

The table below provides an update on the progress of the implementation of the resolutions relating to the Council report of 11 September 2013 – Results of Community Consultation on Bluestone Laneways (DCI50/13).

Resolution	STATUS (December 2015)
<p>1. To amend sections of the Rights of Way Strategy 2011 and related policies regarding the reconstruction and repair of bluestone laneways in order to maintain the entire bluestone laneways network in the municipality of Moreland and establish appropriate specifications for the laying procedures. Council will reconstruct or repaired bluestone laneways as required, like for like, using bluestones and taking into consideration the principles of the Burra Charter.</p>	<p>The Rights of Way Strategy 2011 will be amended to incorporate this resolution.</p> <p>A draft of the revised Rights of Way Strategy was presented to the Bluestone Laneways Community Reference Group for comment. A Council report presenting the updated Rights of Way Strategy is programmed to be presented to Council in early 2016.</p>
<p>2. During reconstruction of a bluestone laneway:</p> <p>a) All bluestone footpath crossovers (including current bluestone footpaths and other footpaths intersected by a bluestone laneway) will include a continuous smooth accessible pathway that is compliant with the disability discrimination act (DDA) and Australian Standards for Design for Access and Mobility (AS 1428.1-2009).</p> <p>b) Reconstruction of a bluestone laneway that is the only path of access to a new or existing development will include a continuous smooth accessible path of travel that is DDA and AS1428.1 compliant.</p>	<p>During the reconstruction of bluestone laneways a continuous smooth accessible path of travel in accordance with the <i>Disability Discrimination Act 2006</i> and AS1428.1 will be provided along footpath crossovers.</p> <p>A Moreland Standard Drawing has been developed for incorporation into the Moreland Technotes</p> <p>During the reconstruction of bluestone laneways a continuous smooth accessible path of travel in accordance with AS1428.1 will be provided to any existing development where the laneway is the only path of access.</p> <p>Where a new development is proposed off an existing bluestone laneway where the laneway is the only path of access, a permit condition will be placed on the planning permit to provide a continuous smooth accessible path of travel in accordance with AS1428.1.</p> <p>The existing Technote will be updated to reflect the revised bluestone pavement make-up following Council endorsement.</p>

Resolution	STATUS (December 2015)
<p>c) A trial will be conducted to assess costs and preferred methods for the provision of a continuous smooth path of access along reconstructed bluestone laneways that is DDA and AS1428.1 compliant.</p> <p>d) Council to receive a report reviewing costs and methods trialled during the 12 month period from September 2013 to September 2014 to assess the feasibility and viability of the trialled bluestone reconstruction methods during that period.</p>	<p>A trial in a laneway at the end of Pareora Street, Brunswick East was undertaken in 2014 to demonstrate construction of a continuous smooth path of access to an existing residence using sawn bluestones.</p> <p>Based on this trial, the cost was approximately \$330/sqm. This compares with the rates for the smaller size trial projects included in the construction analysis report (November 2015), which were of a similar size. It is noted however that this accessible trial did not include a full reconstruction of the pavement base, with this cost offset by the cost in modifying the bluestone pitchers to obtain a smooth surface. Therefore the overall cost is likely to be in the order of 1.25 - 1.5 times higher than a standard reconstruction.</p> <p>This was incorporated into the December 2015 Council report (DCI51/15).</p>
<p>3. To extend the laneway reconstruction program timeframe to cover any additional costs and to reallocate, from other programs, funds for the works within the current capital program budget. To investigate cost saving options such as bulk tendering or training of an in-house team to undertake reconstruction of bluestone laneways.</p>	<p>Following endorsement by Council of the preferred construction method resulting from the trials, the forward capital works program will be reviewed to resume the bluestone laneway renewal program, balanced against the competing priorities across Council's overall road infrastructure portfolio and available budget.</p> <p>Given the volume of bluestone reconstruction work undertaken annually as part of Council's Capital Works Program, there is insufficient work to provide a dedicated in-house crew with a continuous work program. A service review would be required of the existing road maintenance team to incorporate this work within the existing team structure.</p>

Resolution	STATUS (December 2015)
<p>4. To undertake a range of trials to determine the most appropriate reconstruction method, provided it is permeable and unbound, such as crushed rock or sand, for the reconstruction of bluestone lanes and to produce explicit laying specifications, and maintain any historical pattern present during the reconstruction of bluestone laneways.</p>	<p>A range of trials have now been completed and are the subject of the December 2015 Council report (DC151/15).</p>
<p>5. To develop a policy entitled 'Moreland: a Bluestone City' to recognise the historic and cultural significance of bluestones across the municipality and to provide in-principle support for preserving bluestones in kerb and channel reconstructions, giving preference to bluestones in future paving options and to recognise and celebrate our historic and iconic bluestone buildings, bridges and foundations.</p>	<p>The City Strategy and Design branch are undertaking a review of all outstanding heritage matters this financial year, and will provide a report to Council in early 2016 in order to establish priorities with regard to outstanding work in this area going forward.</p> <p>The development of the 'Moreland: a Bluestone City' policy, and associated heritage studies, is included within the review.</p>
<p>6. To develop a policy for the reinstatement of bluestone pitchers for the future reconstruction of laneways, where these have been removed, with priority given to laneways in heritage areas.</p>	<p>This policy position will form part of the 'Moreland: a Bluestone City' policy. Refer 5 above.</p>
<p>7. To apply Council's Carbon Emissions Policy and the principles of our Zero Carbon Moreland program to the maintenance of laneways.</p>	<p>The bluestone laneway construction trials have included application of these policies and principles, of which a viable preferred outcome has been achieved.</p>
<p>8. To refer to the budget process funds required to undertake a study and policy for the protection of the entire bluestone laneway network, bluestone buildings, bridges and foundations by application of a heritage overlay to ensure that any work that occurs on them, both private and public requires a planning permit.</p>	<p>This is to be considered further by Council in 2016. Refer 5 above.</p>
<p>9. To thank the members of the Bluestones Working Group, the Save Moreland's Bluestones Action Group, Moreland Disability Advisory Committee and the community for their contribution to policy discussions and for their extensive submissions to Council.</p>	<p>Completed.</p>

Resolution	STATUS (December 2015)
<p>10. Prepare a report back to council about invigorating Moreland's Heritage/Cultural Significance Advisory Committee by formalising its membership and scope for identifying; protecting; celebrating and promoting Moreland-wide cultural assets.</p>	<p>The Heritage/Cultural Significance Advisory Committee was not re-established at Council's Meeting of 11 November 2015.</p>