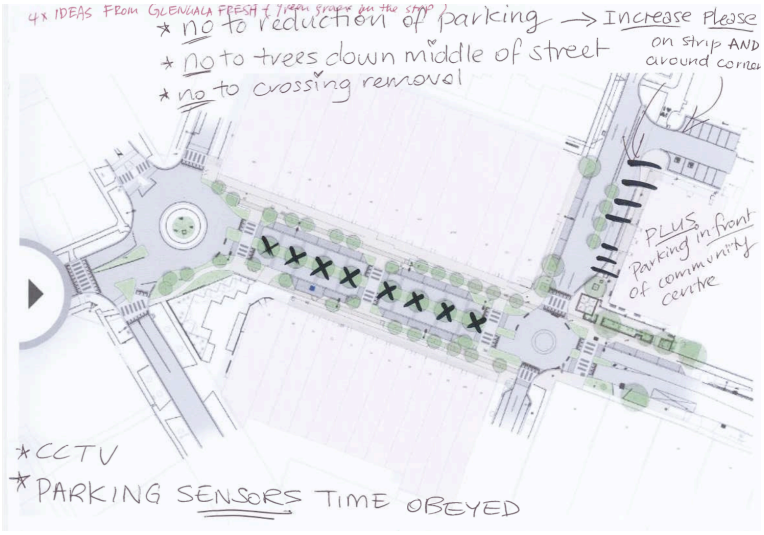
To: Brimbank City Council

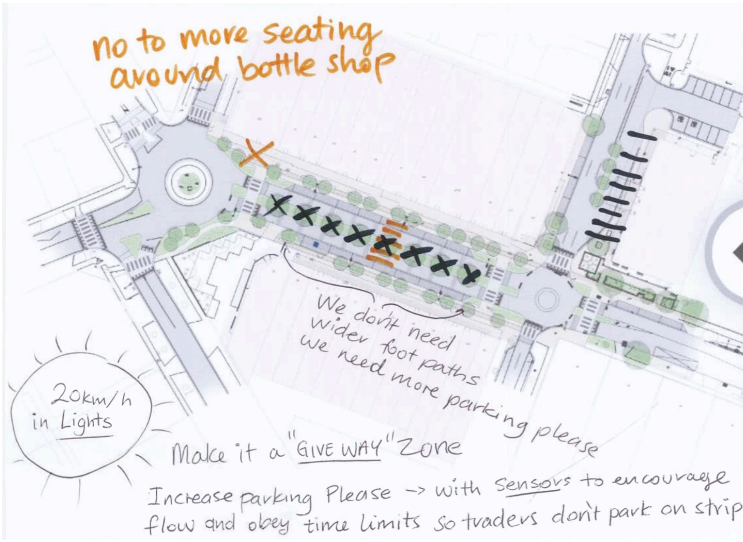
Clearly define the issue and your request to Council

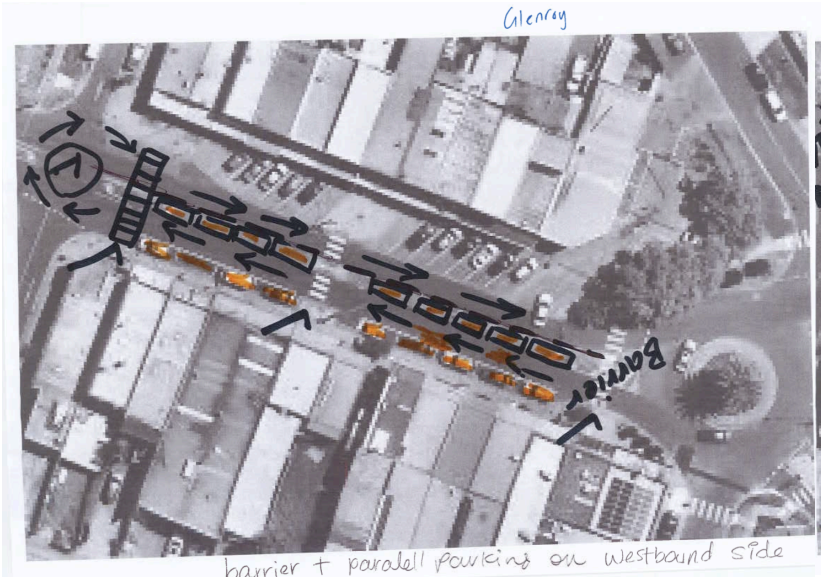
We object to the removal and reconfiguration of any parking spaces directly in front of shops along Glengala Village, Glengala Road.

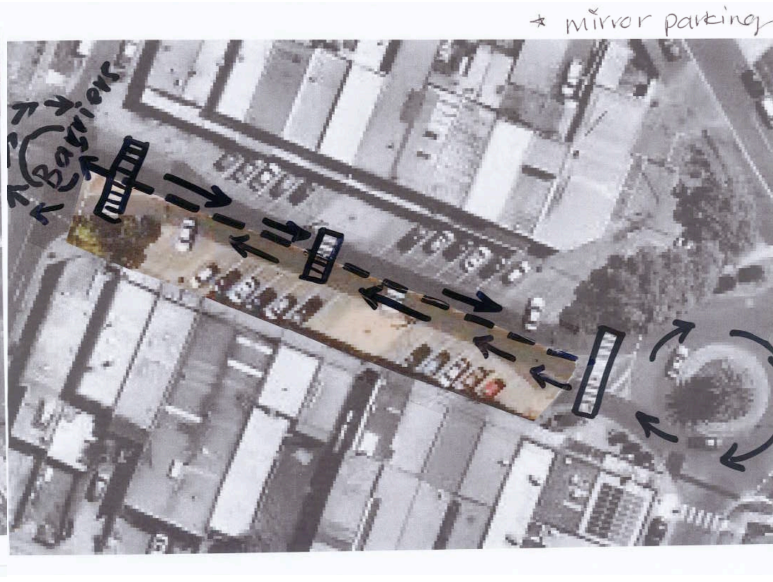
- Many people utilising the businesses at the Village are frail or elderly. Reducing the number of spaces will make it more challenging for elderly people or those with a disability to access a parking space within walking distance to the shops.
- Removing parking spaces will encourage people who are close enough by car (but are not within walking distance) to go to other nearby shopping spaces that do have ample parking spaces such as the Sunshine Marketplace, negatively impacting business along the Village.
- The angled bays maximise parking spaces in the Village. The current parallel parking arrangement disrupts traffic flow more than the current angled parking bays.
- Removing spaces for wider footpaths and seating will not increase the amount of customers for traders and will attract anti-social behaviours as opposed to wholesome intentional business. This has been seen at the current pop-up seating arrangement which took the space of a car park.
- Recent fires have impacted 5 of the village businesses and traders require all the parking spaces possible to encourage people to come and support local shops through all means possible.
- The removal of the middle pedestrian crossing will encourage people to cross illegally if they are not near either end of the Village, increasing the potential for more pedestrians to be hit by cars.

Appendix 5 Trader drawings (design concept ideas)









Glengala Village Streetscape Upgrade
Cost Estimate (2024)

Estimated construction cost		$1,565,694.00
Project management fees (12.5%) (Calculated)	$267,777.78	$267,777.78
Project Signage	$300.00	$300.00
Lighting Upgrade (Estimated)	$200,000.00	$200,000.00
Other Costs (Utility diversion allowance)	$200,000.00	$200,000.00
Other Costs (Trees)	$25,000.00	$25,000.00
Other Costs (Street furniture allowance)	$150,000.00	$150,000.00
Estimated Total Project Cost		$2,408,771.78

Sunshine West

Our 20-Minute Neighbourhood

20-Minute Neighbourhood Pilot Program

VICTORIA State Government

Creating a city of 20-minute neighbourhoods

Neighbourhoods are the foundation of our city — they are the places where we live, connect and build communities.

Plan Melbourne 2017-2050 is a long-term plan to accommodate Melbourne's future growth in population.

The 20-minute neighbourhood concept is a key principle of the strategy. It is all about 'living locally' — giving people the ability to meet most of their everyday needs within a 20-minute walk from home, with access to safe cycling and local public transport options.

Research shows that 20 minutes is the maximum time people are willing to walk to meet their daily needs locally.[1]

These needs include local health facilities and services, local schools and local shopping centres. This represents an 800m walk from home to a service or destination, and back again.

This distance is a guide as there are many factors that influence people's ability or willingness to walk.

To make Sunshine West a more liveable place, people should have access to the 20-minute neighbourhood features within 800 metres from home.

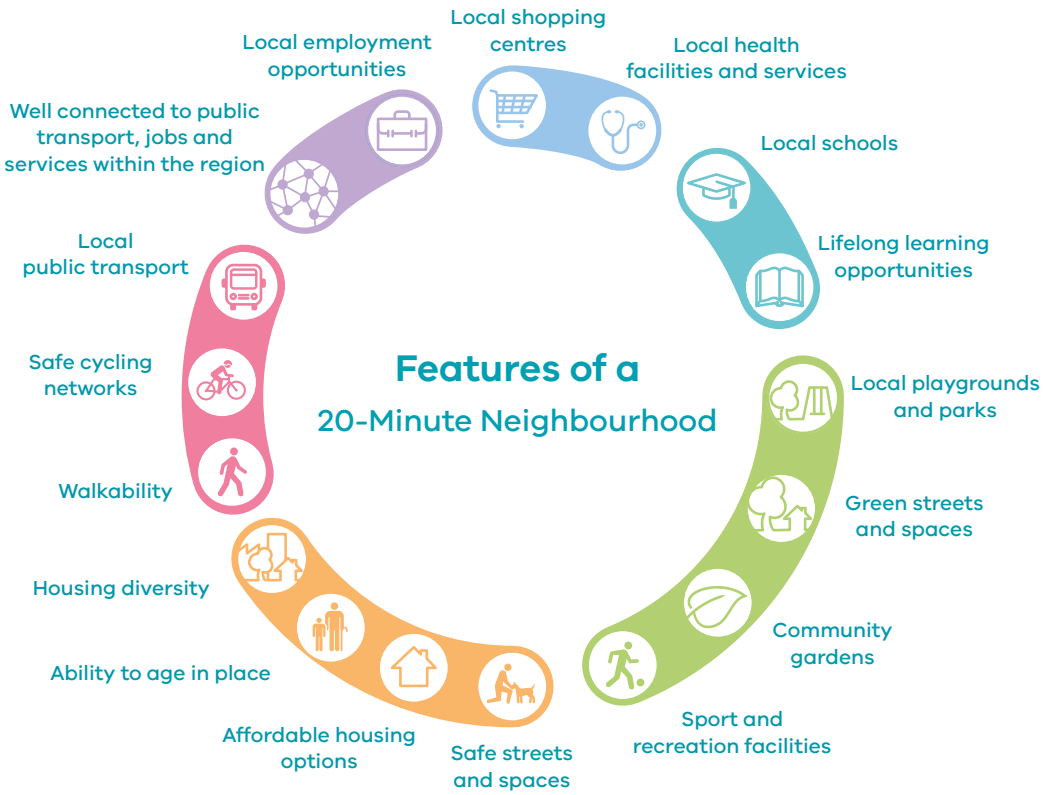


Figure 1 Features of a 20-minute neighbourhood

Source: Department of Environment, Land, Water and Planning

20-Minute Neighbourhood Pilot Program

The Victorian Government is working in partnership with local government to test the implementation of 20-Minute Neighbourhoods in three Neighbourhood Activity Centres in Melbourne.

This report outlines the approach taken in the Sunshine West project, delivered in partnership with Brimbank City Council, Victoria Walks and the Heart Foundation (Victoria).

The purpose of the project was to identify opportunities to improve liveability and start the process of creating a 20-minute neighbourhood in Sunshine West.

The pilot program and this report are important in developing local solutions to address global and metropolitan sustainable development challenges.

20-minute neighbourhood 'hallmarks'

Plan Melbourne outlines the 'hallmarks' of a 20-minute neighbourhood.

The purpose of the Sunshine West project was to identify opportunities to deliver on the hallmarks.

To deliver on the hallmarks, Sunshine West must:

- be safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- offer high-quality public realm and open space
- provide services and destinations that support local living
- facilitate access to quality public transport that connects people to jobs and higher-order services
- deliver housing/population at densities that make local services and transport viable
- facilitate thriving local economies.

The Sunshine West project was delivered in three stages

1.1 Community partnerships

Place-based engagement to understand community concerns and capture their ideas.

1.2 Technical assessments

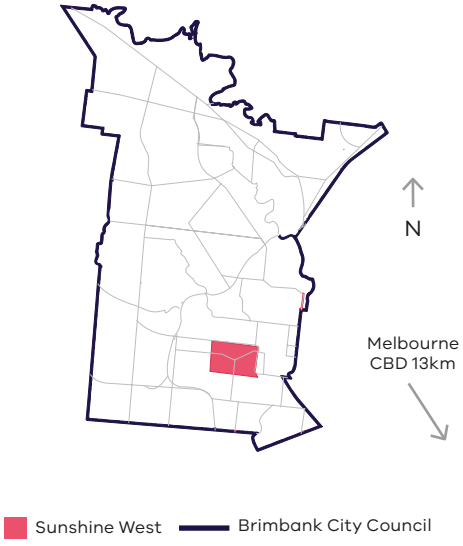
Technical assessments undertaken on walkability, transport network, land use, housing density and vegetation cover.

1.3 Future opportunities

Initiatives and infrastructure opportunities identified for the neighbourhood.

Glengala Village
Image Courtesy of Brimbank City Council

Sunshine West



Neighbourhood context

Sunshine West is located approximately 13km from Melbourne CBD and 2km from Sunshine in Brimbank City Council. Serviced by bus route 420 (Sunshine-Watergardens), the neighbourhood is characterised by low-density housing with entrenched car-dependency. 66,000 cars passing through Glengala Road daily.

Sunshine Metropolitan Activity Centre is outlined as a place of state significance in Plan Melbourne. It has been a focus for growth and investment. There has been limited development in Sunshine West, particularly in Glengala Village (the commercial centre and community anchor in Sunshine West).

While Glengala Village has a mix of businesses, including a chemist, casual dining and fresh food grocer, many residents drive to the Sunshine to meet their daily needs.

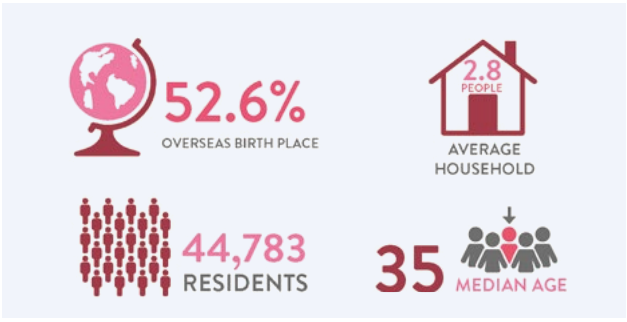
Sunshine West is a multicultural neighbourhood that has the capacity to provide the services and destinations to support the community to shop and live locally.

The 20-minute neighbourhood concept is all about 'living locally'

Local strategic context

Relevant local strategies that apply to this area include:

- Brimbank Housing Strategy, Home and Housed
- Brimbank Council Plan 2017–2021
- Brimbank Activity Centre Strategy 2018

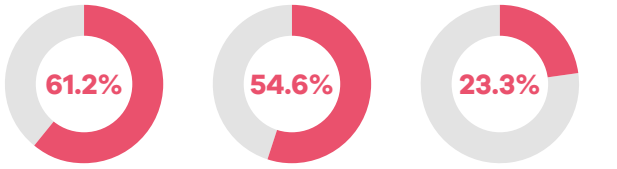


"Brimbank is hard to get around for people who do not have (or have limited access to) a car. We need to include these people as well! We need walking and cycling, as well as better and cheaper bus transport."

BRIMBANK COMMUNITY VISION 2040

Community health profile

The following physical, mental and social indicators for Brimbank City Council residents are considered relevant for Sunshine West:

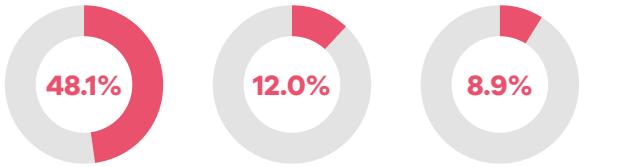


Feel unsafe walking at night

Believe people in their neighbourhood can be trusted

Engage in no physical activity

The three most popular non-organised physical activities are walking, running and gym or fitness.



Walk

Run

Gym/fitness

Sunshine West project

Sunshine West, image courtesy of Brimbank City Council

1 Community partnerships

A community partnership approach underpinned the project. This reflects the need to strengthen community participation in planning for our neighbourhood.

The project empowered a broad range of local people to take a partnering role to help shape the changes they want to see in their neighbourhood.

To build a community partnership, council engaged the following community members:

- Traders/local businesses
- Community walking groups
- Residents within 800m of Glengala Village.

Council undertook a range of different activities to test a community partnership approach.

Newsletters and surveys

In May 2018, a newsletter and surveys were mailed out to businesses and residents within 800m of Glengala Village. The survey was framed around what people love about the area and how it could be improved. More than 260 responses were received, which was a higher response rate than expected. This reflected the community's strong interest in the neighbourhood.

Meet local traders Guess Who Campaign

To support the retail community, Brimbank City Council delivered a Guess Who Campaign.

The campaign showed the friendly faces of Glengala Village and encouraged local residents to meet their local traders. The campaign broke down barriers and encourage interaction and connection between traders and the community.

The campaign was fun, flexible and was rolled out across a number of promotional platforms. It was intended to encourage locals to shop, connect with traders and promote Glengala Village as a destination.

Your local fruit shop

Your local social BBQ

Your local hardware

Your local cafe

Your local drycleaner

Your local butcher

Your local post office

Your local hairdresser

Destination Yellow Business Strategy

A local business strategy was developed to increase visitation and help establish an informal traders group.

To support the strategy, Brimbank City Council engaged local shop owners to better understand the challenges and opportunities for Glengala Village.

A local business strategy was developed to support a thriving local economy in Glengala Village. This strategy involved infrastructure and streetscape improvements as well as business development focusing on:

- Customer service
- Marketing — social media/online
- Visual merchandising
- Business planning/fundamentals
- Mentoring
- Supporting business listings on Google

In addition to business needs, a number of other immediate local issues were identified including the need to:

- Clarify the name of Glengala Village — ensuring brand consistency across all platforms including Council, businesses, signage and online channels
- Develop an informal traders group — facilitated and supported by Council
- Develop an online presence
- Investigate opportunities to transition to EFTPOS card purchases (not just cash).

Feedback from the community throughout the project highlighted a sense of community pride in the village.

Pop-Up Park trial

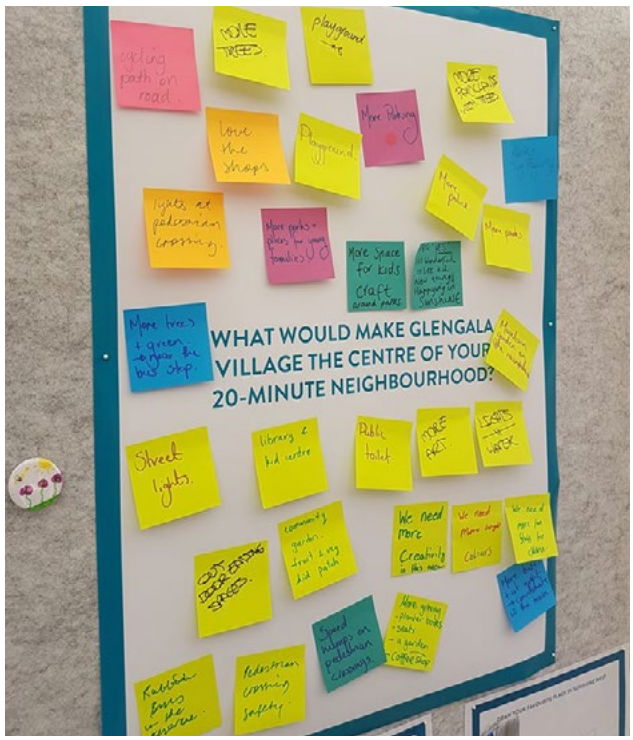
In July 2018, a Pop-Up Park trial was delivered in Glengala Village by Co-Design Studio. The purpose of this was to test the community's response to new public open space and engage directly with residents in the centre of the neighbourhood.

The trial took place on the street, replacing a car parking area with temporary grass, kids play area and areas where people could engage with council officers and record issues and ideas.

The Pop-Up Park was visited by 75 people. 45 of whom favour of there being a permanent public open space in the area. No-one voted against it.

'Love that council is paying attention and looking after the street.'

RESIDENT



Shop Local campaign GlenGALA Day

A Shop Local campaign was delivered as part of the project to help engage with business, enhance community pride and increase visits to the village.

Approximately 350 community members attended the GlenGALA Day and all 23 businesses in Glengala village participated. The event generated interest from the community in shopping locally and generated pride amongst traders.

As part of an initiative to 'Think. Shop. Buy Local', activities were held on 1st September 2018.

The traders responded positively to the campaign with more than 90% expressing interest in being part of an informal traders' group. The group is looking to implement initiatives from the campaign including increasing its social media and online presence.

'GlenGALA day attracted new people to the shop. It had a market feel, with fun and music. A lot of people came in and stayed for a long time.'

GLENGALA VILLAGE TRADER

Movement and Activity Glengala Village

Key movement and activity patterns were identified in Glengala Village at direct community engagement events. The findings were tested during independent site audits by Co-Design Studio.

Bus stop is not safe, accessible or user-friendly

Key pedestrian corridor during school peak hours

Visitors cross the road freely and do not use safe formal crossings

Speed of traffic along Glengala Road creates a safety hazard

Car parking has a high rotation, however, visitors typically visit only one store

Traffic travels in both directions along a one-way street

Sunshine Social is a key destination in Glengala Village

Key issues and improvements raised by the community

Public open space

Deliver upgrades to local infrastructure including:

- Playgrounds
- Community gardens
- Dog-friendly parks
- Public toilets

Pedestrian safety

Improve safety by:

- Installing traffic-control measures
- Creating safe crossings near schools and intersections

Streetscape

Streetscape upgrades to create a 'destination' feeling, including:

- Upgrading lighting
- Installing public art
- Street greening
- More seats
- More bins and rubbish collections

Local transport

Support local transport options by:

- Upgrading bus services and stops
- Installing on-street bike lanes
- Designing accessible footpaths for prams and wheelchairs

Businesses

Support a thriving local economy by:

- Supporting a diversity of stores such as a bakery and cafe
- Encouraging street trading racks that create an attractive aesthetic

2 Technical assessments

To support a whole-of-government evidence-based approach to the Sunshine West project, DELWP facilitated the preparation of technical assessments. This included transport, housing, health and vegetation assessments.

Healthy Active by Design

The Heart Foundation was a project partner, they work to improve heart disease prevention and care. A key way to achieve this is through improved physical activity by promoting walking, cycling and other forms of physical activity.

Work undertaken by the Heart Foundation aligns closely with 20-minute neighbourhoods, in particular the Healthy Active by Design guidelines, which were developed as practical guide to create healthy neighbourhoods.

These guidelines were used to inform the delivery of the project and were adapted into a 20-Minute Neighbourhood Scorecard, which was used to identify opportunities in **Stage 3 Future opportunities.** This simplified scorecard will be adapted into a useful tool for other councils.

For more information on the healthy active by design guidelines visit here

Walkability assessment

Victoria Walks was a project partner that is an independent health organisation. Victoria Walks advocates for safe, accessible and connected environments that encourages walking.

In June 2018, Victoria Walks conducted a neighbourhood walking assessment of Sunshine West to identify pedestrian infrastructure issues. The assessment provided preliminary recommendations for Sunshine West including to:

- Create a safe, high-quality pedestrian route on Glengala Road between Links Road and Mernda Street.
- Improve the streetscape around Glengala Village.
- Improve pedestrian infrastructure to support safe active travel to school and reduce congestion.
- Redesign intersections to reduce walking barriers on major roads including roundabouts.

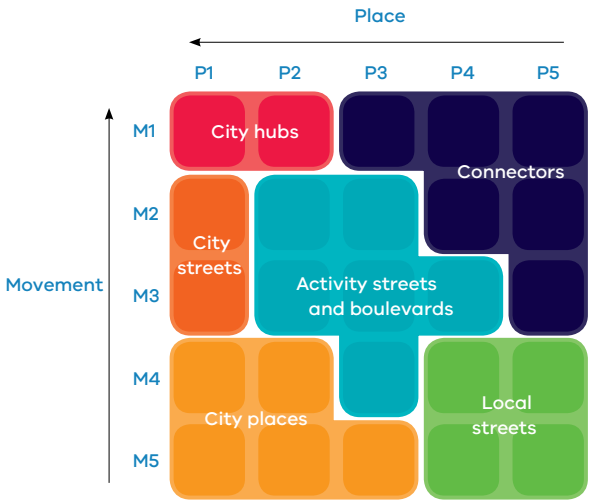
To see the full walkability assessment visit here

Movement and Place assessment

Movement and Place is a new Department of Transport road-management framework for Victoria. It recognises the role streets play not only in moving people and goods, but also in contributing to the places where people live, work and play. It integrates planning and transport and it will be used as a framework to support transport decision-making.

An assessment was undertaken for Sunshine West, which was one of the first times the new framework was tested at a local level. Based on this assessment the following design objectives were identified for Sunshine West:

- Improve road safety around Glengala Village.
- Improve cycling infrastructure on Forrest Road.
- Support pedestrian and local cycling access to Glengala Village in Sunshine West.
- Improve place amenity and comfort in Glengala Village.



For information on the methodology, visit here

Housing development assessment

Housing development data provided information on the number and location of existing dwellings, vacant residential land, and recent residential development across all land in Victoria.

Housing stock in Sunshine West is characterised by single detached dwellings. While there has recently been an increase in unit developments, the area remains low density with an average density of 16 dwellings per hectare.

Research shows that a minimum housing density of 25 dwellings per hectare is needed to deliver more walkable neighbourhoods.[2]

To provide greater choice and diversity of housing, increased density should be supported in and around Glengala Village. This will produce benefits by enabling residents to downsize without leaving the neighbourhood and making services and transport viable.

> Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
>
> **POLICY 2.1.2. PLAN MELBOURNE**

Vegetation and heat vulnerability assessment

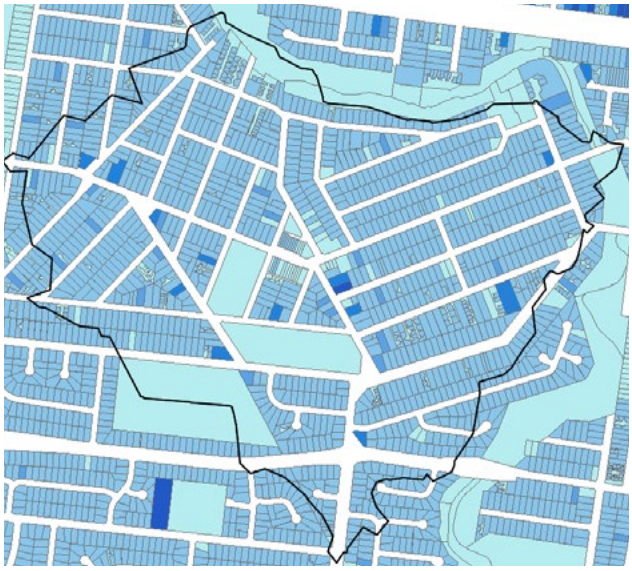
The urban heat-island effect is created by the built environment absorbing, trapping and, in some cases, directly emitting heat. This effect can cause cities to be up to four degrees Celsius hotter than surrounding non-urban areas.[3]

Increasing the vegetation cover and greening the city can provide cooling benefits and improve the community's resilience to extreme heatwaves. Urban greening and street trees remove pollution. An increases in tree cover by 10%, can reduce energy needed for heating and cooling by 5 to 10%.[4] Greenery can improve shade for walking and generally improve the public realm of neighbourhoods.

While vegetation mapping shows low cover for most of Sunshine West (less than 30%), there are some areas with high cover (more than 50%) such as Kororoit Creek and Castley reserve.

To minimise heat vulnerability associated with low canopy cover, continued protection of existing vegetation is required. Future investment is also needed to connect patches of vegetation and support of an urban forest.

> Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest.
>
> **POLICY 6.4.1. PLAN MELBOURNE**



Housing Development Data Stock 2016

0 1 2 10+ Dwellings per lot 0 200m N

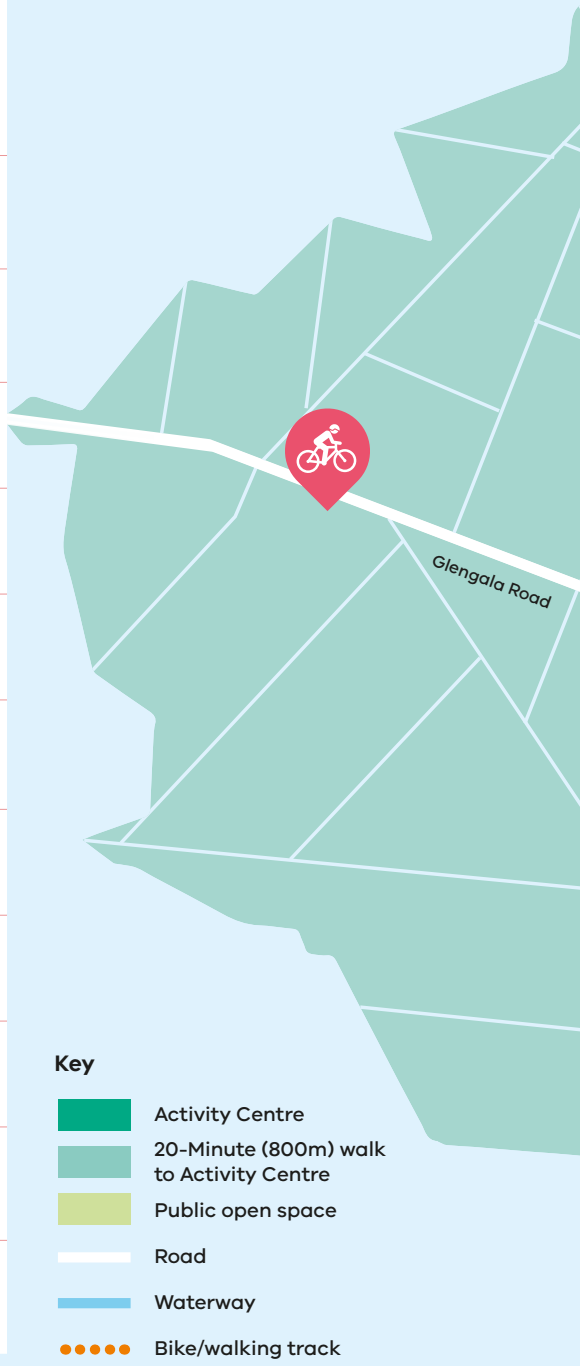
Percentage Vegetation Cover 2018

10–20 20–30 30–40 40–60 50-60 60+ % 0 200m N

3 Sunshine West future opportunities

This section brings all the work from the Sunshine West project together, it draws on the community feedback, workshops and technical assessments.

- Investigate opportunities to prioritise pedestrian movement and increase pedestrian safety including measures such as shared zones, speed restrictions, signal phasing and reviewing the function of existing roundabouts
- Consider innovative ways to improve pedestrian safety, such as road-safety art
- Upgrade street lighting to improve community safety, particularly in Glengala Village
- Improve local cycle links and facilities
- Investigate relocation of the bus stop on north-east corner of Glengala Road and Simmie Street and co-locate with public open space
- Support increased housing diversity in and around Glengala Village
- Encourage 'pop up' shops and use the street for trading, to support a thriving local economy
- Consider streetscape improvements such as drinking fountains and seating
- Plant trees to create green streets and better connect the neighbourhood to Kororoit Creek
- Support public art installations and 'creative spaces', particularly in Glengala Village
- Upgrade playground infrastructure
- Investigate improvements to the community centre to support more flexible use



Note: These icons indicate areas for investigation, not specific locations or project sites

The 20-minute neighbourhood features (**see figure 1**) have been used as the basis for a range of opportunities to improve liveability and support people to live locally in Sunshine West.

The following opportunities reflect community ideas that will be a starting point in a local approach to delivering a 20-minute neighbourhood in Sunshine West. These opportunities reflect community feedback and technical assessments. They are not formal funding commitments.

References

1 Badland H, Whitzman C, Lowe M, Davern M, Aye L, Butterworth I, Hes, D and Giles-Corti B 2014, Urban liveability: Emerging lessons from Australia for exploring the potential for indicators to measure the social determinants of health, Social Science and Medicine, 111: 64–73.

2 Badland H, Whitzman C, Lowe M, Davern M, Aye L, Butterworth I, Hes, D and Giles-Corti B 2014, Urban liveability: Emerging lessons from Australia for exploring the potential for indicators to measure the social determinants of health, Social Science and Medicine, 111: 64–73.

3 Voogt, JA 2002, 'Urban heat island', in I Douglas (ed.), Encyclopedia of global environmental change, John Wiley and Sons, New York.

4 Ewing, R et al. 2008, Growing cooler: The evidence on urban development and climate change. Washington, DC: Urban Land Institute.

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VICTORIA State Government | Environment, Land, Water and Planning

Attachment 12.10.4

Inclusive
Vibrant
Healthy

Have Your Say: Glengala Village Streetscape Improvements

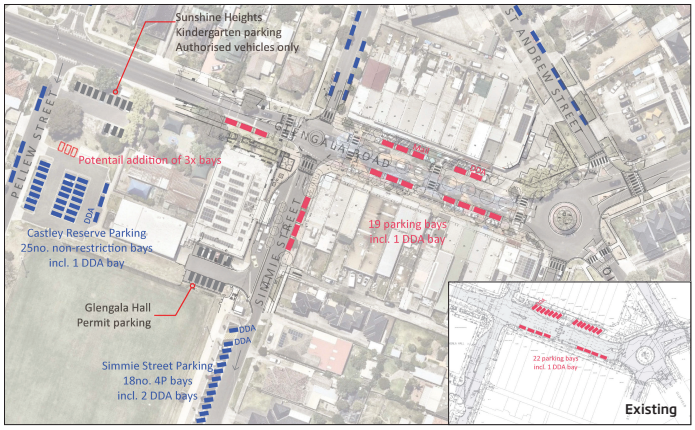
Proposed Concept - Option 1

Building on the Plan Melbourne Pilot Project recommendations and further investigative works, a concept design for Glengala Village Streetscape has been developed.

The design aims to support Glengala Village as a vibrant neighbourhood hub and an attractive local destination. It is a sustainable, cool and healthy centre for everyone.

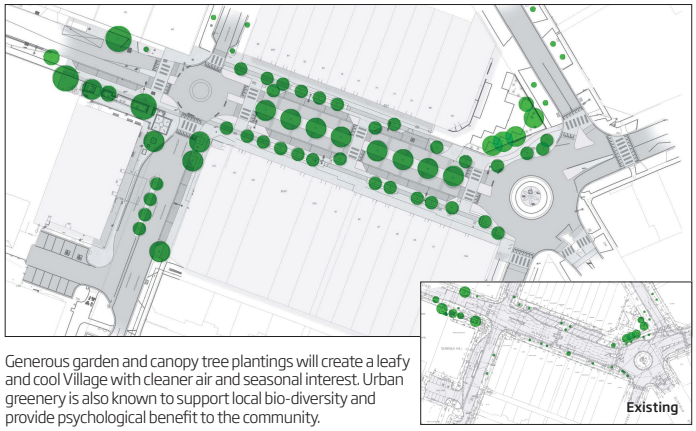
1. Retention and rationalisation of eastern roundabout
2. Introduction of wombat crossings
3. Introduction of new roundabout at Simmie Street intersection
4. Removal of existing push button pedestrian crossing
5. Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
6. Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
7. Rearrangement of northern parking from angled to parallel
8. 4x new indented parking bays on Simmie Street
9. 3x new indented parking bays on Glengala Road west of Simmie Street
10. 3m wide planted central median and large canopy avenue tree planting
11. Update to street lighting (subject to lighting assessment)
12. Bicycle facilities including hoops. Consider a water station.
13. Consider opportunity to open up the corner for community meeting space

Public Parking



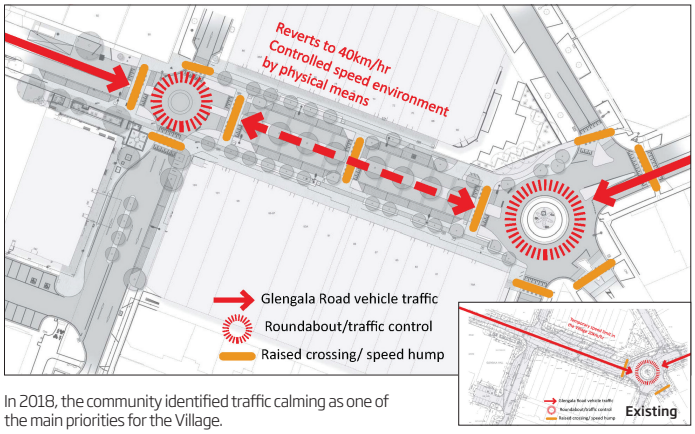
Option1 offers 19 on-street parking spaces to replace existing 22 spaces.
Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement.
There is a potential to rearrange Castley Reserve parking to add 3 more bays to make up for the loss.

Village in an Urban Forest



Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

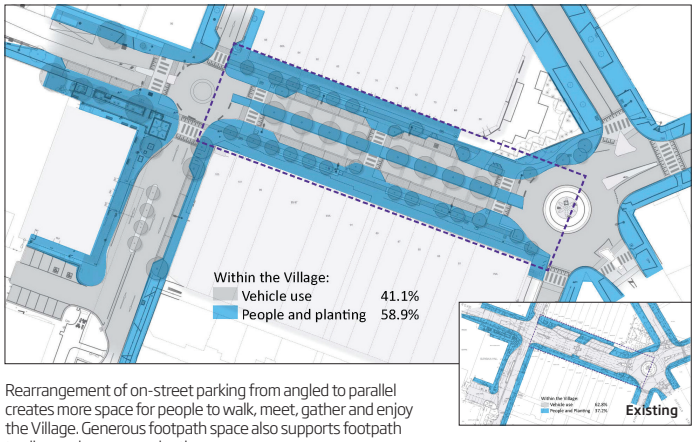
Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village.

Introduction of small roundabout at Simmie Street intersection, along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village.

More Space for People and Greenery

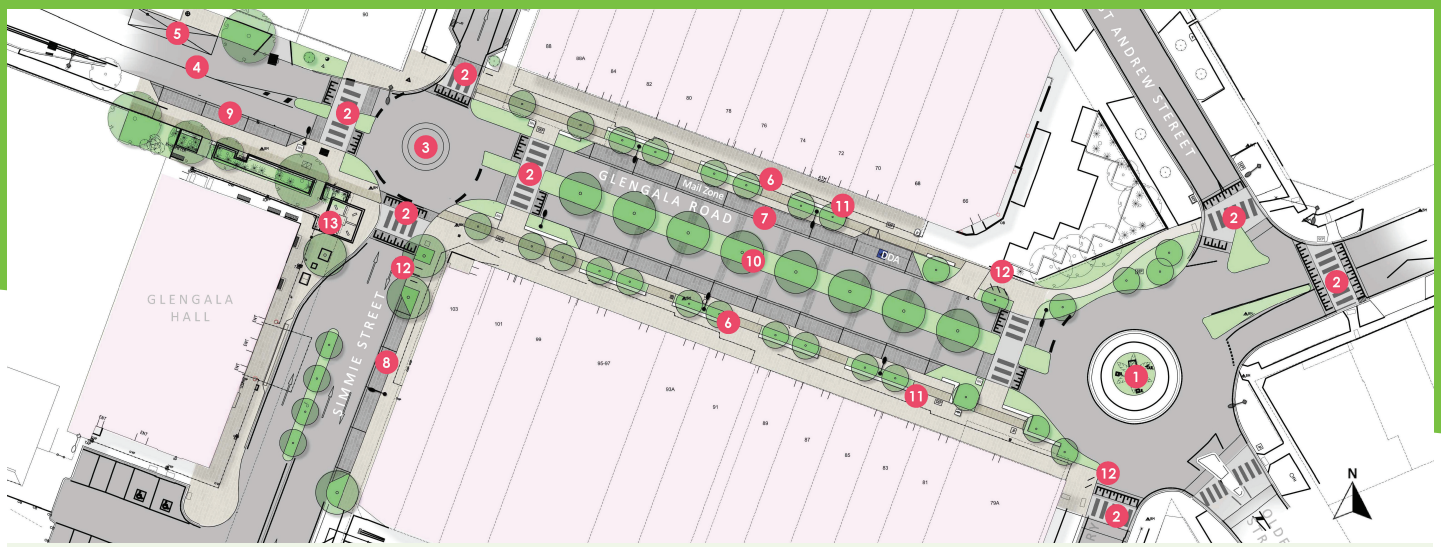


Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous planting.

Final design is subject to further design process, service authority and Council budget approval

Have Your Say: Glengala Village Streetscape Improvements

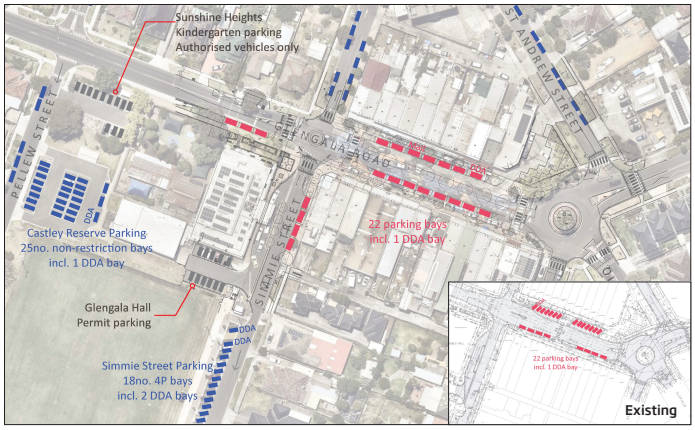
Proposed Concept - Option 2



Option2 removes a pedestrian crossing point in the middle of the Village in favour of maximised on-street parking provision.

1. Retention and rationalisation of eastern roundabout
2. Introduction of wombat crossings
3. Introduction of new roundabout at Simmie Street intersection
4. Removal of existing push button pedestrian crossing
5. Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
6. Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
7. Rearrangement of northern parking from angled to parallel
8. 4x new indented parking bays on Simmie Street
9. 3x new indented parking bays on Glengala Road west of Simmie Street
10. 3m wide planted central median and large canopy avenue tree planting
11. Update to street lighting (subject to lighting assessment)
12. Bicycle facilities including hoops. Consider a water station.
13. Consider opportunity to open up the corner for community meeting space

Public Parking

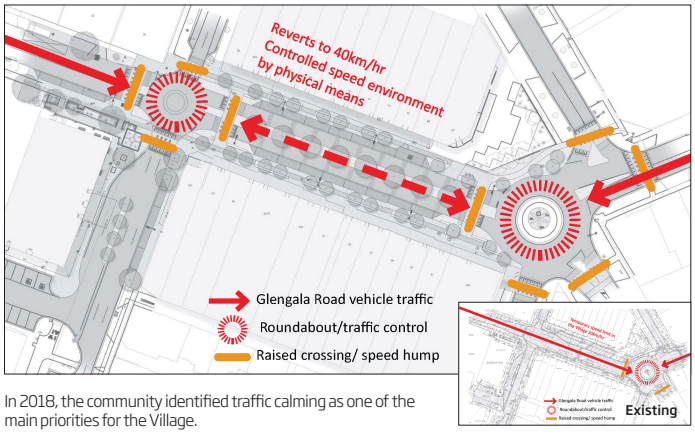


Option2 offers 22 on-street parking spaces, the same number as the existing.
Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement.

Village in an Urban Forest

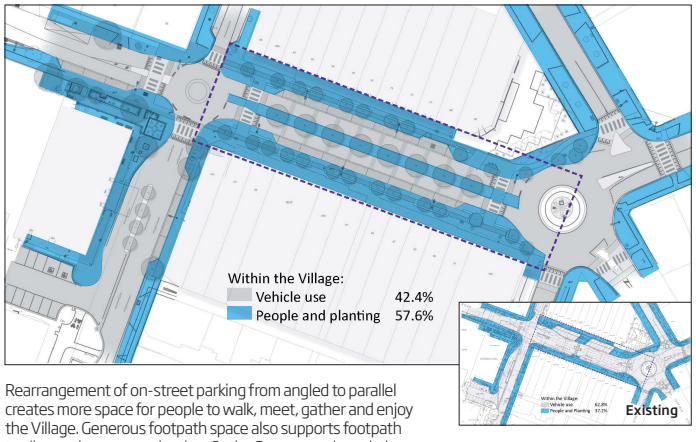
Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village.
Introduction of small roundabout at Simmie Street intersection, along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village.
Option 2 does not have a raised pedestrian crossing in the middle of the Village to allow for more parking spaces.

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous planting. Option2 removes the existing pedestrian priority crossing in the middle of the Village.

Final design is subject to further design process, service authority and Council budget approval

12.11	**Contract No. 21/3008 - Cleaning Services - Brimbank Community & Civic Centre - Extension of Contract**
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Dominic Di Martino
Attachment(s)	1. CONFIDENTIAL - Contract Extension Report [**12.11.1** - 3 pages]

Purpose

For Council to consider the extension of Contract No. 21/3008 - Cleaning Services – Brimbank Community & Civic Centre for a two-year period.

Officer Recommendation

That Council:

a. Approves extension of Contract No. 21/3008 - Cleaning Services – Brimbank Community & Civic Centre to Bogdan Investments Pty Ltd for an additional two-year period to 4 August 2026, based on the tendered Lump Sum Component and Schedule of Rates, estimated to be in the order of $900,000 (incl. GST) for the duration of the 2-year extension.

Background

Contract 21/3008 was initially awarded by Council at Council Meeting 15 June 2021 for an initial three-year period with two extension options of two years, each to be awarded at Council's sole discretion. This report recommends taking up the first two-year period option for Contract extension.

The Contract is due to expire 4 August 2024. The Contract consists of a lump sum component and schedule of rates.

The services under this Contract are for programmed cleaning and reactive/response cleaning works throughout the Brimbank Community & Civic Centre.

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.

The current service provider has provided a satisfactory level of service during the initial term of the Contract.

There have been no contractual issues with the current service provider.

Based on this, and the information contained in **Confidential Attachment 1** it is recommended that Council extends the Contract to Bogdan Investments Pty Ltd for an additional two-year period at the agreed lump sum and schedule of rates to 4 August 2026.

Implementation

Subject to Council approval, the Contract extension will be implemented for an additional two-year period from 5 August 2024 to 4 August 2026.

Community Engagement

Consultation was undertaken with relevant Council departments to ensure the Contract services align with, and best support, community users and meet Council's requirements.

Resource And Risk Implications

The funding required for the extension period from 5 August 2024 to 30 June 2025 is included in the 2024/2025 Budget.

The funding required for the extension period from 1 July 2025 to 30 June 2026 is factored into Councils Financial Plan and will be considered as part of the budget development process for the 2025/2026 Budget.

The funding required for the extension period from 1 July 2026 to 4 August 2026 is factored into Councils Financial Plan and will be considered as part of the budget development process for the 2026/2027 Budget.

Community: potential impact on community, including public trust and customer service impact
• Yes - Works under this Contract ensures that facilities are well 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 the *Local Government Act 1989 (the Act).*

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

12.12	**Contract No. 21/3092 - Fleet Repairs Maintenance and Supply of Spare Parts - Extension of Contract**
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Tom Razmovski
Attachment(s)	1. CONFIDENTIAL - Contract Extension Report [**12.12.1** - 4 pages]

Purpose

For Council to consider the extension of Contract No. 21/3092 - Fleet Repairs, Maintenance and Supply of Spare Parts, for a one-year period.

Officer Recommendation

That Council:

a. Approves extension of Contract No. 21/3092 - Fleet Repairs, Maintenance and Supply of Spare Parts for a period of one year to 21 December 2025, in accordance with the tendered Schedules of Rates, at Confidential Attachment 1 to this report, for an estimated contract value of $606,850 (including GST), to a panel of contractors comprising:

Panel Repairs
- **McIntyre Auto Repair**
- **Airport West Panel Care**
- **Sheen Panel Service**
- **SPS Docklands Pty Ltd**

Auto Electrical Services
- **Glenpage Pty Ltd**

Repairs & Maintenance - Compactors
- **Superior Pak Pty Ltd**

Repairs & Maintenance - Mowers
- **Dawn Mowers Pty Ltd**

Spare Parts (Mowers)
- **AMS Outdoor Power Products Pty Ltd**
- **Dawn Mowers Pty Ltd**

Oil and Lubricants
- **Valvoline Australia Pty Ltd**

Spare Parts (Compactors)
- **Superior Pak Pty Ltd**

b. Assigns the Chief Executive Officer delegated authority to approve the remaining one-year Contract extension option, subject to the performance and competitive pricing of the contractor.

Background

Council, at its Meeting 14 December 2021, awarded Contract No. 21/3092 - Fleet Repairs, Maintenance and Supply of Spare Parts (Contract) for three (3) years with the option to extend up to two (2) further one (1) year periods at the discretion of Council and subject to satisfactory performance over the initial period.

Contract No. 21/3092 - Fleet Repairs, Maintenance and Supply of Spare Parts (Contract) is a Schedule of Rates Contract and forms part of the Operational Program funded through Council's annual Operational Budget.

The Contract engages a panel of service providers and suppliers to provide panel repairs, compactor repairs and maintenance, auto electrical repairs, mower repairs and maintenance and supply of spare parts and lubricants for its entire fleet.

The Contract panel consists of the following service providers and suppliers:

Panel Repairs
- McIntyre Auto Repair
- Airport West Panel Care
- Sheen Panel Service (South Melbourne)
- SPS Docklands Pty Ltd

Auto Electrical Services
- Glenpage Pty Ltd

Repairs & Maintenance - Compactors
- Superior Pak Pty Ltd
-

Repairs & Maintenance - Mowers
- Dawn Mowers Pty Ltd

Spare Parts (Mowers)
- AMS Outdoor Power Products Pty Ltd
- Dawn Mowers Pty Ltd

Oil and Lubricants
- Valvoline Australia Pty Ltd

Spare Parts (Compactors)
- Superior Pak Pty Ltd

The initial term of the Contract is due to expire on 21 December 2024, with one (1) year extension option remaining.

This report recommends exercising the option to extend the Contract for a one (1) year period to 21 December 2025.

Matters for Consideration

This report is presented to Council to consider the Contract extension assessment and recommendation to extend the Contract for a further one (1) year period and assign the Chief Executive Officer delegated authority to approve the remaining one (1) year Contract extension option, subject to the performance and competitive pricing of the contractor.

The Contract Evaluation Report is at **Confidential Attachment 1**.

Implementation

Subject to Council approval, the Contract will be extended for a one year from 21 December 2024 to 21 December 2025.

Community Engagement

Not applicable. No community engagement required.

Consultation was undertaken with relevant Council departments to ensure the Contract services align with, and best support community users and meet Council's requirements.

Collaboration

There was no need or opportunities for collaboration with other Councils or public bodies for this Contract extension.

Resource And Risk Implications

The funding requirements for the period 1 July 2024 to 20 December 2024 has been included in the draft 2024/2025 budget for consideration.

The funding requirements for the extension period 21 December 2024 to 30 June 2025 has been included in the draft 2024/2025 annual budget process for consideration.

The funding requirements for the extension period 1 July 2025 to 21 December 2025 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 - Provisions within this Contract enable Council to deliver a range of services requiring the use of fleet vehicles and plant.

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
• Yes - Provisions within this Contract enable Council's fleet to meet roadworthy and operational requirements.

Safety: health, safety or duty of care impacts
• Yes - Provisions within this Contract enables Council's fleet to meet all required safety standards and operational requirements.

There are no Environmental risks identified.

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 Procurement Policy and the *Local 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