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25 February 2020

Part C - Submission by the Planning Authority Moreland City Council

**Planning Scheme Amendment C183
Moreland Parking Implementation Plan**

Introduction

1. This Part C submission is Council's right of reply to submitter issues and points of clarification that have been raised during the Panel Hearing as follows:
 - Oversupply of Parking
 - Evolution of Parking Restrictions
 - Community Feedback outside of Formal Consultation
 - Communication in Languages other than English
 - Transport Advisory Committee Consultation
 - Categorisation of Neighbourhood Centres
 - Disability Parking Provision
 - Resident Permit Parking A
 - Practice Note Parking Plan
 - Human Rights Assessment
 - Consultation
 - Deferring consideration of Amendment

Response to points of Clarification

Oversupply of Parking

1. During Mr Coath's cross-examination, one submitter asked for evidence of parking over-supply in Moreland. This issue has also been raised by a number of submitters throughout the hearing, and the Panel has requested that Council provide a response to this issue.
2. The rationale for this Amendment is not based on identifying and addressing a current issue of over-supply, and any over-supply in Moreland has not been quantified.
3. However, a number of submitters yesterday and today did discuss instances of over-supply in their developments.

4. Council is aware that Melbourne City Council has undertaken work to quantify over-supply; this is based on having an understanding of the total number of off-street car parking spaces in the municipality. Council does not currently have this data but could consider collecting this or similar data through the development of the broader MITS evaluation framework.
5. Mr Coath's evidence statement does identify that where over-supply of parking does exist this encourages reliance on private cars and reduces the attractiveness of alternative modes. The reference to a "self-reinforcing" cycle is a reference to the "cycle of car dependency" concept which is shown in Figure 2.1 of the MPIP.
6. Council's Part A and B submission stated that current minimum parking requirements can potentially result in over-supply. Council has not sought to quantify over-supply and as stated did not conduct parking occupancy surveys as part of developing MITS 2019, MPIP 2019 or Amendment C183.
7. Instead the focus of this Amendment is to help incentivise lower rates of vehicle ownership, in the context of a parking management system which ensures this does not simply result in under-supply and spillover onto street parking, to achieve Council's mode shift objectives.

Evolution of Parking Restrictions

8. On day 1 of the Panel hearing, during Council's submission the Panel queried whether the changes made by Council relating to parking restrictions at the 12 February 2020 Council meeting had been communicated widely. A summary of these changes was advertised in the local newspapers circulating the area on 24 and 25 February and circulated to all parties to the Panel during the hearing.
9. It is not envisaged that the changes to the parking restrictions will have a material impact on the Planning Scheme Amendment. Changes to the restrictions will inevitably be made as the parking restrictions are rolled out across the municipality.
10. As foreshadowed in Council's submission and also resolved by Council at the 12 February 2020 meeting, the proactive application of restrictions in Glenroy have been deferred until after the Level Crossing Removal Project works on the Upfield line.
11. This is considered appropriate at this time given Glenroy has not yet experienced the same intensity of development pressure as in Brunswick and Coburg. The proactive application of parking restrictions at this time is not as critical to the success of Amendment C183 within and around the Glenroy Activity Centre.
12. Council is also able to consider further incremental changes to parking restrictions through its usual process in the PMP, which can address potential spillover issues.

Community Feedback outside of Formal Consultation

13. The Panel queried a reference to consultation undertaken outside of the formal consultation processes:

These measures were also informed by community feedback including that which was provided outside formal avenues for consultation.

14. Outside of the formal consultation period, Officers received approximately 50 – 100 customer service requests for queries predominantly relating to parking restrictions. This was intensified leading up to the Council meeting of the 12 February 2020 where Council considered two Notices of Motion that were responding to feedback received during the stage 1 rollout of the parking restrictions. At the same meeting Officer's had identified the need to align the 200 metre restriction area with a walkable distance rather than as the crow flies.
15. At every point Council has been open to feedback and responding to community concerns while balancing the need to better manage a finite resource (on street car parking) and driving mode shift. In continuing to make changes Council acknowledged that its initial approach, while stronger, needed to be 'dialled' back in order to address community concerns while still achieving mode shift.
16. In addition, queries were raised through social media on the Moreland facebook page. Officers also met with key stakeholders such as health organisations, primary schools, child care centres etc. Council proactively invited these organisations to make contact given the suite of tools delegated to officers which would enable a number of potential concerns to be addressed. As a result of these discussions the need for additional permits (unlimited and discounted permits) were identified and were put forward to Council as an option at the February meeting. A copy of the proposed minutes to the meeting is included in Attachment 1.

Communication in Languages other than English

17. The Panel queried the translation of information into community languages. Councils approach to communication in other languages is outlined below. It is considered that the current process employed by Council to provide access to the community where English is not a first language is appropriate.
18. A 'Language Link' telephone interpreting service is available for any queries. The contact details to this service are available on the Moreland website and were included on the fact sheet distributed with the Amendment documentation.

19. An Arabic interpreter attended the drop-in session relating to new parking restrictions in Hadfield given the higher proportion of Arabic speakers in that area, however his services were not utilised.
20. As outlined on the Council website, Council also offer translation of any correspondence submitted to Council.
21. A Language Aide service where bilingual Council Officers who can provide basic interpreting services to citizens of Moreland who have difficulty communicating in English or prefer to communicate in a language other than English is also provided by Council. The current languages offered by the Language Aide service include Arabic, Greek, Italian and Turkish. An Italian language aide was available at all the drop in sessions to the Amendment.
22. Council is currently developing a strategy for communicating with and engaging with Culturally and Linguistically Diverse (CALD) communities for MITS more broadly, working with specialist consultants in this area.

Responses to the issues raised by submitters

Categorisation of Neighbourhood Centres

23. During Mr Coath's cross examination, a submitter raised a query regarding the categorisation of the neighbourhood centres in Moreland. In particular, why the same categorisation for neighbourhood centres had been used by GTA to prepare the MPIP 2019. The submitter specifically noted that changes to tenancy and an increase in school numbers had occurred since 2013.
24. Council prepared strategic work that underpinned the classification of Neighbourhood Centres in 2014. The neighbourhood activity centre network was developed after extensive consultation with the community at the time of the introduction of the (then) new residential zones safe guarding the city against out of centre development and guiding investment to the areas of most need.
25. This strategic work was translated to the Moreland Planning Scheme in 2015 through Amendment C152. A further review of the Neighbourhood Centres was undertaken in relation to built form, land use and public realm directions for these centres, resulting in the introduction of a Design and Development Overlay (24) via Amendment C159, gazetted on 14 December 2017.
26. Council considers that the current classification of Neighbourhood Centres is still applicable, as these areas have been identified for future growth and are zoned accordingly (Residential Growth Zone). Changes like the ones mentioned by the

submitter (such as a particular tenant leaving a centre or an increase in student numbers at a school) would not lead to a change in the classification of a centre.

27. Council submits that applying changes to parking provision in Neighbourhood Centres has a sound strategic rationale as the Moreland Planning Scheme directs the most change and population growth to occur in these centres.

Disability Parking Provision

28. During the expert's cross examination, further clarity relating to the provision of disability parking was sought. In particular, clarification about whether the changes proposed as part of the Parking Overlays would eliminate the requirement for disabled parking.
29. The permit requirement for disability parking for uses listed at Clause 52.06-5 is proposed to remain unchanged in the planning scheme and states that:
The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.
30. The proposed Parking Overlay Schedules do not remove or vary this requirement in Clause 52.06.
31. Clause 22.03 Car and Bike Parking and Vehicle Access Policy does not propose any changes to the existing wording at Clause 22.03-3 which states that it is policy to:
Ensure land uses frequented by people with limited mobility, such as hospitals and medical centres, provide sufficient car parking spaces, including an appropriate proportion of disabled car spaces.
32. Furthermore, separate to the proposed planning scheme requirements, Action 12 of the MITS Implementation Plan is to:
Provide additional accessible (disabled) parking bays, particularly in Activity Centres and where parking restrictions are being expanded.
33. The timing for this action is ongoing, with at least 10 additional bays in 2019/2020. To be reviewed after 12 months to determine whether this rollout should be doubled.
34. Council also made a policy change in November 2019 to allow any resident with a disability parking permit to be able to access a residential parking permit, even if they live in a property subdivided after August 2011. This ensures that even if a new development provided zero car parking, a resident with a disability would be able to park near their house. This also caters for people who acquire a disability and their circumstances change.

Resident Permit Parking A

35. As outlined in Council's Part A and B submission, Council has recently introduced a new parking permit at the 12 February 2020 meeting, the Residential A permit.
36. This permit is available to properties subdivided after August 2011 but before January 2021 and allows parking only where MITS is introducing restrictions i.e. where on-street parking has been unrestricted to date.
37. This means that post-2011 residents can use this permit to continue parking in the areas where they are currently parking; they cannot use this permit to park all-day anywhere they are not currently able to do so. As such, Council does not expect this will induce additional residents to park where they do not do so today.
38. The areas where this permit may be used will be indicated with supplementary signage. This signage can be removed based on parking occupancy exceeding 70 per cent for three or more consecutive hours in the day.
39. While this does not provide certainty to post-2011 residents that they will be able to indefinitely use this permit to park on their street, it is not different to the current situation where new parking restrictions may be introduced and these residents are not eligible for a resident permit.
40. The Residential A permit is available to all residents of properties subdivided after August 2011 but before January 2021, regardless of whether this is a townhouse, apartment, etc.
41. The February 2020 Council report included the following officer comments relating to the Residential A permit:

The advantages of introducing a new permit type, as described above, for residents of post-Aug-2011 housing would be:

- *To represent a more affordable long-term parking option for post-2011 residents (no more than \$196.70 per year, compared to \$3,400 for a user-pays permit)*
- *Restricting where these permits can be used continues to protect pre-2011 residents in the areas where they current enjoy greater priority*
- *To allow post-2011 residents to continue to park where they are likely to be parking (but at a cost in order to manage demand).*
- *Greater flexibility for households with higher rates of vehicle ownership (e.g. families with adult children, sharehouses) while still managing demand.*

The disadvantages of introducing this permit would be:

- *It is likely that the transport mode shift away from car use would be reduced.*
- *Greater complexity would be introduced into the permit scheme, which may be difficult for residents to understand.*

42. Council does not consider the introduction of the Residential A permit undermines the rationale for Amendment C183 given it will not be available to residents of properties

subdivided from 2021 and is limited in its application only applying to areas where new restrictions are being rolled out.

43. The Residential A permit will be reviewed, along with all policy changes introduced from June 2019 onwards, the review will occur in July 2022 to determine the appropriate course of action going forward.

Human Rights Assessment

44. As part of the preparation of the MITS and MPIP project, Council Officers considered the policies as obligated under the *Charter of Human Rights and Responsibilities Act 2006*. Following the Amendment exhibition period, Council has also undertaken a formal Human Rights Assessment, which evaluates Council's changes to parking as part of implementing MITS 2019 as a whole against relevant human rights detailed in the Charter.
45. The Assessment concludes that MITS 2019 does not unreasonably limit people's equal recognition before the law pursuant to s8 of the Charter. It also concludes that, in the context of options provided through Council's parking policy, the limitation on freedom of movement, expression, assembly and association pursuant to s12 of the Charter is not unreasonable overall, however it may become unreasonable if it limits the ability of people to attend places of worship.
46. Council officers have delegation to consider longer term restrictions such as 3P or 4P, which can be used to provide for places of worship, together with other community facilities. This flexibility to fine tune restrictions also allows Council to address issues raised by a number of submitters and other key stakeholder organisations.
47. A description of the various multi lingual services offered by Council is outlined in the section titled Communication in Languages other than English.

Practice Note Parking Plan

48. There was some confusion at the hearing relating to the diagram extracted from the Parking Overlay Practice Note 57 - April 2013 and the steps for preparing a car parking plan. This section notes that this guidance identifies a typical path towards preparing a car parking plan however this guidance is indicative only. Council considers that the relevant process has been followed to prepare the MPIP 2019 and subsequent implementation into a Parking Overlay and other mechanisms.
49. Much of the detail in the guidance material, which is indicative only, does not directly relate to the type of changes Council is seeking to make. Specifically, Council's proposals with respect to PO1 is not based on empirical surveys of occupancy or supply/demand, but on taking a different approach to parking management.

Consultation

50. Council submits that contrary to submitter presentations to the Panel, all organisations directly affected by the Amendment have been notified as per the requirements of section 19 of the *Planning and Environment Act 1987*. The full consultation process undertaken by Council for the Amendment is outlined in section 5.1.3 *Consultation Process* in Councils Part A/B submission.
51. A fact sheet to distil the complex planning language into plain English was provided along with the required notice of the Amendment to all directly affected properties. A copy of the fact sheet has been included at Attachment 2. It should also be noted that Council Officers have proactively met with key stakeholders on several occasions to discuss concerns.
52. In addition, all submissions received to the Amendment, including proforma submissions were available at the Coburg Citizens Service Centre and on Council's website. It is also important to note that the academic (Elizabeth Taylor) referenced in one of the presentations did not formally submit to Amendment C183.

Deferring consideration of Amendment

53. One submitter recommended that the Panel defer consideration of the Amendment to allow Council to consider the impacts of recent policy changes.
54. Council contends that the parking restriction rollout, including the changes made at the Feb 2020 meeting are Council processes that can be reviewed at the request of residents and have the delegation to make changes.
55. Parking restrictions are not a statutory planning scheme process and sit outside of the planning scheme and are subject to further change, especially following LXRPs works on the Upfield line.
56. As previously stated Council is open to listening to community feedback and considering whether changes to policy can potentially be made which address issues in feedback while still achieving the mode shift objectives of MITS and supporting this Amendment.
57. As such Council submits it is not necessary to defer consideration of Amendment C183.

3.0 Changes Proposed to Exhibited Amendment

58. Four changes are proposed to the exhibited Amendment to correct errors identified by officers.

3.1 Change One – Exhibited Parking Overlay Maps

59. An administrative error in the exhibited PO maps and explanatory report was identified by officers following the commencement of exhibition. The error would have the impact of not deleting existing PO1 and PO2, with areas subject to multiple and conflicting PO schedules which is not the intention of the Amendment.

60. Amended PO maps and explanatory report that show the existing PO1 and PO2 deleted are included at Attachment 2 of Council's Part A/B submission. Council endorsed these non-transformational changes at the 11 December 2019 Council meeting.

61. Council requests that the Panel support this change to the exhibited PO maps and explanatory report for inclusion in the Amendment to be submitted to the Minister for approval.

3.2 Change Two – Exclusion of Commercial 2 Sites

62. In reviewing the mapping of the PO3 sites, Council officers identified that sites zoned Commercial 2 (C2Z) had not been included in the proposed PO3.

63. This means this Amendment would have the effect of deleting the existing PO1 and not applying a replacement PO (except where the C2Z sites were within an Activity Centre or Neighbourhood Centre).

64. Where these sites are not within a PPTN area, this change would have the effect of increasing minimum parking requirements from the existing Column B rates under Clause 52.06 of the Planning Scheme to Column A rates.

65. Council proposes creating a new PO5 which replicates the existing PO1 and applying this to the impacted sites. This will ensure that the sites will continue to have Column B rates applied until Council can apply the proposed PO3 in a separate amendment.

66. PO5 is proposed to apply to No. 1345-1399 Sydney Road, Fawkner. All other C2Z sites in Moreland are within an Activity Centre, a Neighbourhood Centre or a PPTN area.

67. A copy of PO5 and the revised overlay mapping are provided at Attachment 3 as part of Council's Part A/B submission.

68. Council requests that the Panel support inclusion of the additional PO5 in the Amendment to be submitted to the Minister for approval.

3.3 Change Three – PO3 Incorrectly Applied to GRZ Land

69. In reviewing the mapping of the PO3 sites, Council officers identified 173-199 Elizabeth Street, Coburg (the former Kodak site) as affected by the PO3. The site is currently zoned General Residential (**GRZ**).
70. This site is not currently affected by PO1 and it is not the intention of the Amendment to apply the PO3. As such, Council proposes to remove the PO3 from this site. A revised overlay map has been provided at Attachment 4 of Council's Part A/B submission.
71. Council requests that the Panel support the removal of this land from PO3 in the Amendment to be submitted to the Minister for approval.

3.4 Change Four – PO3 Incorrectly Applied within Gaffney Village Pascoe Vale

72. In reviewing the mapping of the PO3 sites, Council officers identified that small portions of some properties on Fawkner Road, Pascoe Vale had been included in the proposed PO3. It is the intention of this Amendment to include the entirety of these properties within the proposed PO2 as they are within the Gaffney Village Neighbourhood Centre.
73. This error occurred due to slight discrepancies in the mapping of the existing Design and Development Overlay 24 (DDO24) which defines Neighbourhood Centre boundaries and the existing PO1, due to an error in the DDO24 boundary at this location. As discussed previously, the proposed PO3 includes land which is subject to the existing PO1 but not within the proposed PO1 or PO2.
74. As such, this discrepancy resulted in the portions of the sites within the existing PO1 but just outside DDO24 being incorrectly mapped as PO3 instead of PO2.
75. Council proposes to amend the mapping of PO2 to include the entirety of this Neighbourhood Centre. A revised overlay map has been provided at Attachment 5 of Council's Part A/B submission.
76. The error in the DDO24 boundary is known by the Strategic Planning team and will form part of an upcoming Anomalies Amendment to align DDO24 with the RGZ boundary.
77. Council requests that the Panel support the minor revision of the PO maps to correct this error in the Amendment to be submitted to the Minister for approval.

3.5 Parking Restrictions in Neighbourhood Centres (Changes post Exhibition)

78. The actual extent of implementation of parking restrictions does not cover all streets in Neighbourhood Centres, given a mapping error during consultation on the Draft MITS.
79. An error in the Neighbourhood Centre boundaries in Council's internal mapping system resulted in 538 properties in Neighbourhood Centres not being included in the searchable online map showing extent of proposed areas where parking restrictions were proposed to be introduced. These properties also did not receive mail notification of consultation on the Draft MITS.
80. When adopting MITS 2019 in March 2019, Council only approved parking restrictions for the portions of the Neighbourhood Centres which were displayed on the searchable map during consultation.
81. All properties in Neighbourhood Centres were notified of the exhibition of this Amendment in September 2019, and the full extent of the Neighbourhood Centres as defined by DDO24 is proposed to be included in the new PO2.
82. This does not require any change to the exhibited Amendment and is included here for information only.

3.6 Potential future changes to Municipal Strategic Statement

83. This section relates to comments from a submitter that the Moreland Planning Scheme has references to documents that have since been superseded, such as the previous version of the Council Plan.
84. If the Panel saw it appropriate to change the reference to the Council vision at this point in time Council would have no concerns with this additional amendment being made. Council extensively updated the MSS in 2015 at which time the 2013-2017 Council Plan was in place and the vision was: *By 2017, a sustainable Moreland will have a more resilient community, more attractive, accessible and safe places, a stronger local economy and services that meet the needs of our growing community.*
85. It is acknowledged that the new 2017-2021 Council Plan revised the vision 'Moreland will be known for its proud diversity, and for being a connected, progressive and sustainable city in which to live, work and play'. While the MSS vision and strategic directions has not changed (still being relevant to the Council Plan vision) this oversight could be addressed.

Conclusion

86. In conclusion, Council submits that a thorough process to prepare the MPIP 2019 and subsequently Amendment C183 to the Moreland Planning Scheme has been undertaken. The amendment is founded on a thorough and multifaceted community engagement process and strong strategic justification through the MITS and MPIP 2019.
87. Moreland's population is projected to grow by 43,000 people. If today's patterns of car ownership continue this would mean 25,000 more cars in our city taking up the same space of 26 MCGs. As part of addressing the impacts of population growth and to ensure Moreland is liveable for everyone into the future, Council is taking action to slow the growth of cars in Moreland.
88. This Amendment is consistent with state and local policy within the Moreland Planning Scheme and Plan Melbourne by encouraging sustainable transport, improving housing choice and affordability, and contributing to urban design and the public realm which is more orientated towards sustainable transport modes.
89. Council submits that its proactive expansion of parking restrictions together with its parking permit policy that caters for long-term parking needs of residents, workers, etc. as well as allowing casual all-day parking (through the daily parking permit) provides a robust system for parking management.
90. Council respectfully requests that the Panel support Amendment C183 to the Moreland Planning Scheme with changes outlined in section 3 of this submission (formerly Section 7 in the Part A/B submission).

END OF PART C SUBMISSION

Attachments

1. Proposed Minutes of the Council Meeting Wednesday 12 February 2020.
2. Fact Sheet circulated with Amendment documentation for C183.

ATTACHMENT 1

**PROPOSED MINUTES OF THE COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, MORELAND CIVIC CENTRE,
90 BELL STREET, COBURG
ON WEDNESDAY 12 FEBRUARY 2020**

COUNCIL REPORTS:

**DCF2/20 MORELAND INTEGRATED TRANSPORT STRATEGY PARKING
RESTRICTIONS IMPLEMENTATION (D20/29178)**

Council officers are currently implementing changes to on-street parking restrictions approved by Council in March 2019 (DCF12/19), generally introducing 2P 8am-11pm Monday-Friday restrictions where parking is currently unrestricted within Neighbourhood Centres and within the Brunswick, Coburg and Glenroy Activity Centres, and including a buffer of approximately 200 metres from the edge of the Activity Centre zones.

Implementation of new restrictions began in December 2019 in three Neighbourhood Centres (in Brunswick West, Pascoe Vale and Hadfield). The remainder of new parking restrictions were scheduled to be implemented by the end of June 2020.

Consultation on this change was formally conducted between July 2018 and October 2018, as part of consultation on the Draft Moreland Integrated Transport Strategy (MITS). However, Council has received community feedback on changes on parking restrictions since that time, including through community drop-in sessions to provide information about the new parking restrictions, during exhibition of Amendment C183 (which proposes to change parking requirements for new developments in Activity Centres and Neighbourhood Centres), and through customer service and social media enquiries.

In response to feedback from the community, it is proposed to make the following changes:

- Revise and reduce the area to which new parking restrictions will be implemented near Activity Centres through MITS 2019, to only include streets within a 200 metre walking distance of Activity Centres (not 200 metres as-the-crow-flies, which is a larger area, previously endorsed by Council).
- Approve a fast-tracked process for considering resident requests for additional parking restrictions near new MITS restrictions where spillover is occurring, in order to more quickly manage spillover issues should they arise.
- Approve the issuing of temporary parking permits for nearby streets, where residents are experiencing issues parking near their homes due to spillover issues, and a request for additional parking restrictions is being considered and implemented.

This report also provides a number of potential options for adjustments to parking policy for Council consideration:

- Creating a new permit type for residents in properties subdivided after August 2011 (but before January 2021), which could be used to park where new parking restrictions are being introduced through MITS 2019 (i.e. currently unrestricted areas), and which would be more expensive than the standard resident permit but considerably cheaper than the user pays permit.
- Reducing the cost of the daily parking permit from \$10 to \$2.50 in the areas near Glenroy, Merlynston and Pascoe Vale stations, which could provide more affordable options to commuters driving to train stations in Moreland's north.
- Removing the limit on the number of business parking permits that can be obtained by businesses and other organisations employing staff.
- Allowing non-profit organisations and charities, schools, and early years services (child care and kindergartens) to obtain business parking permits at a 50 per cent discount – i.e. \$65.55 per year for the first permit and \$98.35 for subsequent permits.

- Revising the parking restrictions to be introduced through MITS to finish at 9pm instead of 11pm.

A number of transitional measures relating to parking changes have been approved previously by Council and the then CEO under delegation, which are to be reviewed in July 2021. This review would include the above recommendations and options, if approved. It is also proposed to postpone this review to July 2022 to enable more time to understand the impacts of changes and conduct a more effective review. This would result in a longer time that the transition measures will be in effect.

Officer Recommendation

That Council:

1. Notes the engagement being undertaken by Council officers with organisations and the broader community affected by upcoming changes to parking restrictions being implemented as part of the Moreland Integrated Transport Strategy 2019.
2. Approves revising the area around the Brunswick, Coburg and Glenroy Activity Centres to which new parking restrictions will apply as part of implementing the Moreland Integrated Transport Strategy 2019, to:
 - a) A 200 metre walkable distance from Activity Centre boundaries with the following caveats:
 - i. If the 200 metre distance is within three legal car parking bays to the nearest intersection (plus or minus), finish the restrictions at the nearest intersection.
 - ii. That the revised area boundary does not extend past the boundary endorsed in March 2019.
3. Delegates authority to the Chief Executive Officer to consider resident requests for additional parking restrictions to manage spillover without needing to survey all occupiers in the street, under the following circumstances:
 - a) Parking restrictions are requested in the area where new parking restrictions were previously approved by Council in March 2019 (DCF12/19) only.
 - b) A parking occupancy survey is conducted and occupancy exceeds 70 per cent for a period of three or more consecutive hours in a given day.
 - c) Additional parking restrictions are to be introduced on one side of the street only in the first instance.
4. Delegates authority to the Chief Executive Officer to issue temporary parking permits to residents to park in nearby streets, with discretion to determine the streets for which the permits are valid and the time period the permits are valid as appropriate, with the following conditions:
 - a) A request for new parking restrictions is being considered to manage spillover due to parking restrictions implemented through the Moreland Integrated Transport Strategy 2019.
 - b) Residents are experiencing difficulty parking on their street due to high occupancy and cannot access nearby unrestricted parking.
 - c) Temporary permits will be available to residents eligible for residential parking permits, whether residents currently hold these permits or not.
 - d) Temporary permits are only issued when an occupancy survey has been commissioned and a decision on whether to introduce parking restrictions is made as outlined.

5. Authorises the affixing of the common seal to the Instrument of Delegation at Attachment 3 to this report.
6. Determines the Instrument of Delegation comes into force immediately the common seal of Council is affixed to the instrument and remain in force until Council determines to vary or revoke.
7. Notes the Instrument of Delegation will be reviewed in July 2022.
8. Approves an extension on the review of transitional measures relating to parking changes from July 2021 to July 2022, with all measures to remain in effect until a further decision of Council.

Motion

Cr Yildiz moved, Cr Carli Hannan seconded -

That Council:

1. Postpones the rollout of the Moreland Integrated Transport Strategy 2019 for a period of 12 months.
2. All new signage should be removed or covered.
3. Reopens public consultation on the public implementation strategy and Survey affected residents, businesses and any organisations, either face to face, or via direct registered mail in plain English and in bilingual languages on the proposed changes and human rights assessment.

Procedural Motion:

Cr Abboud moved, Cr Dorney seconded –

That the motion be put.

Lost

The procedural motion was lost and the debate continued on the motion.

The motion was **Lost**

Cr Yildiz called for a division.

For

- Cr Bolton
- Cr Carli Hannan
- Cr Irfanli
- Cr Tapinos
- Cr Yildiz

Total For (5)

Against

- Cr Abboud
- Cr Davidson
- Cr Dorney
- Cr Kavanagh
- Cr Martin
- Cr Riley

Total Against (6)

Motion

Cr Davidson moved, Cr Kavanagh seconded –

That Council:

1. Notes the engagement being undertaken by Council officers with organisations and the broader community affected by upcoming changes to parking restrictions being implemented as part of the Moreland Integrated Transport Strategy 2019.

2. Approves revising the area around the Brunswick and Coburg and Activity Centres to which new parking restrictions will apply as part of implementing the Moreland Integrated Transport Strategy 2019 to:
 - a) A 200 metre walkable distance from Activity Centre boundaries with the following caveats:
 - i. If the 200 metre distance is within three legal car parking bays to the nearest intersection (plus or minus), finish the restrictions at the nearest intersection.
 - ii. That the revised area boundary does not extend past the boundary endorsed in March 2019.
3. Delays the rollout of the Moreland Integrated Transport Strategy 2019 parking restrictions for Glenroy Activity Centre until after the completion of the level crossing removal project which is currently underway on the Upfield line. After the completion of the level crossing removal project Council will receive a report reviewing the extent of the car parking restrictions roll-out in the activity centre.
4. Delegates authority to the Chief Executive Officer to consider resident requests for additional parking restrictions to manage spillover without needing to survey all occupiers in the street, under the following circumstances:
 - a) Parking restrictions are requested in the area where new parking restrictions were previously approved by Council in March 2019 (DCF12/19) only;
 - b) A parking occupancy survey is conducted and occupancy exceeds 70 per cent for a period of three or more consecutive hours in a given day;
 - c) Additional parking restrictions are to be introduced on one side of the street only in the first instance.
5. Delegates authority to the Chief Executive Officer to issue temporary parking permits to residents to park in nearby streets, with discretion to determine the streets for which the permits are valid and the time period the permits are valid as appropriate, with the following conditions:
 - a) A request for new parking restrictions is being considered to manage spillover due to parking restrictions implemented through the Moreland Integrated Transport Strategy 2019.
 - b) Residents are experiencing difficulty parking on their street due to high occupancy and cannot access nearby unrestricted parking.
 - c) Temporary permits will be available to residents eligible for residential parking permits, whether residents currently hold these permits or not.
 - d) Temporary permits are only issued when an occupancy survey has been commissioned and a decision on whether to introduce parking restrictions is made as outlined.
6. Notes the unique characteristics of the Gaffney Village Neighbourhood Centre including its topography, train station (with relatively high access by car compared to other stations in Moreland), and high proportion of recently subdivided properties.
7. Removes all 2P parking restrictions installed as part of the Moreland Integrated Transport Strategy in the Gaffney Village Neighbourhood Centre area.
8. Writes to all residents within the Gaffney Village Neighbourhood Centre informing them of this decision and includes in the letter:

- a) Notification of a full refund for those residents who have purchased residential and/or visitor permits.
 - b) An explanation as to how individual streets can petition for permit parking if residents in the streets so desire.
9. Writes to the State Member for Pascoe Vale and Minister for Public Transport advocating for improved bus access to and bicycle parking at Pascoe Vale Station.
 10. Introduces a Residential A Permit parking for residents of post August 2011 and pre-January 2021 as outlined as Option A on pages 26 and 27 of the agenda
 - (a) Approve the creation of a new permit type ("Residential A permit") for residents living in housing subdivided after August 2011 but before January 2021, which can only be used to park in areas where new parking restrictions are being introduced through MITS 2019 and indicated with supplementary signage, to be reviewed in July 2022.
 - (b) Modify the Fees and Charge Schedule 2019/2020 to include the following permit types and costs including GST where applicable:
 - Residential A Permit – First No Concession: \$131.10 per year
 - Residential A Permit – First Concession: \$65.55 per year
 - Residential A Permit – Subsequent No Concession: \$196.70 per year
 - Residential A Permit – Subsequent Concession: \$98.35 per year
 11. Introduces discounted Business Permits for Non-Profit organisations, schools etc. as outlined as option D on page 29 of the council agenda, as follows:
 - (a) Approve a 50 per cent discount on the cost of business permits for registered not for profit organisations and charities, schools (including both government and non-government schools), and early years services (including childcare centres and kindergartens).
 - (b) Modify the Fees and Charge Schedule 2019/2020 to include the following permit types and costs including GST where applicable:
 - Business/Trader Parking Permit – First Concession: \$65.55 per year
 - Business/Trader Parking Permit – Subsequent Concession: \$98.35 per year.
 12. Revises the parking restrictions introduced by the Moreland Integrated Transport Strategy to be generally '2P 8am – 8pm Monday – Friday' as outlined as Option E on page 31 of the agenda, but with the earlier finish time of 8pm.
 13. Authorises the affixing of the common seal to the Instrument of Delegation at Attachment 3 to this report.
 14. Determines the Instrument of Delegation comes into force immediately the common seal of Council is affixed to the instrument and remain in force until Council determines to vary or revoke.
 15. Notes the Instrument of Delegation will be reviewed in July 2022.
 16. Approves an extension on the review of transitional measures relating to parking changes from July 2021 to July 2022, with all measures to remain in effect until a further decision of Council.

8.49 pm *Cr Yildiz left the Council Chamber during the debate.*

8.50 pm *Cr Yildiz returned to the Council Chamber.*

Amendment

Cr Carli Hannan moved, Cr Yildiz seconded -

The amendment was put to the vote.

That part 3 of the motion be amended to read:

3. Delays the rollout of the Moreland Integrated Transport Strategy 2019 parking restrictions for Glenroy Activity Centre and Coburg Activity Centre until after the completion of the level crossing removal project which is currently underway on the Upfield line. After the completion of the level crossing removal project Council will receive a report reviewing the extent of the car parking restrictions roll-out in the activity centres.

9 pm While the amendment was being moved, the Mayor adjourned the meeting so technical issues could be resolved.

9.08 pm The meeting resumed with all Councillors present except Councillor Bolton.

9.09 pm Cr Bolton returned to the Council Chamber.

Lost

Cr Irfanli called for a division.

For

Cr Bolton
Cr Carli Hannan
Cr Irfanli
Cr Tapinos
Cr Yildiz

Against

Cr Abboud
Cr Davidson
Cr Dorney
Cr Kavanagh
Cr Martin
Cr Riley

Total For (5)

Total Against (6)

Carried

Amendment

The Mayor determined the motion would be voted on in parts.

Cr Bolton moved, Cr Carli Hannan seconded -

That part 11 of the motion be modified to read:

11. Introduces discounted Business/Non-Profit organisation Permits as follows:
 - a) Approve free permits for staff and volunteers of registered not for profit organisations and charities, schools (including both government and non-government schools), and early years services (including childcare centres and kindergartens).

Lost

That part 12 of the motion be modified to read:

12. Revises the parking restrictions introduced by Moreland Integrated Transport Strategy to be generally '2P 8am – 6pm Monday – Friday' unless it is an area in an entertainment precinct where night-time parking is overused.

Lost

That part 16 of the motion be modified to read:

16. Continues with the plan for a review of transitional measures relating to parking changes in July 2021, with all measures to remain in effect until a further decision of Council, and changes made under delegation to deal with anomalies to be reported back to Councillors by email, Councillor briefing or Council report.

Lost

Amendment

The Mayor determined the motion would be determined in parts.

Cr Martin moved, Cr Abboud seconded -

That Part 4 of the motion be amended and a new part 5 be inserted to read:

4. Revises the Parking Implementation Plan area for zone 1 and 2 to a 100 metres walkable distance from the activity centre boundary. Seeks to apply new restrictions of 8 am to 8 pm only to one side of the street in streets that are currently unrestricted. Should any of these streets currently have some parking restrictions then these will be exempt from this stage of the implementation.
5. Council receives a report on the full rollout of the Parking Implementation Plan in the Glenroy Activity Centre after the completion of the level crossing removal project which is currently underway on the Upfield line reviewing the extent of a full car parking permit roll-out under the adopted parking implementation plan in the activity centre.

Lost

That part 13 of the motion be amended to read:

13. Revise the parking restrictions introduced by Moreland Integrated Transport Strategy to be generally '2P 8am – 8pm Monday – Friday' as outlined on page 31 of the agenda for zones 1 to 9 only.

Lost

That a new part be inserted into the motion as follows:

12. **Approves a reduction in the cost of the daily parking permit from \$10 per day to \$2.50 per day for PayStay zones 1, 2, 6, and 7 as shown in Attachment 1 to the report, to provide a more affordable option for commuters driving to Glenroy, Merlynston and Pascoe Vale Train Stations respectively, to be reviewed in July 2022.**

Modifies the Fees and Charge Schedule 2019/2020 to include the following permit types and costs:

Daily Parking Permit (Commuter Area): \$2.50 per day

As outlined as Option B on page 27 of the Council meeting agenda.

Carried

That a new part be inserted into the motion as follows:

13. **Approves the removal of a limit on business parking permits that can be obtained by not for profits, schools, child care centres and kindergartens, to be reviewed in July 2022.**

Carried

Amendment

Cr Dorney moved, Cr Riley seconded -

The following points be included in the motion:

13. **Notes that Council is in the process of transitioning to an e-permit which will allow Pre 2011 residents to access their visitor permits instantly**
14. **Expedites measures to make it easier and quicker for residents to access existing "scratch ticket" visitor permits, in the meantime which may include hand delivery of scratch tickets**
15. **Allows each Pre 2011 household within the MITS parking restrictions area to access a free book of ten daily visitor permits in 2020, a free book of five daily visitor permits in 2021, to assist in transitioning to parking changes, and with the**

free visitor permits to be reviewed at the time that MITS Parking Restrictions are reviewed

16. Informs these households of this opportunity when writing to advise of upcoming changes to parking restrictions
17. Notes that Council is developing behaviour change programs in relation to transport issues.
18. In the meantime, provides basic information though Council's website and other means which may assist in transport behaviour change, such as information on car share options, bicycle trailers/cargo bicycles, bicycle confidence courses, walking, public transport, etc.

9.54 pm Cr Yildiz left the Council Chamber while the amendment was being moved.

9.55 pm Cr Carli Hannan left the Council Chamber .

9.56pm Cr Yildiz returned to the Council Chamber after the motion was seconded

9.57pm Cr Carli Hannan returned to the Council Chamber during the debate.

Carried

Procedural motion

Cr Kavanagh moved, Cr Tapinos seconded –

That the substantive motion be put.

Carried

The substantive motion was put and became the resolution as follows:

Resolution

That Council:

1. Notes the engagement being undertaken by Council officers with organisations and the broader community affected by upcoming changes to parking restrictions being implemented as part of the Moreland Integrated Transport Strategy 2019.
2. Approves revising the area around the Brunswick and Coburg and Activity Centres to which new parking restrictions will apply as part of implementing the Moreland Integrated Transport Strategy 2019 to:
 - a) A 200 metre walkable distance from Activity Centre boundaries with the following caveats:
 - i. If the 200 metre distance is within three legal car parking bays to the nearest intersection (plus or minus), finish the restrictions at the nearest intersection.
 - ii. That the revised area boundary does not extend past the boundary endorsed in March 2019.
3. Delays the rollout of the Moreland Integrated Transport Strategy 2019 parking restrictions for Glenroy Activity Centre until after the completion of the level crossing removal project which is currently underway on the Upfield line. After the completion of the level crossing removal project Council will receive a report reviewing the extent of the car parking restrictions roll-out in the activity centre.
4. Delegates authority to the Chief Executive Officer to consider resident requests for additional parking restrictions to manage spillover without needing to survey all occupiers in the street, under the following circumstances:

- a) **Parking restrictions are requested in the area where new parking restrictions were previously approved by Council in March 2019 (DCF12/19) only;**
 - b) **A parking occupancy survey is conducted and occupancy exceeds 70 per cent for a period of three or more consecutive hours in a given day;**
 - c) **Additional parking restrictions are to be introduced on one side of the street only in the first instance.**
- 5. Delegates authority to the Chief Executive Officer to issue temporary parking permits to residents to park in nearby streets, with discretion to determine the streets for which the permits are valid and the time period the permits are valid as appropriate, with the following conditions:**
- a) **A request for new parking restrictions is being considered to manage spillover due to parking restrictions implemented through the Moreland Integrated Transport Strategy 2019.**
 - b) **Residents are experiencing difficulty parking on their street due to high occupancy and cannot access nearby unrestricted parking.**
 - c) **Temporary permits will be available to residents eligible for residential parking permits, whether residents currently hold these permits or not.**
 - d) **Temporary permits are only issued when an occupancy survey has been commissioned and a decision on whether to introduce parking restrictions is made as outlined.**
- 6. Notes the unique characteristics of the Gaffney Village Neighbourhood Centre including its topography, train station (with relatively high access by car compared to other stations in Moreland), and high proportion of recently subdivided properties.**
- 7. Removes all 2P parking restrictions installed as part of the Moreland Integrated Transport Strategy in the Gaffney Village Neighbourhood Centre area.**
- 8. Writes to all residents within the Gaffney Village Neighbourhood Centre informing them of this decision and includes in the letter:**
- a) **Notification of a full refund for those residents who have purchased residential and/or visitor permits.**
 - b) **An explanation as to how individual streets can petition for permit parking if residents in the streets so desire.**
- 9. Writes to the State Member for Pascoe Vale and Minister for Public Transport advocating for improved bus access to and bicycle parking at Pascoe Vale Station.**
- 10. Introduces a Residential A Permit parking for residents of post August 2011 and pre- January 2021 as outlined as Option A on pages 26 and 27 of the agenda**
- Approve the creation of a new permit type (“Residential A permit”) for residents living in housing subdivided after August 2011 but before January 2021, which can only be used to park in areas where new parking restrictions are being introduced through MITS 2019 and indicated with supplementary signage, to be reviewed in July 2022.**
- Modify the Fees and Charge Schedule 2019/2020 to include the following permit types and costs including GST where applicable:**
- **Residential A Permit – First No Concession: \$131.10 per year**
 - **Residential A Permit – First Concession: \$65.55 per year**

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 - Residential A Permit – Subsequent Concession: \$98.35 per year
11. Introduces discounted Business Permits for Non-Profit organisations, schools etc. as outlined as option D on page 29 of the council agenda, as follows:
 - a) Approve a 50 per cent discount on the cost of business permits for registered not for profit organisations and charities, schools (including both government and non-government schools), and early years services (including childcare centres and kindergartens).
 - b) Modify the Fees and Charge Schedule 2019/2020 to include the following permit types and costs including GST where applicable:
 - Business/Trader Parking Permit – First Concession: \$65.55 per year
 - Business/Trader Parking Permit – Subsequent Concession: \$98.35 per year.
 12. Approves a reduction in the cost of the daily parking permit from \$10 per day to \$2.50 per day for PayStay zones 1, 2, 6, and 7 as shown in Attachment 1 to the report, to provide a more affordable option for commuters driving to Glenroy, Merlynston and Pascoe Vale Train Stations respectively, to be reviewed in July 2022.

Modifies the Fees and Charge Schedule 2019/2020 to include the following permit types and costs:

Daily Parking Permit (Commuter Area): \$2.50 per day

As outlined as Option B on page 27 of the Council meeting agenda.
 13. Approves the removal of a limit on business parking permits that can be obtained by not for profits, schools, child care centres and kindergartens, to be reviewed in July 2022.
 14. Revises the parking restrictions introduced by the Moreland Integrated Transport Strategy to be generally '2P 8am – 8pm Monday – Friday' as outlined as Option E on page 31 of the agenda, but with the earlier finish time of 8pm.
 15. Authorises the affixing of the common seal to the Instrument of Delegation at Attachment 3 to this report.
 16. Determines the Instrument of Delegation comes into force immediately the common seal of Council is affixed to the instrument and remain in force until Council determines to vary or revoke.
 17. Notes the Instrument of Delegation will be reviewed in July 2022.
 18. Approves an extension on the review of transitional measures relating to parking changes from July 2021 to July 2022, with all measures to remain in effect until a further decision of Council.
 19. Notes that Council is in the process of transitioning to an e-permit which will allow Pre 2011 residents to access their visitor permits instantly
 20. Expedites measures to make it easier and quicker for residents to access existing "scratch ticket" visitor permits, in the meantime which may include hand delivery of scratch tickets
 21. Allows each Pre 2011 household within the MITS parking restrictions area to access a free book of ten daily visitor permits in 2020, a free book of five daily visitor permits in 2021, to assist in transitioning to parking changes, and with the

free visitor permits to be reviewed at the time that MITS Parking Restrictions are reviewed

22. Informs these households of this opportunity when writing to advise of upcoming changes to parking restrictions
23. Notes that Council is developing behaviour change programs in relation to transport issues.
24. In the meantime, provides basic information though Council's website and other means which may assist in transport behaviour change, such as information on car share options, bicycle trailers/cargo bicycles, bicycle confidence courses, walking, public transport, etc.

Carried

Cr Kavanagh called for a division.

For

Cr Abboud
Cr Davidson
Cr Dorney
Cr Kavanagh
Cr Martin
Cr Riley

Total For (6)

Against

Cr Bolton
Cr Carli Hannan
Cr Irfanli
Cr Tapinos

Total Against (4)

Abstain

Cr Yildiz

Total Abstain (1)

ATTACHMENT 2

Amendment C183



Council is proposing to apply a planning tool called a Parking Overlay to activity and neighbourhood centres across the municipality to implement new parking controls in Council's recently approved *Moreland Integrated Transport Strategy 2019*.

What does Amendment C183 do?



Amendment C183 proposes to apply Parking Overlays to change parking requirements for new developments in designated Activity Centres and Neighbourhood Centres. Three new Parking Overlays are proposed to be introduced:

- Parking Overlay 1 – applies to the Brunswick, Coburg and Glenroy Activity Centres: a minimum parking requirement is no longer specified, and instead a maximum rate of allowed parking is specified, above which a permit is required.
- Parking Overlay 2 – applies to 12 Neighbourhood Centres: this reduces minimum parking requirements by 20 per cent.
- Parking Overlay 3 – applies to all other land zoned for commercial or residential growth: No change is made to minimum parking requirements (only introducing sustainable transport design guidelines).

The Amendment also introduces guidelines that encourage new developments to integrate sustainable transport into their design.

Find out more

Visit the Website

You can search your address to see if the proposed changes will affect your land, at moreland.vic.gov.au/amendment-c183.

You can also view detailed information about the proposed changes and the amendment process.

Come to an Info Session

We are holding two info sessions at the Coburg Civic Centre (90 Bell Street Coburg, entry through Urquhart Street) where you can drop in and talk to Council staff:

- Thursday 10 October, 5:30pm to 8pm
- Saturday 19 October, 10am to 1pm

Give us a Call

Council staff are here to answer your questions about the amendment. If you'd like to discuss how the changes might affect you, please contact Council on 9240 1111.



Make a submission

Amendment C183 is now on public exhibition and you are welcome to make a written submission to Council to express your views. **Submissions must be received by Monday, 11 November 2019.**

Submissions must be made in writing, giving your name and contact address and clearly stating the grounds on which the amendment is supported or opposed and indicating what changes (if any) should be made.

Submit your views by:

Post:
Strategic Planning
Submission to Amendment C183
Moreland City Council
Locked Bag 10
Moreland VIC 3058

Email:
strategicplanning@moreland.vic.gov.au
Please include "Submission to Amendment C183" in the subject line.

Website:
Submissions can be made directly through Council's website at moreland.vic.gov.au/amendment-c183

Amendment C183



Council is proposing to apply the Parking Overlay to activity and neighbourhood centres across the municipality to implement the *Moreland Integrated Transport Strategy 2019*.

Why is Council proposing to change how much parking is required for new developments in some areas?

Like the rest of Melbourne, Moreland's population is growing. By 2036, our population is expected to increase by 43,000 people and without solutions in place we will see an additional 25,000 cars move into Moreland during this time.

We want to slow the growth of cars into Moreland as our population grows, to help reduce the impacts of traffic and congestion on our liveability, while still allowing cars and parking to be used by those who most need to drive.

Won't this just mean more people parking on the street?

Council is also expanding parking restrictions to streets in Neighbourhood Centres and within about 200 metres of Activity Centres to protect the ability of existing residents eligible for a parking permit to park on street if needed. Residents of newer developments (subdivided after August 2011) are not

able to get residential parking permits. The parking restrictions mean that new residents will need a parking space if they bring a car into these areas and can no longer use on-street parking for all day parking.

Does this mean all new developments in Activity Centres won't have car parking?

It is expected that most new developments will still contain some car parking due to demand. This has been the example in the Melbourne CBD, where most new developments have car parking even though there is no requirement to do so.

Won't people still need cars to get around?

Many people will still need or want to own cars and will rent or buy homes that have a parking space. But in the Activity Centres, where Council is proposing to make the biggest changes to parking requirements, there is also excellent access to other transport options like public transport, cycling and walking options, and access to car share schemes that can enable car use without the need for car ownership.

Key Definitions

Minimum parking requirements specify the minimum amount of parking that is required to be provided before needing a planning permit (for example, one parking space per one or two-bedroom dwelling). Particularly in areas with good access to walking, cycling and public transport, permits are often granted to go below this rate, including down to zero.

Activity Centres in Moreland include areas of Brunswick, Coburg and Glenroy where there is a broad mix of uses including retail, commercial and cultural activity. They also have good links to the public transport network. These Activity Centres are where the most development and change will occur.

Neighbourhood Centres are where some development and change will occur, and areas where shopping and community services are meeting the daily and weekly needs of the local community.

Sustainable transport generally refers to walking, cycling and public transport. Examples of how new developments can integrate sustainable transport include having quality bicycle parking, accommodating electric vehicles, and ensuring vehicle access doesn't create safety or access issues for pedestrians

Moreland Language Link

廣東話	9280 1910	हिन्दी	9280 1918
Italiano	9280 1911	普通话	9280 0750
Ελληνικά	9280 1912	ਪੰਜਾਬੀ	9280 0751
عربى	9280 1913		
Türkçe	9280 1914	All other languages	
Tiếng Việt	9280 1915	9280 1919	