



***City of*  
Whittlesea**

# **A G E N D A**

## **OF ORDINARY COUNCIL MEETING**

**HELD ON**

**TUESDAY 28 FEBRUARY 2017**

**AT 6.30PM**

### **SUMMONS**

You are advised that a Meeting of Council has been called by the Chief Executive Officer on Tuesday, 28 February 2017 in Council Chamber, 25 Ferres Boulevard, South Morang at 6.30pm for the transaction of the following business.

**M WOOTTEN  
CHIEF EXECUTIVE OFFICER**





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## COUNCILLORS

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RICKY KIRKHAM MAYOR, NORTH WARD

JOHN BUTLER NORTH WARD

EMILIA LISA STERJOVA NORTH WARD

NORM KELLY DEPUTY MAYOR, SOUTH EAST WARD

SAM ALESSI SOUTH EAST WARD

ALAHNA DESIATO SOUTH EAST WARD

MARY LALIOS SOUTH EAST WARD

LAWRIE COX SOUTH WEST WARD

STEVAN KOZMEVSKI SOUTH WEST WARD

CAZ MONTELEONE SOUTH WEST WARD

KRIS PAVLIDIS SOUTH WEST WARD



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## SENIOR OFFICERS

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MICHAEL WOOTTEN	CHIEF EXECUTIVE OFFICER
RUSSELL HOPKINS	DIRECTOR COMMUNITY SERVICES
STEVE O'BRIEN	DIRECTOR PLANNING AND MAJOR PROJECTS
NICK MANN	DIRECTOR CITY TRANSPORT & PRESENTATION
HELEN SUI	DIRECTOR CORPORATE SERVICES
LIANA THOMPSON	DIRECTOR PARTNERSHIPS & ENGAGEMENT
MICHAEL TONTA	MANAGER GOVERNANCE



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**Note:**

At Council's discretion, the meeting may be closed in accordance with Section 89 of the Local Government Act 1989. The provision which is likely to be relied upon to enable closure is set out in each item. These reports are not available for public distribution.

**Question Time:**

During the meeting, Council will answer questions from residents and ratepayers. Questions should be submitted in writing before the start of the meeting unless this unreasonably prevents or hinders you from participating. A Question Time form can be downloaded from Council's website and copies of the form are available at the meeting.

Council is committed to ensuring that all residents and ratepayers of the municipality may contribute to Council's democratic process and therefore, if you have special requirements, please telephone the Governance Team prior to any Council Meeting on 9217 2294.

**Large Attachments:**

Where large attachments form part of the Report, due to the size of the attachments – a copy has not been provided in the Agenda document

Copies of these attachments are available for inspection by the public at the following locations:

- a) Council offices at 25 Ferres Boulevard, South Morang; and
- b) Whittlesea City Council's internet site – [www.whittlesea.vic.gov.au](http://www.whittlesea.vic.gov.au)



**1. OPENING**

**1.1 MEETING OPENING AND PRAYER**

The Chief Executive Officer will open the meeting with the reading of the prayers:

*Almighty God, we humbly beseech thee, to vouchsafe thy blessing upon this council. Direct and prosper its deliberations to the advancement of thy glory and the true welfare of the people of the Whittlesea City Council.*

*Our father who art in heaven, hallowed be thy name, Thy kingdom come, Thy will be done in earth as it is in heaven. Give us this day our daily bread and forgive us our trespasses as we forgive them that trespass against us; and lead us not into temptation but deliver us from evil, For thine is the kingdom, the power and the glory, for ever and ever.*

*Amen*

**1.2 ACKNOWLEDGMENT OF TRADITIONAL OWNERS STATEMENT**

The Mayor will read the following Acknowledgement of Traditional Owners Statement.

*On behalf of the Whittlesea City Council I recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan as the traditional owners of this place.*

**1.3 PRESENT**

**2. APOLOGIES**

**3. DECLARATIONS OF INTEREST**

**4. CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

**Ordinary Meeting of Council held 7 February 2017; and  
Special Meeting of Council held 14 February 2017**



**5. CONSIDERATION AND ACTION ON PETITIONS AND JOINT LETTERS****5.1 PETITIONS****5.1.1 PETITION – SUPPORTING PLANNING APPLICATION ON CORNER OF CHURCH AND WALNUT STREET, WHITTLESEA****File No: 716281**

A petition has been received from 55 people (49 residents and 6 non-residents) supporting the planning permit application to use premises at the corner of Church and Walnut Streets, Whittlesea as a funeral parlour.

<b>RECOMMENDATION</b>
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**THAT Council resolve to:**

- 1. Receive the petition from 55 people (49 residents and 6 non-residents) supporting the planning permit application to use the corner of Church and Walnut Streets, Whittlesea as a funeral parlour; and**
- 2. Consider the petition in conjunction with the Council Report dealing with planning permit application 716281 at a subsequent Council Meeting.**

**5.1.2 PETITION – SUPPORTING PLANNING APPLICATION 716281 – 50 CHURCH STREET, WHITTLESEA – TO USE PREMISES AS A FUNERAL SERVICES BUSINESS****File No: 716281**

A petition has been received from 46 traders in the Whittlesea Township supporting planning permit application 716281 to use the premises at 50 Church Street, Whittlesea as a funeral services business.

<b>RECOMMENDATION</b>
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**THAT Council resolve to:**

- 1. Receive the petition from 46 traders supporting planning permit application 716281 to use the premises at 50 Church Street, Whittlesea as a funeral services business; and**
- 2. Consider the petition in conjunction with the Council Report which will consider planning permit application 716281 at a subsequent Council Meeting.**



**5.2 JOINT LETTERS**

**NIL REPORTS**





**6. OFFICERS' REPORTS****6.1 PLANNING AND MAJOR PROJECTS****6.1.1 37 DAVID STREET, LALOR - CONSTRUCTION OF THREE DWELLINGS**

<b>File No:</b>	<b>716169</b>
<b>Attachments:</b>	<b>1</b> <b>Locality Maps</b> <a href="#">↓</a> <b>2</b> <b>Development Plans</b> <a href="#">↓</a>
<b>Responsible Officer:</b>	<b>Director Planning &amp; Major Projects</b>
<b>Author:</b>	<b>Planning Officer</b>
<b>APPLICANT:</b>	<b>MS Designer Living Pty Ltd</b>
<b>COUNCIL POLICY:</b>	<b>Nil</b>
<b>ZONING:</b>	<b>General Residential Zone</b>
<b>OVERLAY:</b>	<b>Development Contributions Plan Overlay</b>
<b>REFERRAL:</b>	<b>Nil</b>
<b>OBJECTIONS:</b>	<b>One</b>
<b>RECOMMENDATION:</b>	<b>That Council approve the application.</b>

**REPORT****EXECUTIVE SUMMARY**

The applicant proposes to demolish the existing dwelling and construct three double storey dwellings on the subject land. The existing concrete crossing located along the north and west property boundaries is to provide vehicular access to Dwelling No. 1 and a new crossing is to be constructed along the north and east property boundaries for Dwelling for Dwelling Nos. 2 and 3.

Advertising of the proposal resulted in one objection being received. The grounds of objection relate to the height of the proposed development, overlooking and impact on the privacy for adjoining owners.

The proposal demonstrates a satisfactory level of compliance with the provisions of Clause 55 of the Whittlesea Planning Scheme. All objectives of Clause 55 can be met. A small number of standards have not been met but can be addressed through conditions of any permit that may be issued.

The Housing Diversity Strategy (HDS) nominates the site as being within the Neighbourhood Interface Change Area. The proposal complies with the preferred density and design principles of this change area and is considered to be an acceptable development in an appropriate location as nominated by the HDS.

On the basis of the Clause 55 assessment and the proposal's general compliance with both State and Local Planning Policy Frameworks including the HDS, it is recommended that Council approve the application.

**SITE AND SURROUNDING AREA**

The subject site is a residential property located on the southern side of David Street, approximately 500m west of Dalton Road, Lalor (*see Attachment 1*). The site is rectangular in shape and provides a frontage to David Street of 15.2m and a depth of approximately 44.0m, providing a total site area of 673m<sup>2</sup>. The site is relatively flat and contains a detached single storey weatherboard dwelling with a tiled hipped roof, and a garage located to the rear of the dwelling. Vehicular access to the site is provided via a single concrete crossing located along the north and west property boundaries. There is no vegetation of significance contained within the site.

The surrounding area is generally characterised by residential land uses with existing single storey dwelling being typical of the prevailing built form. There are a number of multi-dwelling developments within the immediate vicinity, in particular abutting the subject site to the west at 35 David Street (4 semi-detached town houses) and to the east at 51 and 53 David Street (both sites contain dual occupancies). The abutting site immediately to the south contains a medium density housing site comprising three dwellings.

The subject site is located in proximity to the following sites, services and infrastructure:

- Lalor Primary School (300m north).
- Lalor Secondary College (400m east).
- St Lukes Primary School (450m west).
- Vasey Avenue Park (450m northwest).
- Lalor Library (500m direct southwest).
- Lalor Living and Learning Centre – Occasional Care (500m southwest).
- Lalor Shopping Precinct (750m west).
- Lalor Train Station (1km northwest).

**RESTRICTIONS AND EASEMENTS**

The Certificate of Title for the property shows that the site is not affected by any restrictive covenants or Section 173 Agreements. The site is however encumbered by a 1.83m wide drainage and sewerage easement along the southern property boundary.

**PROPOSAL**

It is proposed to construct three double storey dwellings (*see Attachment 2*). The existing dwelling is to be demolished.

The dwellings will each comprise a similar floor plan with a varied configuration.

Dwelling No. 1 will have street frontage to David Street and comprise an open plan kitchen/meals/living area, alfresco area, a powder room and laundry facilities at ground level. At first floor level, the dwelling will contain three bedrooms (master with ensuite and walk-in-robe) and a separate bathroom. Dwelling No 1 will be serviced by a separate driveway which will access a single garage and provide the opportunity for an extra tandem car space in the driveway.

Dwelling No. 2, at ground level, the dwelling will contain an open plan kitchen/meals/family area, a powder room and a laundry. At first floor level, the dwelling will contain three bedrooms (master with ensuite and built-in-robe) and a separate bathroom. This dwelling will have a double garage located to the rear of the dwelling.

Dwelling No. 3 will be located at the rear of the property. At ground level, the dwelling will contain an open plan kitchen/meals/family area, a powder room, laundry facilities and a bedroom. At first floor level, the dwelling will contain one bedroom (master with ensuite and

walk-in-robe) and a separate rumpus. Dwelling No. 3 will have a single garage that is located towards the front of the dwelling and adjoining the garage of Dwelling No 2.

All three dwellings will be provided with private open space and secure external storage accessible from their respective living areas.

Details of the proposed development are outlined in the following table:

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 1	Double storey	3	7.5m front (north), 6.5m side (east) and 0m side (west).	95m <sup>2</sup> (including 34m <sup>2</sup> secluded private open space).	Single garage (6.6m x 3.5m) plus an open car space in tandem.	7.2m (overall)
Dwelling No. 2	Double storey	3	4.0m side (east) and 2.5m side (west).	47m <sup>2</sup> (all secluded private open space)	Double garage (6.0m x 5.5m)	7.2m (overall)
Dwelling No. 3	Double storey	2	0m side (east); 3.0m side (west) and 2.0m rear (south).	53m <sup>2</sup> (all secluded private open space)	Single garage (6m x 3.5m)	7.2m (overall)

## PUBLIC NOTIFICATION

Advertising of the application has resulted in one objection being received. The grounds of objection can be summarised as follows:

1. Height.
2. Overlooking resulting in a loss of privacy.

## HOUSING DIVERSITY STRATEGY

The Housing Diversity Strategy (HDS) provides a strategic framework for future residential development in the established areas of the municipality for the next 20 years. It aims to guide the future location and diversity of housing stock and identifies areas of housing growth and change, including areas where future housing growth will not be supported. In general, it aims to encourage higher residential densities and a diversity of housing types and sizes into areas within convenient walking distance to public transport and activity centres.

The HDS is now a reference document in the Whittlesea Planning Scheme and an assessment against it is provided under Standard B2 of the Clause 55 assessment.

## ASSESSMENT AGAINST CLAUSE 55 OF THE WHITTLESEA PLANNING SCHEME

The following table provides details on whether the proposal complies with the requirements of Clause 55 of the Whittlesea Planning Scheme. Under these provisions a development:

- Must meet all of the objectives
- Should meet all of the standards

If Council is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B1	Neighbourhood Character	✓	✓	<p>The surrounding area is characterised by a mixture of single and multi-dwelling developments of both double and single storey scale. Developments within the area range in style from 1950s and 1960s single storey brick and weatherboard to recent infill development generally incorporating both brick and render elements in a contemporary style. Housing in the area typically is low scale with generous front setbacks and very limited built form on the boundary (garages and sheds in the rear open spaces are the exception). Where a second storey is provided these are typically well recessed from the ground floor frontage.</p> <p>The proposed dwellings are considered to be of a scale and form that respects and will integrate well with the existing housing stock.</p>
B2	Residential Policy	✓	✓	<p>The proposal is consistent with State and Local Planning Policy Frameworks in that it provides for moderate housing growth and diversity to the existing housing stock within a location offering good access to services and transport.</p> <p>The subject site is located within the Neighbourhood Interface Change Area within the HDS. This Change Area encourages a range of low to medium building heights that can be integrated with existing housing stock. Moderate front setbacks are encouraged to allow activation of the street while also allowing for sufficient landscaping. Site coverage objectives seek to facilitate a balance between increased densities and landscape opportunities. Provision of attractive landscaping to complement medium density built form is encouraged.</p> <p>The proposed development is generally consistent with the preferred density and key design principles outlined in the HDS. The indicative landscape areas shown on the plans submitted allow sufficient private open space to accommodate a small to medium canopy tree within the rear setback for each dwelling which will soften the impact of the proposed built form. The generous front setback can also accommodate a large canopy tree or a number of medium canopy trees to replace the existing tree on site and further enhance the streetscape.</p>
B3	Dwelling Diversity	N/A	N/A	Only applicable to developments of ten (10) or more dwellings

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B4	Infrastructure	✓	✓	
B5	Integration with the street	✓	✓	
B6	Street setback	✓	✓	
B7	Building height	✓	✓	
B8	Site coverage	✓	✓	
B9	Permeability	✓	✓	
B10	Energy efficiency	✓	✓	
B11	Open space	N/A	N/A	Only applicable if public or communal open space is to be provided on site or adjacent to the development
B12	Safety	✓	✓	
B13	Landscaping	✓	x	The indicative landscape areas shown on the plans submitted allow sufficient private open space to accommodate a small to medium canopy tree within the rear setback for each dwelling which will soften the impact of the proposed built form. A detailed landscape plan has not been provided with the application. To ensure the proposal is acceptable, a condition requiring a landscape plan will be included on any permit that is issued.
B14	Access	✓	✓	
B15	Parking location	✓	✓	
B17	Side and rear setbacks	✓	✓	
B18	Walls on boundaries	✓	✓	
B19	Daylight to existing windows	✓	✓	
B20	North-facing windows	✓	✓	
B21	Overshadowing open space	✓	✓	
B22	Overlooking	✓	✓	
B23	Internal views	✓	✓	
B24	Noise impacts	✓	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B25	Accessibility	✓	✓	
B26	Dwelling entry	✓	✓	
B27	Daylight to new windows	✓	✓	
B28	Private open space	✓	✓	
B29	Solar access to open space	✓	✓	
B30	Storage	✓	✓	
B31	Design detail	✓	✓	
B32	Front fences	✓	✓	
B33	Common property	✓	✓	
B34	Site services	✓	✓	

### CAR PARKING

Clause 52.06 of the Whittlesea Planning Scheme prescribes the rate and design standards for car parking spaces required on site. Pursuant to this clause the following car spaces are required:

Dwelling No.	No. of bedrooms	Car spaces required	Car spaces provided	Complies
1	3	2	2	Yes
2	3	2	2	Yes
3	2	1	1	Yes

Garages should be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space (measured inside the garage or carport). An open car space should be at least 4.9m long and 2.6m wide. The proposal complies with these requirements.

### DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (SCHEDULE 3)

The site is affected by the Development Contributions Plan Overlay. Pursuant to Clause 45.06 of the Whittlesea Planning Scheme, the Development Contributions Plan Overlay enables the levying of contributions for the provision of works, services and facilities prior to development commencing. Schedule 3 to the overlay requires contributions for drainage infrastructure for medium density residential development at a current rate of \$2.19 per square metre of the total site area. This requirement must be included as a condition on any planning permit that is issued.

## COMMENTS ON GROUNDS OF OBJECTION

### 1. Height

The proposed double storey nature of the dwellings will integrate well with the existing housing stock in the area and is similar to that provided on a number of medium density developments within the immediate vicinity. Additionally, the proposal is consistent with the key design principles set out in Council's HDS which encourages a range of low to medium building heights that support some housing diversity within the 'Neighbourhood Interface' change area.

### 2. Overlooking resulting in a loss of privacy

The use of 'hi-lite' windows and fixed obscure glazing to habitable room windows at first floor level will ensure that there will be no overlooking into neighbouring properties in accordance with the standard requirements of Clause 55.04-6 of the Whittlesea Planning Scheme.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The application has been assessed against the Whittlesea Planning Scheme and in particular the objectives and standards of Clause 52.06, Clause 55 and the State and Local Planning Policy Frameworks including the Housing Diversity Strategy. The proposal demonstrates a satisfactory level of compliance subject to conditions. It is considered that the proposal will not have a detrimental impact on the character of the neighbourhood nor on existing surrounding residential properties and accordingly approval of the application is recommended.

## RECOMMENDATION

**THAT Council resolve to approve Planning Application No. 716169 and issue a Notice of Decision to Grant a Permit for the construction of three dwellings at 37 David Street, Lalor in accordance with the endorsed plans and subject to the following conditions:**

- 1. Prior to the endorsement of the plans required under Condition No. 3 of this permit, the permit holder must pay to Council a contribution for drainage pursuant to Clause 45.06 (Schedule 3) of the Whittlesea Planning Scheme. The drainage contribution will be subject to the Consumer Price Index (CPI) applicable at the time of payment.**
- 2. (a) Prior to the endorsement of the plans required under Condition No. 3, or at such later date as the Responsible Authority may approve in writing, there shall be lodged with the Responsible Authority an amount of \$600 as security deposit for the satisfactory completion and maintenance of the landscaping works hereby permitted.**
  - (b) Upon completion of the landscaping works to the satisfaction of the Responsible Authority, the Responsible Authority will refund the security deposit to the then owner of the subject land.**
- 3. Before the development starts, three copies of a revised plan must be submitted to and approved by the Responsible Authority showing a printed**

- sample/schedule of all external colours and materials to be used in the construction of the dwellings.
4. Before development commences, three copies of a landscape plan prepared by a suitably qualified landscape designer 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 this permit. The plan must show:
    - (a) Details of landscaping for the front setbacks and private open space areas, including a schedule of all proposed trees, shrubs and ground covers;
    - (b) Designation of areas throughout the site for garden beds, grass, paths, decks paved areas;
    - (c) The identification of any vegetation to be retained including tree protection zones;
    - (d) The provision of canopy trees (minimum two metres in height when planted) within the front setback and rear setback of each dwelling;
    - (e) Paving, retaining walls, fence design details and other landscape works including areas of cut and fill;
    - (f) Consistency with the City of Whittlesea Landscape Guidelines (Residential Development).
  5. Prior to commencement of any works, a Construction Management Plan must be submitted to and approved by the Responsible Authority. The plan must include details in relation to:
    - (a) Vehicle access to the site.
    - (b) Parking of construction vehicles.
    - (c) Storage of materials/goods.
  6. All requirements of the Construction Management Plan must be undertaken to the satisfaction of the Responsible Authority.
  8. The development allowed by this permit and shown on the plans and/or schedules endorsed to accompany this permit shall not be amended for any reason without the consent of the Responsible Authority.
  9. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
  10. Prior to the occupation of the dwellings hereby approved, landscaping works shown on the endorsed plan must be completed and then maintained to the satisfaction of the Responsible Authority.
  11. Prior to the occupation of the dwellings hereby approved, the car parking areas and access ways must be drained, fully sealed and constructed with asphalt, interlocking paving bricks, coloured concrete or other similar materials to the satisfaction of the Responsible Authority.
  12. In areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas.
  13. Vehicular access to the site must be by way of a vehicle crossing constructed in accordance with Council's Vehicle Crossing Specifications to suit the proposed driveway(s) and the vehicles that will be using the crossing(s). The location, design and construction of the vehicle crossing(s) must be approved by the Responsible Authority. Any existing unused or redundant crossing(s) must be removed and replaced with concrete kerb, channel and naturestrip to the satisfaction of the Responsible Authority. All vehicle crossing works are to be



carried out with Council supervision under a Road Opening Permit.

14. Before starting any buildings or works, engineering plans showing a properly prepared design (with computations) for the internal drainage and method of disposal of stormwater from all roofed and sealed areas, including the use of an on-site detention system, must be submitted to Council for approval. These internal drainage works must be completed to Council's satisfaction prior to using or occupying any building on the site.
15. Prior to the occupation of the dwellings hereby approved, the permit holder is required to construct at no cost to Council, drainage works between the subject site and the Council nominated point of discharge. Such drainage works must be designed by a qualified engineer and submitted to and approved by Council. Computations will also be required to demonstrate that the drainage system will not be overloaded by the new development. Construction of the drainage system must be carried out in accordance with Council specifications and under Council supervision.
16. Prior to the occupation of the dwellings hereby approved, reticulated (water, sewerage, gas and electricity) services must be constructed and available to the satisfaction of the Responsible Authority.
17. The permit holder shall be responsible to meet all costs associated with reinstatement and/or alterations to Council or other Public Authority assets deemed necessary by such Authorities as a result of the development. The permit holder shall be responsible for obtaining prior specific written approval for any works involving the alteration of Council or other Public Authority assets.
18. Prior to occupation of any dwelling on the subject site, a letter box and house number to the satisfaction of the Responsible Authority shall be provided for each dwelling.
19. At all times during the construction phase of the development, the permit holder shall take measures to ensure that pedestrians are able to use with safety any footpath along the boundaries of the site.
20. Upon completion of all buildings and works authorised by this permit the permit holder must notify the Responsible Authority of the satisfactory completion of the development and compliance with all relevant conditions.
21. Any litter generated by building activities on the site shall be collected and stored in an appropriate enclosure which complies with Council's Code of Practice for building/development sites. The enclosures shall be regularly emptied and maintained such that no litter overflows onto adjoining land. Prior to occupation and/or use of the building, all litter shall be completely removed from the site.
22. During the construction phase, a truck wheel washing facility or similar device must be installed and used to the satisfaction of the Responsible Authority so that vehicles leaving the site do not deposit mud or other materials on roadways. Any mud or other materials deposited on roadways as a result of construction works on the site must be cleaned to the satisfaction of the Responsible Authority within two hours of it being deposited.
23. In accordance with the Planning and Environment Act 1987 a permit for the development expires:
  - (a) the approved development does not start within 2 years of the date of this permit; or
  - (b) the approved development is not completed within 4 years of the date of this permit.

The responsible authority may extend the periods referred to above if a request is made in writing. This request must be made before or within 6 months after the permit expiry date where the development has not yet started and within 12 months after the permit expiry date where the development allowed by the permit has lawfully started before the permit expires.

## NOTES

### Advanced Trees

An advanced tree under this permit shall generally constitute the following:

- Evergreen – minimum container size 45 litre spring ring, calliper at ground level 50mm.
- Deciduous – minimum calliper at ground level 65mm, minimum height 2 metres.

### Easements

No structure may be built over an easement on the subject site without the consent of the relevant Responsible Authority.

### Property Numbering

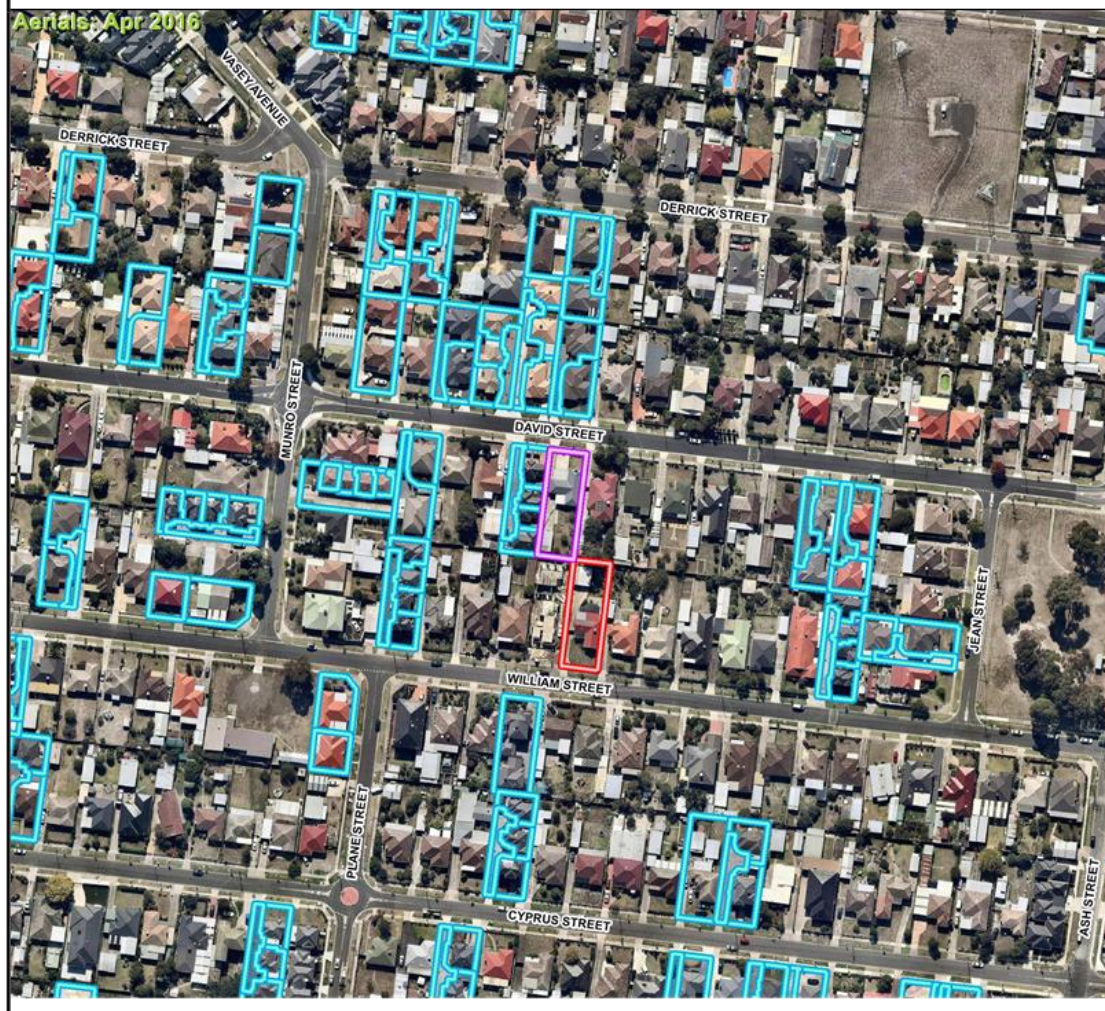
Please note that property addresses and numbering is allocated by Council. This is usually formalised at the time of the subdivision, however it is Council's intention to number the proposed allotments/apartments/dwellings as follows:

Dwelling 1	1/37 David Street, Lalor
Dwelling 2	2/37 David Street, Lalor
Dwelling 3	3/37 David Street, Lalor

Please check with Council's Subdivision Department to verify all street numberings.



## PLANNING APPLICATION NO. 716169



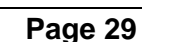
-  Subject Land
-  Objector
-  Medium Density Housing

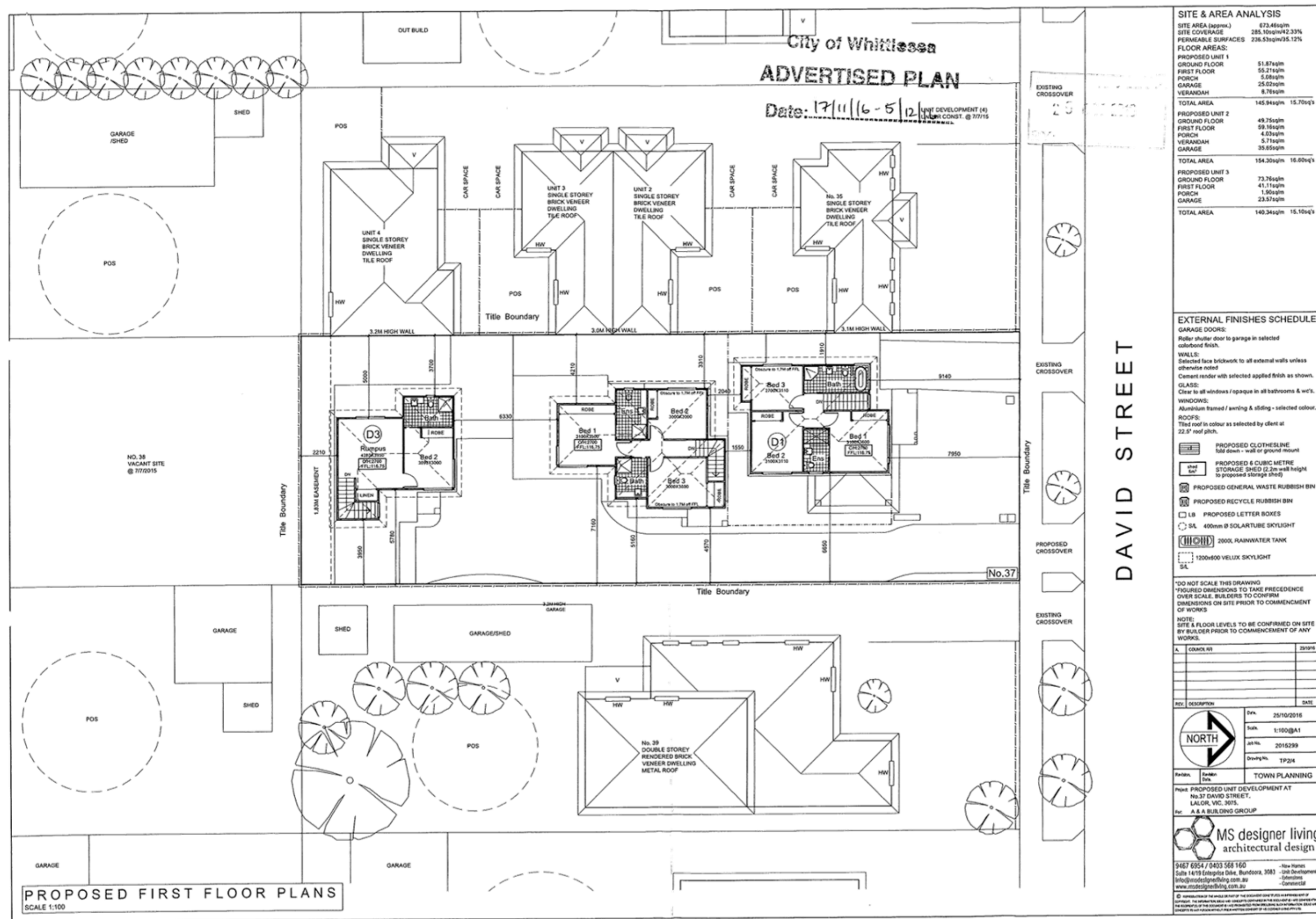


City of  
Whittlesea

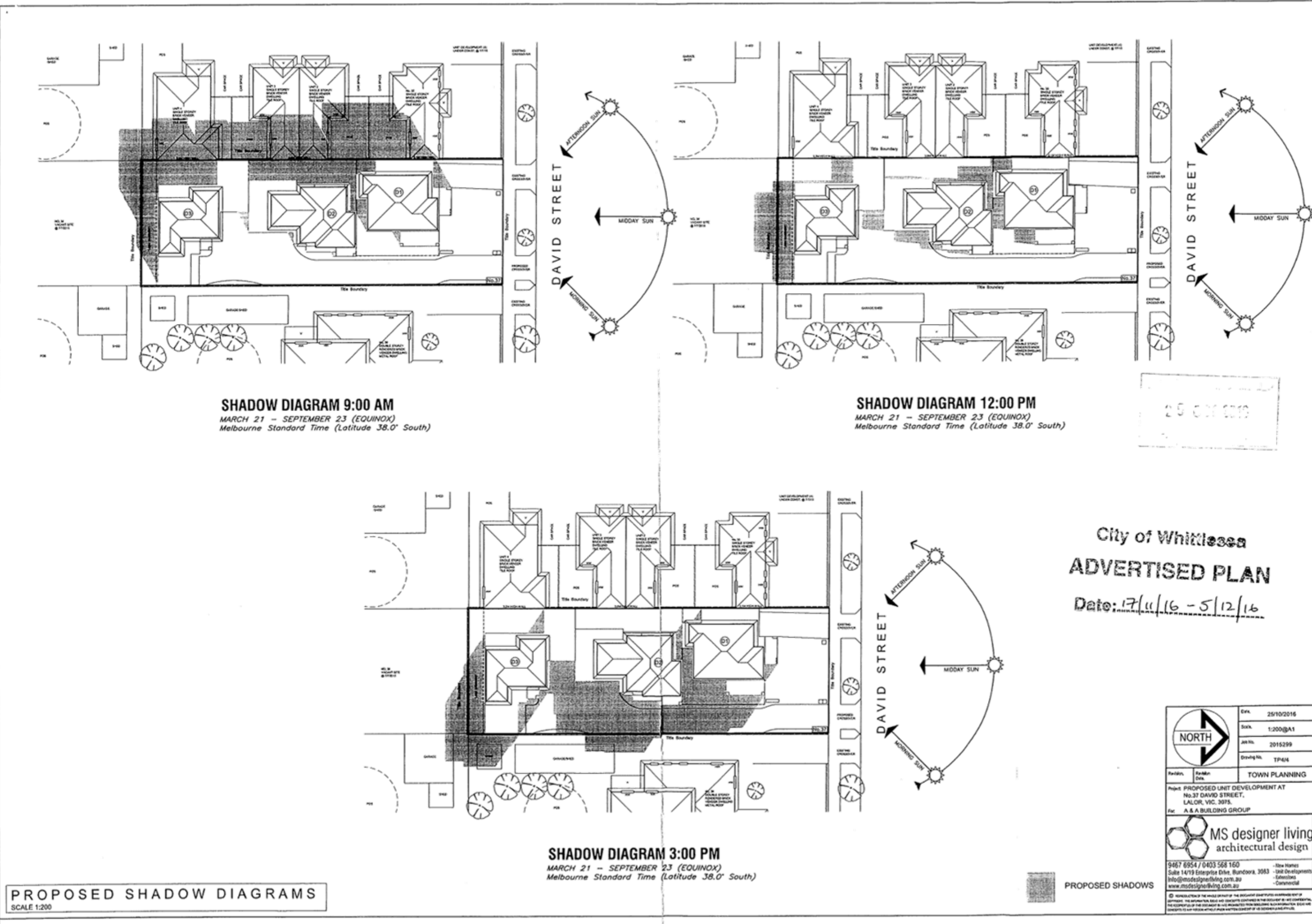
## DEVELOPMENT ASSESSMENT REPORT













**6.1.2 21 WESTALL STREET, THOMASTOWN - CONSTRUCTION OF THREE DWELLINGS**

**File No:** 716002

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Planning Officer

**APPLICANT:** DC Building Design Studio

**COUNCIL POLICY:** Clause 21.09 - Housing

**ZONING:** General Residential Zone

**OVERLAY:** Development Contributions Plan Overlay

**REFERRAL:** Nil

**OBJECTIONS:** Two

**RECOMMENDATION:** That Council approve the application

**REPORT****EXECUTIVE SUMMARY**

The applicant proposes to demolish the existing dwelling and construct three double storey dwellings on the subject land. The existing concrete crossing located along the north and east property boundaries is to provide vehicular access to Dwelling Nos. 2 and 3 and a new crossing is to be constructed along the north and west property boundaries for Dwelling No. 1.

Advertising of the proposal resulted in two objections being received. The grounds of objection relate to the height of the development, overlooking, overdevelopment and inadequate side setbacks from the existing dwellings abutting the site.

The proposal demonstrates a satisfactory level of compliance with the provisions of Clause 55 of the Whittlesea Planning Scheme. All objectives of Clause 55 can be met. A small number of standards have not been met but can be addressed through conditions of any permit that may be issued.

The Housing Diversity Strategy (HDS) nominates the site as being within the Neighbourhood Interface Change Area. The proposal complies with the preferred density and design principles of this change area and is considered to be an acceptable development in an appropriate location as nominated by the HDS.

On the basis of the Clause 55 assessment and the proposal's general compliance with both the State and Local Planning Policy Frameworks including the HDS, it is recommended that Council approve the application.

**SITE AND SURROUNDING AREA**

The subject site is a residential property located on the southern side of Westall Street, approximately 200m west of High Street and 400m southwest of the Station Street shopping

area (see *Attachment 1*). The site is rectangular in shape and provides a frontage to Westall Street of 15.8m and a depth of approximately 42.0m, providing an overall site area of 667m<sup>2</sup>. The site is relatively flat and contains a detached single storey brick dwelling with a tiled hipped roof, a garage and shedding located towards the rear of the dwelling. Vehicular access to the site is provided via a single concrete crossing located along the north and east property boundaries. There is no vegetation of significance contained within the site.

The surrounding area is generally characterised by residential land uses with existing single storey dwelling being typical of the prevailing built form and some double storey built form to the east of the site. There are a number of multi-dwelling developments within the immediate vicinity to the south and west of the site.

The subject site is located in proximity to the following sites, services and infrastructure:

- Bus Route 555 – Northern Hospital to Northland Shopping Centre along High Street (250m west).
- High Street Thomastown Shopping Strip (300m south west).
- Main Street Reserve and Edgars Creek (350m east).
- Lalor Woolworths (350m northwest).
- Thomas Street Recreation Reserve (360m west).
- Lalor Shopping Precinct (400m northwest).
- Lalor Library (500m northwest).
- Thomastown Train Station (600m south west).

## RESTRICTIONS AND EASEMENTS

The site is legally described as Lot 287 on Plan of Subdivision 013050. Covenant 2715489 applies to the land and relates to the removal of any earth, clay, stone, gravel or soil from the site for purposes other than building. A 3.05m wide drainage and sewerage easement exists along the southern property boundary. There are no restrictions on title that preclude Council from determining the application.

## PROPOSAL

It is proposed to construct three double storey dwellings (see *Attachment 2*). The existing dwelling is to be demolished.

Dwelling No. 1 will have street frontage to Westall Street and will contain an open plan kitchen/meals/living area, a master bedroom (walk-in-robe and ensuite), a powder room and laundry facilities at ground level. At first floor level, the dwelling will contain three bedrooms, a study nook and a separate bathroom, the second bedroom will have an ensuite.

Dwelling Nos. 2 and No. 3 will be attached and located to the rear of Dwelling No. 1.

Dwelling No. 2 will contain an open plan kitchen/meals/living area, a powder room and laundry facilities at ground level. At first floor level, the dwelling will contain two bedrooms, an open retreat and a separate bathroom.

Dwelling No. 3 will contain an open plan kitchen/meals/living area, a bedroom, a powder room and laundry facilities at ground level. At first floor level, the dwelling will contain two bedrooms (master with ensuite and walk-in-robe) and a separate bathroom.

All three dwellings will be provided with an attached single space garage/carport, private open space and secure external storage accessible from their respective living areas. Dwelling Nos. 1 and 3 will both also provide an extra private car space in tandem configuration in front of the garage.

Details of the proposed development are outlined in the following table:

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 1	Double storey	4	7.4m front (north), 3.5m side (east) and 0m side (west).	67m <sup>2</sup> (including 25m <sup>2</sup> secluded private open space).	Single garage (6.0m x 3.6m) plus an open car space in tandem.	6.9m (overall)
Dwelling No. 2	Double storey	2	4.1m side (east) and 3.9m side (west),	40m <sup>2</sup> (all secluded private open space).	Single garage (6.0m x 3.5m).	6.9m (overall)
Dwelling No. 3	Double storey	3	3.5m side (east), 1.2m side (west) and 3.28m rear (south).	57m <sup>2</sup> (all secluded private open space).	Single open carport (6.0m x 3.5m).	6.9m (overall)

## PUBLIC NOTIFICATION

Advertising of the application has resulted in two objections being received. The grounds of objection can be summarised as follows:

1. Height and bulk/overdevelopment of the site.
2. Overlooking/overshadowing.
3. Inappropriate side setbacks.

## HOUSING DIVERSITY STRATEGY

The Housing Diversity Strategy (HDS) provides a strategic framework for future residential development in the established areas of the municipality for the next 20 years. It aims to guide the future location and diversity of housing stock and identifies areas of housing growth and change, including areas where future housing growth will not be supported. In general, it aims to encourage higher residential densities and a diversity of housing types and sizes into areas within convenient walking distance to public transport and activity centres.

The HDS is now a reference document in the Whittlesea Planning Scheme and an assessment against it is provided under Standard B2 of the Clause 55 assessment.

## ASSESSMENT AGAINST CLAUSE 55 OF THE WHITTLESEA PLANNING SCHEME

The following table provides details on whether the proposal complies with the requirements of Clause 55 of the Whittlesea Planning Scheme. Under these provisions a development:

- Must meet all of the objectives
- Should meet all of the standards

If Council is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B1	Neighbourhood Character	✓	✓	<p>The surrounding area is characterised by a mixture of single and multi-dwelling developments of both double and single storey scale. Developments within the area range in style from 1950s and 1960s single storey brick and weatherboard to recent infill development generally incorporating both brick and render elements in a contemporary style. Housing in the area is typically low scale with generous front setbacks and limited built form on the boundary (garages and sheds in the rear open spaces are the exception). Where a second storey is provided these are typically well recessed from the ground floor frontage.</p> <p>The proposed dwellings are considered to be of a scale and form that respects and will integrate well with the existing housing stock.</p>
B2	Residential Policy	✓	✓	<p>The proposal is consistent with State and Local Planning Policy Frameworks in that it provides for moderate housing growth and diversity to the existing housing stock within a location offering good access to services and transport.</p> <p>The subject site is located within the Neighbourhood Interface Change Area within the HDS. This Change Area encourages a range of low to medium building heights that can be integrated with existing housing stock. Moderate front setbacks are encouraged to allow activation of the street while also allowing for sufficient landscaping. Site coverage objectives seek to facilitate a balance between increased densities and landscape opportunities. Provision of attractive landscaping to complement medium density built form is encouraged.</p> <p>The proposed development is generally consistent with the preferred density and key design principles outlined in the HDS. The indicative landscape areas shown on the plans submitted allow sufficient private open space to accommodate a small to medium canopy tree within the rear setback for each dwelling which will soften the impact of the proposed built form. The generous front setback can also accommodate a large canopy tree or a number of medium canopy trees to replace the existing tree on site and further enhance the streetscape.</p>
B3	Dwelling Diversity	N/A	N/A	Only applicable to developments of ten (10) or more dwellings

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B4	Infrastructure	✓	✓	
B5	Integration with the street	✓	✓	
B6	Street setback	✓	✓	
B7	Building height	✓	✓	
B8	Site coverage	✓	✓	
B9	Permeability	✓	✓	
B10	Energy efficiency	✓	✓	
B11	Open space	N/A	N/A	Only applicable if public or communal open space is to be provided on site or adjacent to the development
B12	Safety	✓	✓	
B13	Landscaping	✓	x	The indicative landscape areas shown on the plans submitted allow sufficient private open space to accommodate a small to medium canopy tree within the rear setback for each dwelling which will soften the impact of the proposed built form. A detailed landscape plan has not been provided with the application. To ensure the proposal is acceptable a condition will be added to the final permit issued.
B14	Access	✓	✓	
B15	Parking location	✓	✓	
B17	Side and rear setbacks	✓	✓	
B18	Walls on boundaries	✓	✓	
B19	Daylight to existing windows	✓	✓	
B20	North-facing windows	✓	✓	
B21	Overshadowing open space	✓	✓	
B22	Overlooking	✓	✓	
B23	Internal views	✓	✓	
B24	Noise impacts	✓	✓	
B25	Accessibility	✓	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B26	Dwelling entry	✓	✓	
B27	Daylight to new windows	✓	✓	
B28	Private open space	✓	✓	
B29	Solar access to open space	✓	x	<p>The standard requires the southern boundary of secluded private open space to be set back from any wall on the north of the space at least <math>(2 + 0.9h)</math> metres, where 'h' is the height of the wall.</p> <p>Dwelling No. 1 fails to meet this standard. Notwithstanding, the deletion of bedroom 4 at first floor level will allow adequate solar access into the secluded private open space of the dwelling. This requirement can be addressed via a condition on any permit that is issued</p>
B30	Storage	✓	✓	
B31	Design detail	✓	✓	
B32	Front fences	✓	x	<p>It is proposed to demolish the existing front fence and construct a new 1.0m high brick fence with a setback of 1.5m from the front (north) property boundary.</p> <p>Detailed elevations should be submitted at a scale of 1:100 showing proposed construction materials, external finishes and the height of each component of the fence as measured above natural ground level. This requirement can be addressed via a condition on any permit that is issued.</p>
B33	Common property	✓	✓	
B34	Site services	✓	✓	

## CAR PARKING

Clause 52.06 of the Whittlesea Planning Scheme prescribes the rate and design standards for car parking spaces required on site. Pursuant to this clause the following car spaces are required:

Dwelling No.	No. of bedrooms	Car spaces required	Car spaces provided	Complies
1	4	2	2	Yes
2	2	1	1	Yes
3	3	2	2	Yes

Garages should be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space (measured inside the garage or carport). An open car space should be at least 4.9m long and 2.6m wide. The proposal complies with these requirements.

### **DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (SCHEDULE 3)**

The site is affected by the Development Contributions Plan Overlay. Pursuant to Clause 45.06 of the Whittlesea Planning Scheme, the Development Contributions Plan Overlay enables the levying of contributions for the provision of works, services and facilities prior to development commencing. Schedule 3 to the overlay requires contributions for drainage infrastructure for medium density residential development at a current rate of \$2.19 per square metre of the total site area. This requirement must be included as a condition on any planning permit that is issued.

### **COMMENTS ON GROUNDS OF OBJECTION**

#### **1. Height and bulk/overdevelopment of the site**

The proposed double storey nature of the dwellings will integrate well with the existing housing stock within the area and is similar to that provided on a number of medium density developments within proximity to the subject site. The proposed setbacks from title boundaries at both ground level and first floor level comply with the standard requirements of Clause 55. The proposed variation in external colours and materials to be used in the construction of the dwellings will minimise the effect of visual bulk. Additionally, the proposal is consistent with the key design principles set out in Council's HDS which encourages a range of low to medium building heights that support some housing diversity within the 'Neighbourhood Interface' change area

#### **2. Overlooking/overshadowing.**

The use of 'hi-lite' windows and fixed obscure glazing to habitable room windows at first floor level will ensure that there will be no overlooking into neighbouring properties in accordance with the standard requirements of Clause 55.04-6 of the Whittlesea Planning Scheme.

The shadow diagrams submitted with the application show that the level of overshadowing into the secluded private open space of neighbouring properties will be minimal and in accordance with the standard requirements of Clause 55.04-5 of the Whittlesea Planning Scheme.

### **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### **CONCLUSION**

The application has been assessed against the Whittlesea Planning Scheme and in particular the objectives and standards of Clause 52.06, Clause 55 and the State and Local Planning Policy Frameworks including the Housing Diversity Strategy. The proposal demonstrates a satisfactory level of compliance subject to conditions. It is considered that the proposal will not have a detrimental impact on the character of the neighbourhood nor on existing surrounding residential properties and accordingly approval of the application is recommended.

**RECOMMENDATION**

**THAT Council resolve to approve Planning Application No. 716002 and issue a Notice of Decision to Grant a Permit for the construction of three dwellings at 21 Westall Street, Thomastown in accordance with the endorsed plans and subject to the following conditions:**

- 1. Prior to the endorsement of the plans required under Condition No. 3 of this permit, the permit holder must pay to Council a contribution for drainage pursuant to Clause 45.06 (Schedule 3) of the Whittlesea Planning Scheme. The drainage contribution will be subject to the Consumer Price Index (CPI) applicable at the time of payment.**
- 2. (a) Prior to the endorsement of the plans required under Condition No. 3, or at such later date as the Responsible Authority may approve in writing, there shall be lodged with the Responsible Authority an amount of \$600 as security deposit for the satisfactory completion and maintenance of the landscaping works hereby permitted.**  
**(b) Upon completion of the landscaping works to the satisfaction of the Responsible Authority, the Responsible Authority will refund the security deposit to the then owner of the subject land.**
- 3. Before the development starts, three copies of a revised plan must be submitted to and approved by the Responsible Authority, showing:**
  - (a) The deletion of bedroom 4 of Dwelling No. 1.**
  - (b) Elevations of the proposed 1.0m high front fence, including proposed construction materials, external finishes and the height of each component of the fence as measured above natural ground level.**
- 4. Before development commences, three copies of a landscape plan prepared by a suitably qualified landscape designer 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 this permit. The plan must show:**
  - (a) Details of landscaping for the front setbacks and private open space areas, including a schedule of all proposed trees, shrubs and ground covers.**
  - (b) Designation of areas throughout the site for garden beds, grass, paths, decks paved areas.**
  - (c) The identification of any vegetation to be retained including tree protection zones.**
  - (d) The provision of canopy trees (minimum two metres in height when planted) within the front setback and rear setback of each dwelling.**
  - (e) Paving, retaining walls, fence design details and other landscape works including areas of cut and fill.**
  - (f) Consistency with the City of Whittlesea Landscape Guidelines (Residential Development).**



5. Prior to commencement of any works, a Construction Management Plan must be submitted to and approved by the Responsible Authority. The plan must include details in relation to:
  - (a) Vehicle access to the site.
  - (b) Parking of construction vehicles.
  - (c) Storage of materials/goods.
6. All requirements of the Construction Management Plan must be undertaken to the satisfaction of the Responsible Authority.
7. The development allowed by this permit and shown on the plans and/or schedules endorsed to accompany this permit shall not be amended for any reason without the consent of the Responsible Authority.
8. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
9. Prior to the occupation of the dwellings hereby approved, landscaping works shown on the endorsed plan must be completed and then maintained to the satisfaction of the Responsible Authority.
10. Prior to the occupation of the dwellings hereby approved, the car parking areas and access ways must be drained, fully sealed and constructed with asphalt, interlocking paving bricks, coloured concrete or other similar materials to the satisfaction of the Responsible Authority.
11. In areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas.
12. Vehicular access to the site must be by way of a vehicle crossing constructed in accordance with Council's Vehicle Crossing Specifications to suit the proposed driveway(s) and the vehicles that will be using the crossing(s). The location, design and construction of the vehicle crossing(s) must be approved by the Responsible Authority. Any existing unused or redundant crossing(s) must be removed and replaced with concrete kerb, channel and naturestrip to the satisfaction of the Responsible Authority. All vehicle crossing works are to be carried out with Council supervision under a Road Opening Permit.
13. Before starting any buildings or works, engineering plans showing a properly prepared design (with computations) for the internal drainage and method of disposal of stormwater from all roofed and sealed areas, including the use of an on-site detention system, must be submitted to Council for approval. These internal drainage works must be completed to Council's satisfaction prior to using or occupying any building on the site.
14. Prior to the occupation of the dwellings hereby approved, the permit holder is required to construct at no cost to Council, drainage works between the subject site and the Council nominated point of discharge. Such drainage works must be designed by a qualified engineer and submitted to and approved by Council. Computations will also be required to demonstrate that the drainage system will not be overloaded by the new development. Construction of the drainage system must be carried out in accordance with Council specifications and under Council supervision.
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16. The permit holder shall be responsible to meet all costs associated with reinstatement and/or alterations to Council or other Public Authority assets deemed necessary by such Authorities as a result of the development. The

- permit holder shall be responsible for obtaining prior specific written approval for any works involving the alteration of Council or other Public Authority assets.
17. Prior to occupation of any dwelling on the subject site, a letter box and house number to the satisfaction of the Responsible Authority shall be provided for each dwelling.
  18. At all times during the construction phase of the development, the permit holder shall take measures to ensure that pedestrians are able to use with safety any footpath along the boundaries of the site.
  19. Upon completion of all buildings and works authorised by this permit the permit holder must notify the Responsible Authority of the satisfactory completion of the development and compliance with all relevant conditions.
  20. Any litter generated by building activities on the site shall be collected and stored in an appropriate enclosure which complies with Council's Code of Practice for building/development sites. The enclosures shall be regularly emptied and maintained such that no litter overflows onto adjoining land. Prior to occupation and/or use of the building, all litter shall be completely removed from the site.
  21. During the construction phase, a truck wheel washing facility or similar device must be installed and used to the satisfaction of the Responsible Authority so that vehicles leaving the site do not deposit mud or other materials on roadways. Any mud or other materials deposited on roadways as a result of construction works on the site must be cleaned to the satisfaction of the Responsible Authority within two hours of it being deposited.
  22. In accordance with the Planning and Environment Act 1987 a permit for the development expires if:
    - (a) the approved development does not start within 2 years of the date of this permit; or
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The responsible authority may extend the periods referred to above if a request is made in writing. This request must be made before or within 6 months after the permit expiry date where the development has not yet started and within 12 months after the permit expiry date where the development allowed by the permit has lawfully started before the permit expires.

## NOTES

### Advanced Trees

An advanced tree under this permit shall generally constitute the following:

- Evergreen – minimum container size 45 litre spring ring, calliper at ground level 50mm.
- Deciduous – minimum calliper at ground level 65mm, minimum height 2 metres.

### Easements

No structure may be built over an easement on the subject site without the consent of the relevant Responsible Authority.

### Property Numbering

Please note that property addresses and numbering is allocated by Council. This is usually formalised at the time of the subdivision, however it is Council's intention to number the proposed allotments/apartments/dwellings as follows:

Dwelling 1                      1/21 Westall Street, Thomastown

Dwelling 2                      2/21 Westall Street, Thomastown

Dwelling 3                      3/21 Westall Street, Thomastown

Please check with Council's Subdivision Department to verify all street numberings.





## PLANNING APPLICATION NO. 716002



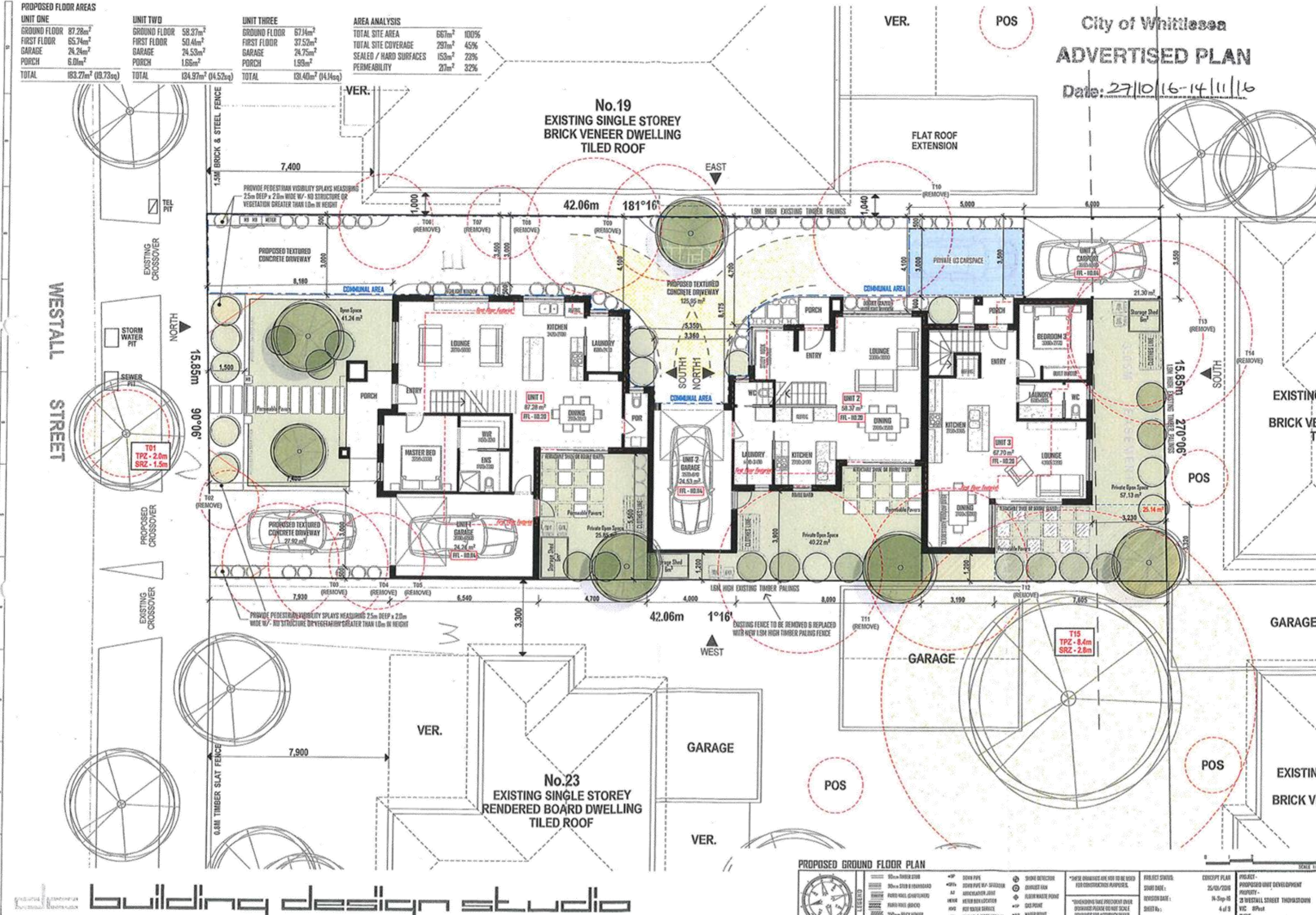
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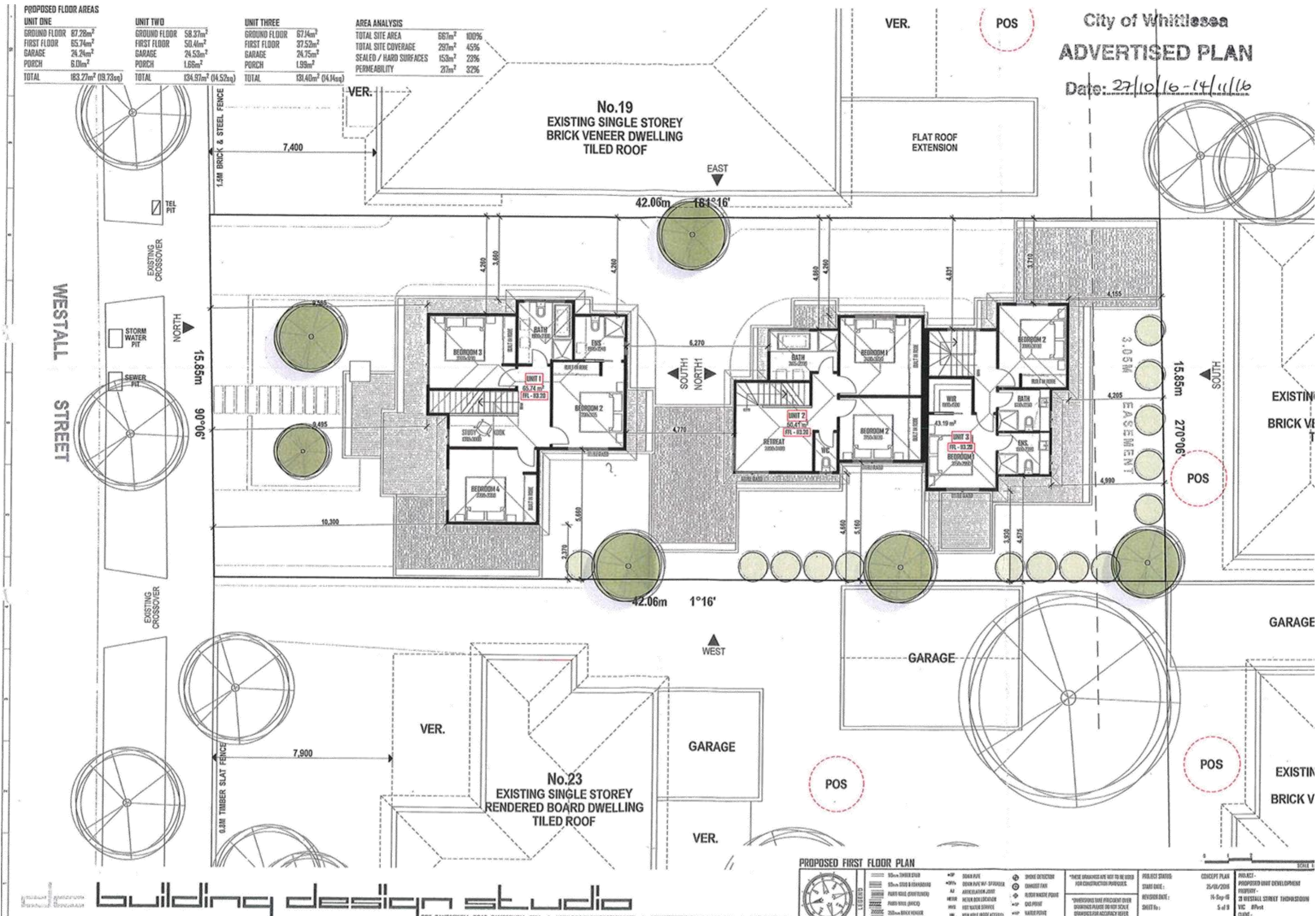
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Whittlesea

## DEVELOPMENT ASSESSMENT REPORT





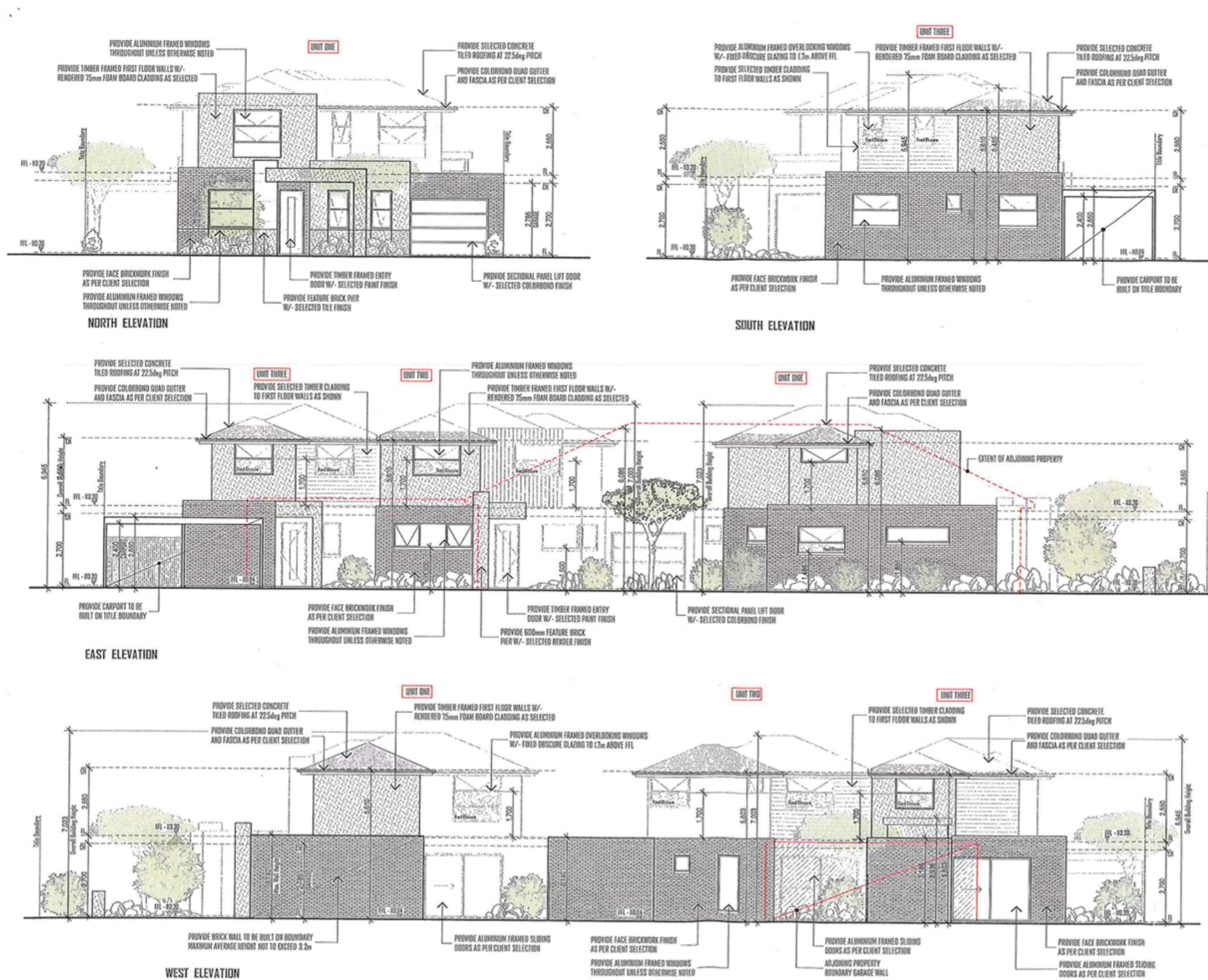






City of Whittlesea  
ADVERTISED PLAN

Date: 27/10/16 - 14/11/16



building design studio

PROPOSED ELEVATIONS



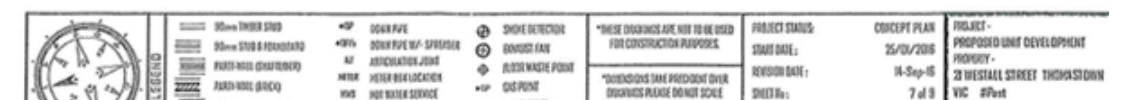
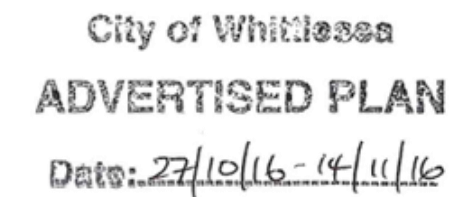
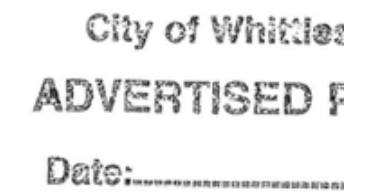
LEGEND	NOTES
60mm TIMBER STUD	DOWN PIPE
50mm STUD & 100mm BRICK	DOWN PIPE W/- SPACER
PAVED WALL (CONCRETE)	ANCHORAGE JOINT
PAVED WALL (BRICK)	WATER BOX JOINT
250mm BRICK VENEER	WATER SURFACE
	WALL ABOVE GROUND OFFICIAL
	WALL BELOW GROUND
	WALL ABOVE GROUND
	WALL BELOW GROUND

\*THESE DIMENSIONS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES.

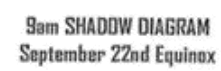
\*DIMENSIONS ARE PRELIMINARY OVER DIMENSIONS PLEASE DO NOT SCALE DIMENSIONS FOR CONSTRUCTION.

PROJECT STATUS	CONCEPT PLAN	PROPOSED UNIT DEVELOPMENT
START DATE:	25/01/2016	PROPOSED UNIT DEVELOPMENT
REVISION DATE:	14-Sep-16	PROPERTY - 31 WESTALL STREET THOMASTOWN VIC 3048
SHEET No:	6 of 9	WIC 4Post

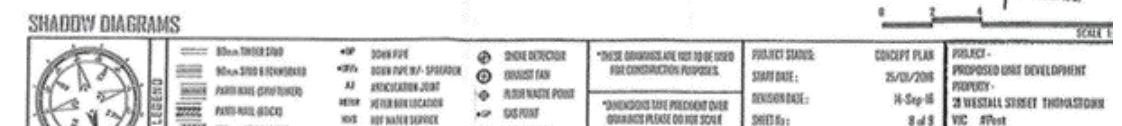








City of Whiteless  
ADVERTISED PLAN  
Date: 27/10/16 - 14/11/16







**6.1.3 31 SETTLEMENT ROAD, BUNDOORA - CONSTRUCTION OF SIX DWELLINGS**

<b>File No:</b>	<b>715963</b>
<b>Attachments:</b>	<b>1</b> <b>Locality Maps</b> <a href="#">↓</a> <b>2</b> <b>Development Plans</b> <a href="#">↓</a>
<b>Responsible Officer:</b>	<b>Director Planning &amp; Major Projects</b>
<b>Author:</b>	<b>Senior Planner</b>
<b>APPLICANT:</b>	<b>Planning and Design</b>
<b>COUNCIL POLICY:</b>	<b>Clause 21.09 - Housing</b>
<b>ZONING:</b>	<b>Residential Growth (Schedule 1)</b>
<b>OVERLAY:</b>	<b>Development Contributions Plan Overlay</b>
<b>REFERRAL:</b>	<b>VicRoads</b>
<b>OBJECTIONS:</b>	<b>Two</b>
<b>RECOMMENDATION:</b>	<b>That Council refuse the application</b>

**REPORT****EXECUTIVE SUMMARY**

The applicant proposes to demolish the existing dwelling and construct six double storey dwellings on the subject land, as well as seeking a reduction in the standard parking requirements of one (1) visitor space.

Advertising of the proposal resulted in two objections being received. The grounds of objection relate to bulk, mass, overlooking, damage to property, noise, dust, overshadowing, neighbourhood character and impact on the amenity of the surrounding houses.

The zoning of the site indicates that it is suitable for development, however the proposal does not demonstrate a satisfactory level of compliance with the provisions of Clause 55 and 52.06 of the Whittlesea Planning Scheme.

The Housing Diversity Strategy (HDS) nominates the site as being within the Neighbourhood Renewal Change Area. The proposal complies with the preferred density; however responds poorly to the design principles of this change area.

On the basis of the Clause 55 assessment and the proposal's response to the State and Local Planning Policy Frameworks including the HDS, it is recommended that Council refuse the application.

**SITE AND SURROUNDING AREA**

The subject site is a residential property located on the southern side of Settlement Road approximately 250m east of Plenty Road, Bundoora (see *Attachment 1*). The site is rectangular in shape and provides a frontage to Settlement Road of 19.2m and a depth of approximately 38.0m, providing a total site area of 731m<sup>2</sup>. The site is relatively flat and contains a detached single storey brick dwelling with a tiled hipped roof, a garage and a bungalow located to the rear of the dwelling. Vehicular access to the site is provided via a

single concrete crossing located at the eastern end of the frontage. There is no vegetation of significance contained within the site.

The immediate surrounding locality is characterised by the Bundoora Neighbourhood Activity Centre, an ageing residential housing stock and pockets of medium density residential development present. The character of the area is made up of older single and double storey dwellings typically from the 1960s onwards, with examples of newer infill development dispersed throughout.

The subject site is located in proximity to the following sites, services and infrastructure:

- Bundoora Activity Centre (including shopping centre, with Coles, Woolworths and various specialty shops (160m north-east).
- Yulong Park (300m east).
- St Damian's Primary School (50m east)
- Northpark Private Hospital (900m northeast).
- Bus Route 902 - SMARTBUS Service Chelsea to Airport West (along Settlement Road).
- Principal Public Transport Network including tram and bus access along Plenty Road within approximately 250m (Bus Route 955 - Night Bus – City – Brunswick – Ivanhoe – Bundoora – Mill Park – South Morang – Mernda; Bus Route 566 – Epping Plaza Shopping Centre – Northland Shopping Centre via Keon Park; and Bus Route 382 – Whittlesea – Northland Shopping Centre via South Morang Station and Tram Routes).

## RESTRICTIONS AND EASEMENTS

The site is legally described as Lot 94 on Plan of Subdivision 025185. The Certificate of Title for the property shows that the site is not affected by any restrictive covenants, easements or Section 173 Agreements.

## PROPOSAL

It is proposed to demolish the existing dwelling and construct six double storey dwellings (*see Attachment 2*).

The dwellings will be attached side-by-side along a north-south orientation for the length of the site. The dwellings will each comprise a similar floor plan with a varied configuration. At ground level, the dwellings will contain a single bedroom, separate toilet and garage. At first floor level, the dwellings will contain a second bedroom, open plan kitchen/meals/living space and separate bathroom. All six dwellings will be provided with a private balcony and secure external storage accessible from their respective living areas.

All dwellings, save for dwelling 1, will have pedestrian access to entries along the western boundary and vehicle access to the rear of the dwellings via a common accessway along the eastern boundary. No ground level private open space is provided with the exception of a front yard to dwelling 1.

Details of the proposed development are outlined in the following table:

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 1	Double storey	Two	6m (north) 5.5m ground / 3m first floor (east) 2.3m (west)	81.6m <sup>2</sup> total including front yard and 9.5m <sup>2</sup> balcony	Single garage (6m x 3.7m)	7.4m (overall)
Dwelling No. 2	Double storey	Two	2.3m (west) 5.5m ground / 3m first floor (east)	9.9m <sup>2</sup> balcony	Single garage (6m x 3.6m)	7.6m (overall)

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 3	Double storey	Two	2.3m (west) 5.5m ground / 2.3m first floor (east)	9.6 m <sup>2</sup>	Single garage (6m x 3.6m)	7.6m (overall)
Dwelling No. 4	Double Storey	Two	2.3m (west) 5.5m ground / 2.3m first floor (east)	9.6 m <sup>2</sup>	Single garage (6m x 3.6m)	7.5m (overall)
Dwelling No. 5	Double Storey	Two	2.3m (west) 5.5m ground / 2.3m first floor (east)	9.6 m <sup>2</sup>	Single garage (6m x 3.6m)	7.6m (overall)
Dwelling No. 6	Double Storey	Two	1.2m (south) 2.3m (west) 5.5m ground / 3m first floor (east)	24.4m <sup>2</sup> total area including 9.4m <sup>2</sup> balcony	Single garage (6m x 3.7m)	7.6m (overall)

## PUBLIC NOTIFICATION

Advertising of the application has resulted in two objections being received. The grounds of objection can be summarised as follows:

1. Height and bulk of the development is inappropriate
2. Overlooking into neighbouring properties
3. Overdevelopment of the site and inappropriate design response
4. Dust and noise associated with construction
5. Impact on foundations and stability of adjoining properties
6. Loss of sunlight and overshadowing
7. Concern regarding car parking waiver.

## HOUSING DIVERSITY STRATEGY

The Housing Diversity Strategy (HDS) provides a strategic framework for future residential development in the established areas of the municipality for the next 20 years. It aims to guide the future location and diversity of housing stock and identifies areas of housing growth and change, including areas where future housing growth will not be supported. In general, it aims to encourage higher residential densities and a diversity of housing types and sizes into areas within convenient walking distance to public transport and activity centres.

The HDS is now a reference document in the Whittlesea Planning Scheme and an assessment against it is provided under Standard B2 of the Clause 55 assessment.

## ASSESSMENT AGAINST CLAUSE 55 OF THE WHITTLESEA PLANNING SCHEME

The following table provides details on whether the proposal complies with the requirements of Clause 55 of the Whittlesea Planning Scheme. Under these provisions a development:

- Must meet all of the objectives
- Should meet all of the standards

If Council is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B1	Neighbourhood Character	x	x	<p>The site is within a Neighbourhood Renewal Change Area within the HDS and the housing capacity assessment process undertaken as part of the preparation of the HDS supports this area for medium and high density housing because of its close proximity to the Bundoora Activity Centre and public transport.</p> <p>Although acknowledged that this site is suitable for increased densities based on both zoning and local policy, developments must also be functional, respond to the existing and preferred neighbourhood character and provide appropriate amenity.</p> <p>The existing character is largely defined by an ageing dwelling stock that is already seeing change through newer infill developments typically ranging between 2 and up to 3 or 4 storeys in some instances. This change brings with it an emerging new character resulting in a variety of built forms and materials used, which is not uncommon with the existing predominantly 1960s single and double storey forms. The proposed development generally responds to the emerging character through a contemporary design with skillion rooves and varying materials.</p> <p>There are existing canopy trees both in the public and private realm that form part of the character with limited provision available on the site, save for the front yard.</p> <p>Although providing a balanced approach between increased densities and neighbourhood character, there are concerns with the extent of development including, the layout, the location of entrances, the amount of hard paving, lack of permeable surface and landscaping opportunities that all contribute to the existing and preferred character of the area.</p>



	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B2	Residential Policy	x	x	<p>The proposed development has some support at both the State and Local Policy level for increased densities located within proximity of public transport and other services. This however must also not be at the expense of a development that does not address amenity of both on and off site properties, appropriate design, neighbourhood character or other objectives of Clause 55.</p> <p>The HDS encourages medium and higher density housing that is appropriate in a neighbourhood context such as townhouses, multi-units, small scale apartments, shop-top housing, and mixed use developments.</p> <p>It encourages medium-higher site coverage to facilitate a balance between increased densities and landscape opportunities.</p> <p>The proposed development is generally consistent with the preferred density as outlined in the HDS. However, the design allows for limited landscape areas and will result in insufficient private open space area for attached townhouse development. The dwellings will have little to no integration with street creating poor visibility and safety concerns in relation to both the entrances and vehicles access.</p>
B3	Dwelling Diversity	N/A	N/A	Only applicable to developments of ten (10) or more dwellings
B4	Infrastructure	✓	✓	
B5	Integration with the street	x	x	<p>The proposed dwellings do not integrate well with Settlement Road. Only dwelling 1 will have a frontage and address Settlement Road, whereas dwellings 2-5 have all been designed to front the western side boundary, achieving setbacks of only 2.3m with a 1m wide path and each door is screened from the next through architectural pillars. The development has a poor sense of address, is confusing for visitors to the site given the wide driveway on the other side of the building away from the entrance and no visitor parking. The proposal has not demonstrated an appropriate design response in this regard and fails to meet this objective and standard..</p>

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B6	Street setback	✓	x	A front setback of 9m is required by the standard and a setback of approximately 6m is proposed. A variation would be necessary to this standard should the application be supported and a setback of approximately 6m would be appropriate and generally consistent with newer infill development and the preferred emerging character.
B7	Building height	✓	✓	
B8	Site coverage	✓	✓	Site coverage is proposed at approximately 50%.
B9	Permeability	x	x	<p>The proposal indicates that 21% permeability is being achieved for the development which would only just satisfy the standard, however it is noted that there is a reliance on permeable paving to achieve this standard which indicates a poor design response and brings into question the level of permeability of the paving and whether the standard is actually being met.</p> <p>The lack of permeability proposed is also symptomatic of the lack of private open space that could be planted with vegetation to help integrate the proposed development into the surrounding area.</p>
B10	Energy efficiency	x	x	<p>The orientation of the site comprises the built form outcomes proposed in the application as the east-west design of the dwellings limits the capacity for the development to provide passive solar outcomes for the first floor living spaces. This design will result in significant cooling through air conditioning in the summer months and is considered to be a poor outcome from an energy efficiency perspective.</p> <p>Screening to balconies has attempted to assist providing some shade to these areas, however almost completely encloses them reducing internal amenity.</p>
B11	Open space	N/A	N/A	Only applicable if public or communal open space is to be provided on site or adjacent to the development
B12	Safety	x	x	Dwelling entrances are hidden and obscured from Settlement Road and also along the walkway due to architectural pillars, whilst no passive surveillance will be achieved along either side through a lack of windows to the driveway, overhanging upper level and screened balconies to the western side.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B13	Landscaping	x	x	<p>The proposal includes minimal areas that could be landscaped with appropriate vegetation other than the frontage setback. This area would however also include a large expanse of hard surfaces including the proposed driveway, concrete path and other concreted/paved areas.</p> <p>The surrounding area generally displays well landscaped front yards, with many properties having canopy trees and other above-ground vegetation that portray a landscape theme in the surrounding area that often softens existing development. Many properties have low or no front fencing with large or medium canopy plantings which the proposed development has failed to respect.</p> <p>The areas that are proposed are considered to be too small and of inadequate dimensions so as to accommodate meaningful landscaping that would offer filtered views of the proposed development. The proposed inadequate landscaping areas would also result in a landscape theme that does not help the proposal integrate with the character of the surrounding area.</p> <p>The lack of planting opportunities is further diminished by the proposed site coverage and high level of impermeable surfaces as well as ground level open space.</p> <p>There is a distinct lack of space available to plant contributory vegetation and the side setbacks proposed would be largely occupied by other built form elements i.e. driveways, footpaths and cantilevered buildings and balconies.</p>
B14	Access	✓	✓	
B15	Parking location	✓	✓	Refer to response below under Clause 52.06.
B17	Side and rear setbacks	✓	✓	
B18	Walls on boundaries	✓	✓	
B19	Daylight to existing windows	✓	✓	
B20	North-facing windows	✓	✓	
B21	Overshadowing open space	✓	✓	
B22	Overlooking	✓	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B23	Internal views	✓	✓	
B24	Noise impacts	✓	✓	
B25	Accessibility	x	x	Consideration has not been given to people with limited mobility in the design of the overall development. The configuration of the dwellings provides for a design that has a garage and one bedroom on the ground floor and living area on the first floor. Whilst the dwelling entry of the ground floor would be accessible to people with limited mobility the living areas within the dwelling would be inaccessible.
B26	Dwelling entry	x	x	The proposed entrances to the dwellings 2, 3, 4, 5 and 6 are not particularly well defined. They are located on the side of the building and situated more towards the boundary of the site than the front, resulting in poor visibility and definition of the main pedestrian access point from the street. The pedestrian access point to the building is merely a walkway on the side boundary with no other design detail features that would assist in it being identified as the entry point to the dwellings. Furthermore, the proposed garage accessway could be confused as leading to the front door, given the actual main pathways to the door entries are far less obvious and visible. This is not considered to be an appropriate outcome.
B27	Daylight to new windows	x	x	The west facing balconies (Dwelling Nos. 2, 3, 4, 5 and 6) are not supported as the primary light source for the upper storey living areas. The screening which is proposed on the to the balconies will result in almost completely internalising dwellings. This screening will provide limited to no visual connection to the outside and will compromise any required level of amenity for the upper level living spaces.  The proposed design will result in minimal natural light to all internal areas of the dwellings Nos. 2, 3, 4, 5 and 6 which is considered to be inappropriate and will result in poor amenity outcomes for future residents.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B28	Private open space	x	✓	<p>All dwellings are provided with a balcony and no ground level open space. As these are in a townhouse layout, it is reasonable to expect that one or more may provide some ground level open space consistency with the character of the area, rather than all containing reverse living similar to an apartment development.</p> <p>The site is not located in an activity centre or in a more dense area where a lesser amount of ground level private open space might be appropriate. It is noted that the site is located in close proximity to the Bundoora Activity Centre but this area is designated to provide for dwelling densities that will appropriately respond to the subject site and surrounding neighbourhood. A location within an activity centre might provide such a platform and justification, however, that is not the case with the subject site that is located in a residential area.</p> <p>It is therefore considered that the lack of ground level open space is inconsistent with the character of the surrounding area and contributes to the sense of overdevelopment of the site.</p>
B29	Solar access to open space	x	✓	<p>Shadow diagrams provided do not accurately illustrate the shading that will occur within the property. It is considered that the first floor balconies will be in shade during the morning and with the screening provided to obscure view will result in significant shade in afternoons.</p> <p>This will not allow a sufficient amount of solar access into the secluded private open space of new dwellings.</p>
B30	Storage	x	x	<p>Confirmation would be needed that 6m3 of space could be achieved under the stairs of dwellings 1,3,4 &amp;5, whilst it is unclear where storage for dwelling 2 and 6 is proposed as it is shown over the top of the laundry under the stairs. In its current form, the proposal does not meet this standard or objective and may have difficulty in meeting it under the current design.</p>
B31	Design detail	✓	✓	
B32	Front fences	✓	✓	
B33	Common property	x	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B34	Site services	x	x	A private waste collection would be required and no provision has been made for turning of collection vehicles on site, meaning reversing would occur onto a road in a Road Zone Category 1. Alternatively, collection would be from Settlement road that would see some 12 bins placed over a 6m area that may not be appropriate in terms of spaces or holding up traffic.

### CAR PARKING

Clause 52.06 of the Whittlesea Planning Scheme prescribes the rate and design standards for car parking spaces required on site. Pursuant to this clause the following car spaces are required:

Dwelling No.	No. of bedrooms	Car spaces required	Car spaces provided	Complies
1	2	1	1	Yes
2	2	1	1	Yes
3	2	1	1	Yes
4	2	1	1	Yes
5	2	1	1	Yes
6	2	1	1	Yes
Visitor	Per 5 dwellings	1	0	No

Garages should be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space (measured inside the garage or carport). The proposal complies with these requirements.

As part of the planning application a car parking waiver has been sought for one (1) visitor carpark in accordance with the provisions of Clause 52.06. The car parking waiver has been considered by Council's Traffic Engineer who believe the waiver is inappropriate in this instance because a clear-way exists fronting the subject site and this would restrict on-street availability for visitors to the site. In this instance the proposed development is considered non-compliant with the provisions of this clause.

### DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (SCHEDULE 3)

The site is affected by the Development Contributions Plan Overlay. Pursuant to Clause 45.06 of the Whittlesea Planning Scheme, the Development Contributions Plan Overlay enables the levying of contributions for the provision of works, services and facilities prior to development commencing. Schedule 3 to the overlay requires contributions for drainage infrastructure for medium density residential development at a current rate of \$2.19 per square metre of the total site area. This requirement must be included as a condition on any planning permit that is issued.

**LAND ADJACENT TO A ROAD ZONE, CATEGORY 1 OR A PUBLIC ACQUISITION OVERLAY FOR A CATEGORY 1 ROAD**

The purpose of this particular provision is *to ensure appropriate access to identified roads*. In determining an application that is adjacent to a road zone category 1 the decision guidelines state that the following must be considered;

- *The views of the relevant road authority.*
- *The effect of the proposal on the operation of the road and on public safety.*
- *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

This application was referred to VicRoads who have consented to the application subject to conditions.

**COMMENTS ON GROUNDS OF OBJECTION****1. Height and bulk of the development is inappropriate**

The height, mass and bulk proposed is considered to be generally appropriate for the area.

**2. Overlooking, Overshadowing and loss of sunlight into neighbouring properties.**

Through the use of 'hi-lite' windows and obscure glazing, the applicant has ensured that there will be no overlooking into neighbouring properties. The shadow diagrams submitted with the application show that the level of overshadowing experienced by neighbouring properties will be minimal and in accordance with the relevant standards and objectives of Clause 55 of the Whittlesea Planning Scheme.

**3. Overdevelopment of the site and inappropriate design response**

The development fails to provide appropriate on and off site amenity, integration with street, opportunities for landscaping and permeable surface to name, indicating that the development is an overdevelopment of the site based on the current layout and design and is an inappropriate design response for the site.

**4. Dust and Noise associated with construction**

This is a short term issues that could be partly addressed through a construction management plan, however is also controlled through various other legislation and processes.

**5. Impact on foundations and stability of adjoining properties**

It is unlikely that construction works with little excavation would affect the foundations of adjoining dwellings based on the setbacks, however this is a matter dealt with under Building legislation through protection notices and not within the planning system.

**6. Car parking waiver is inappropriate**

This concern is equally shared by officers and it is considered inappropriate to waive the visitor space required by Clause 52.06.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The application has been assessed against the Whittlesea Planning Scheme and in particular the objectives and standards of Clause 52.06, Clause 55 and the State and Local Planning Policy Frameworks including the Housing Diversity Strategy.

While the application meets the intent of the Residential Growth Zone and has support at both the State and Local policy levels, including Council's HDS, the application has failed to provide a functional development that responds to the site and area. The development fails to achieve compliance with a number of objectives of Clause 55 of the Whittlesea Planning Scheme, resulting in an overdevelopment of the site. For the reasons outlined within the assessment, it is recommended that Council refuse the application.

## RECOMMENDATION

**THAT Council resolve to Refuse Planning Application No. 715963 and issue a Refusal to Grant a Planning Permit for the construction of six dwellings, a reduction of car parking requirements and alteration of access to a road in a Road Zone Category 1, at 31 Settlement Road Bundoora, on the following grounds:**

1. The proposal does not appropriately balance and achieve consistency with the relevant objectives of the State and Local Planning Policy Frameworks, in particular through the response to urban design, neighbourhood character and the context in which the site sits.
2. The proposal does not comply with clause 21.09-4 in that it does not achieve an appropriate design response for medium and higher density housing in Neighbourhood Renewal Change Areas that is appropriate in its neighbourhood context.
3. The proposal does not comply with Clause 55.02-1 (Standard B1) in relation to Neighbourhood Character, resulting in a poor response to the existing and preferred character of the area.
4. The proposal does not comply with Clause 55.02-2 (Standard B2) due to the poor response to the Key Design Principals set out in the Housing Diversity Strategy.
5. The proposal does not comply with Clause 55.02-5 (Standard B5) due to the poor integration with the street.
6. The proposal does not comply with Clause 55.03-4 (Standard B9) due to the inadequate permeability being provided on site.
7. The proposal does not comply with Clause 55.03-5 (Standard B10) due to the poor energy efficiency design response.
8. The proposal does not comply with Clause 55.03-7 (Standard B12) due to the poor response provided to safety.
9. The proposal does not comply with Clause 55.03-8 (Standard B13) due to the poor response to landscaping opportunities on site.

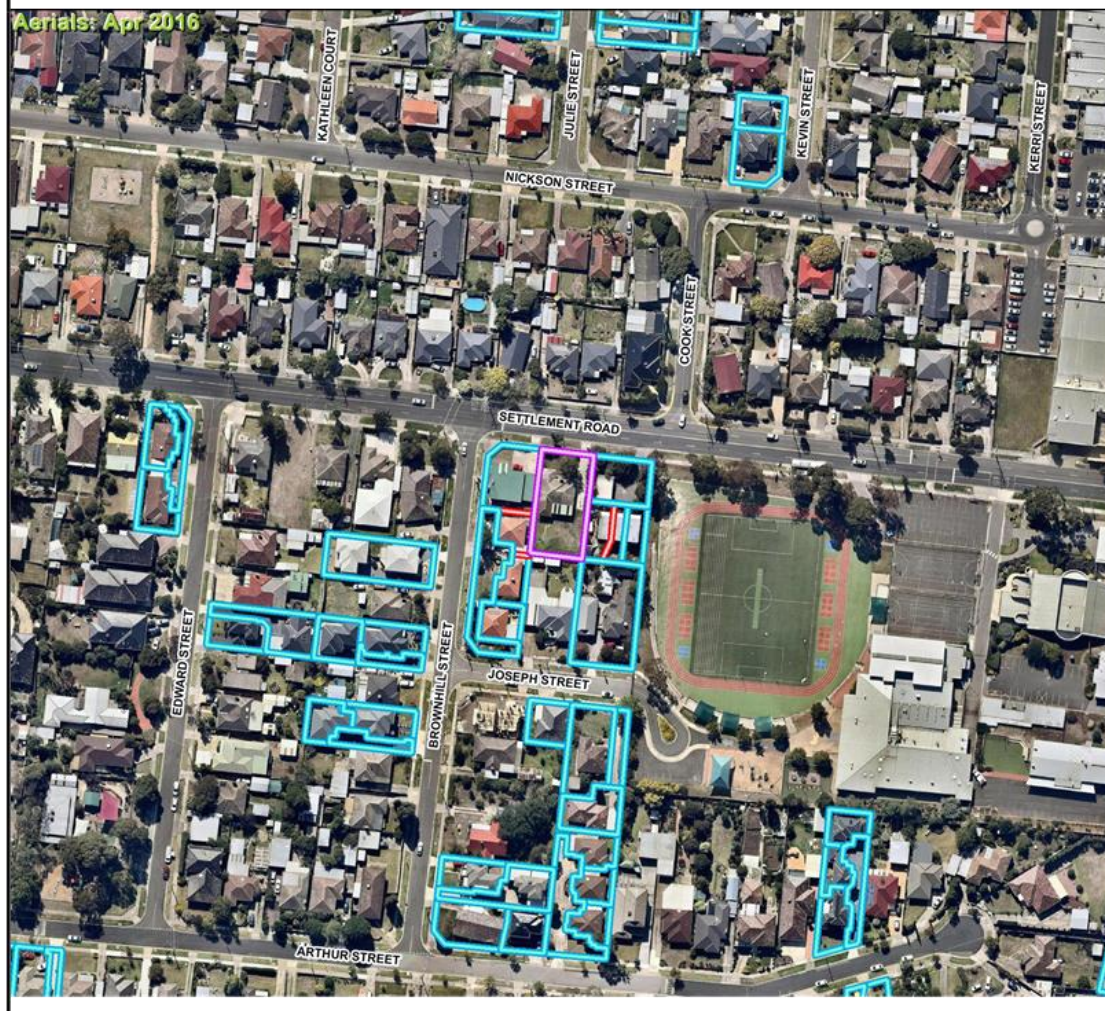


10. The proposal does not comply with Clause 55.05-1 (Standard B25) due to the poor response to accessibility being provided.
11. The proposal does not comply with Clause 55.05-2 (Standard B26) due to the poor response to dwelling entries being provided.
12. The proposal does not comply with Clause 55.05-3 (Standard B27) due to the poor response daylight to windows of the living areas of the new dwellings.
13. The proposal does not comply with Clause 55.05-4 (Standard B28) due to the poor response to private open space being provided.
14. The proposal does not comply with Clause 55.05-5 (Standard B29) due to the poor solar access to the balconies.
15. The proposal does not comply with Clause 55.05-6 (Standard B30) due to the inadequate provision of storage for each dwelling.
16. The proposal does not comply with Clause 55.06-4 (Standard B34) due to the inadequate waste management proposed.
17. The proposal does not comply with the requirements of Clause 52.06 in that a visitor car park is not provided onsite and a car parking waiver is deemed inappropriate.





## PLANNING APPLICATION NO. 715963



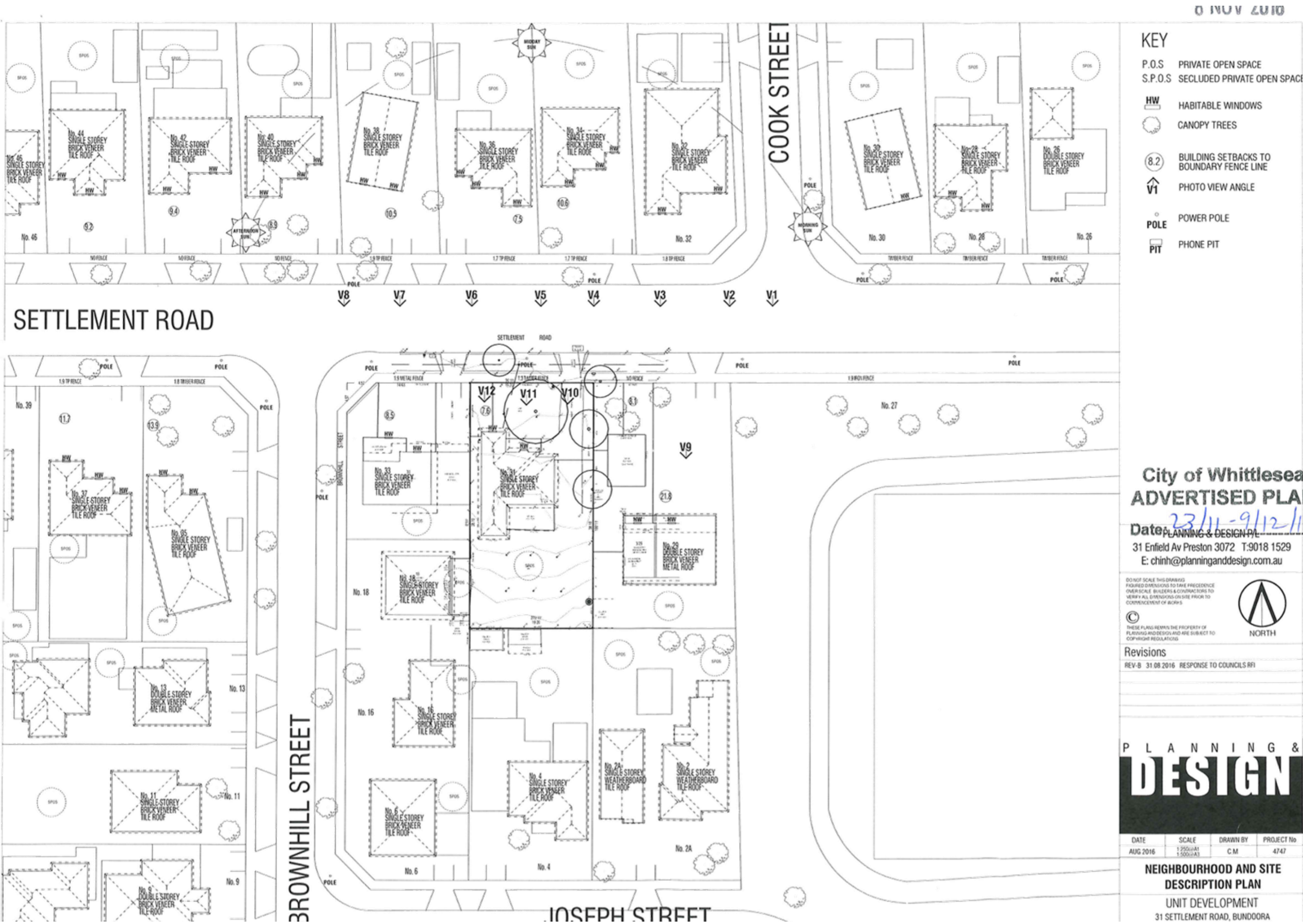
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-  Objector
-  Medium Density Housing

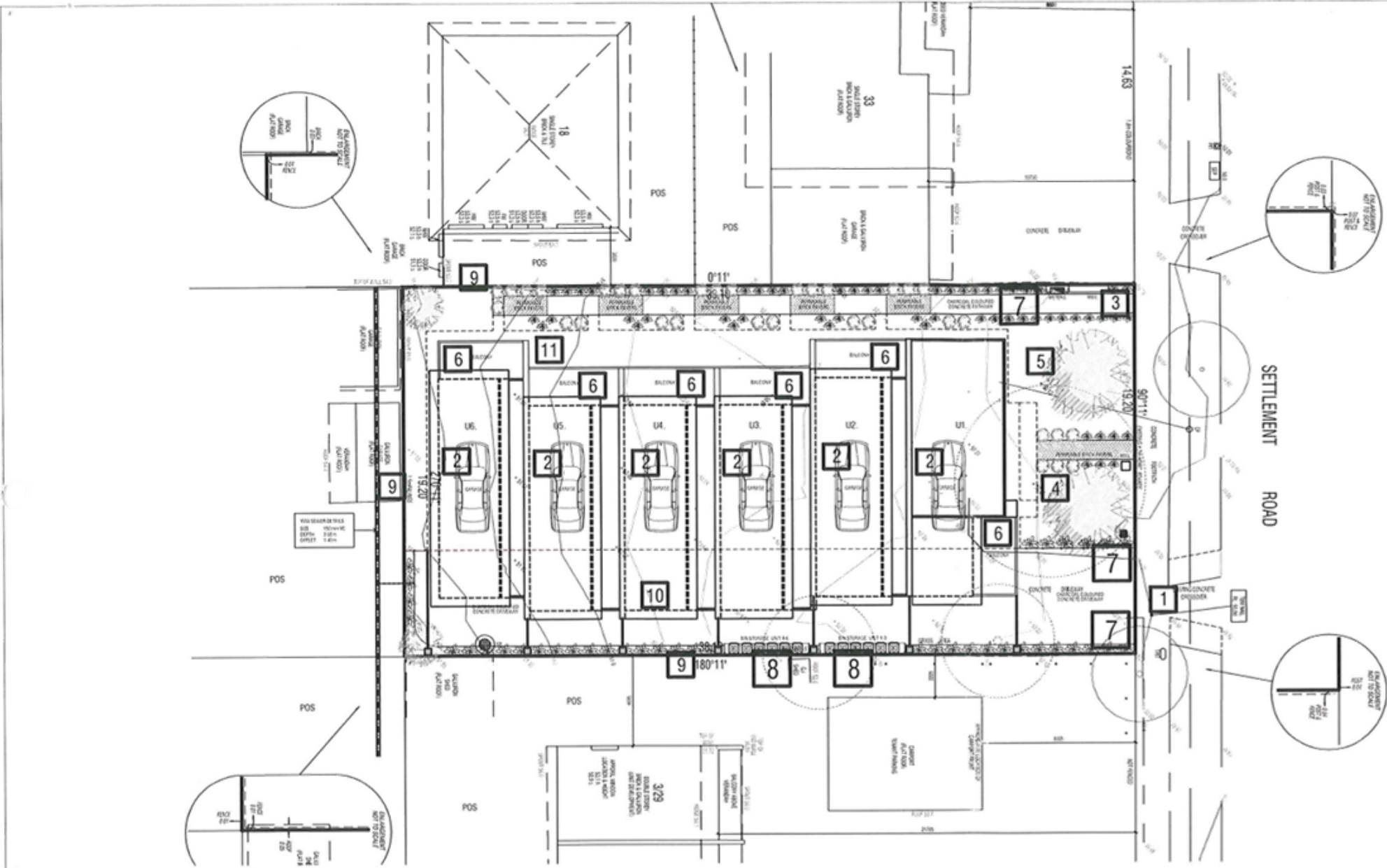


City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT







8 NOV 2016  
**DESIGN RESPONSE**

- 1** EXISTING CROSSOVER TO BE MODIFIED TO SERVICE ALL UNITS.
- 2** PROPOSED VEHICLE STORAGE FOR ALL UNITS ARE LOCATED BEHIND 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** THE DEVELOPMENT HAS PROVISION FOR BIN STORAGE LOCATION.
- 9** THERE ARE NO PROPOSED WALLS TO BE BUILT TO THE BOUNDARY FOR THIS DEVELOPMENT.
- 10** DRIVEWAYS HAVE BEEN DESIGNED WITH A TURNING CIRCLE TO ALLOW VEHICLES TO EXIT THE SITE IN A FORWARD DIRECTION.
- 11** FIRST 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.

City of Whittlesea  
**ADVERTISED PLAN**  
Date: 23/11 - 9/12/16



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Revisions	
REV-B	31.08.2016 RESPONSE TO COUNCILS RF1

PLANNING &  
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AUG 2016	1:250@A3	C.M	4747
DESIGN RESPONSE			
UNIT DEVELOPMENT 31 SETTLEMENT ROAD,			<b>DR</b>



8 NOV 2016



EXISTING ELEVATIONS



PROPOSED ELEVATIONS

City of Whittlesea  
ADVERTISED PLAN  
Date: 23/11-9/12/16

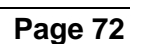
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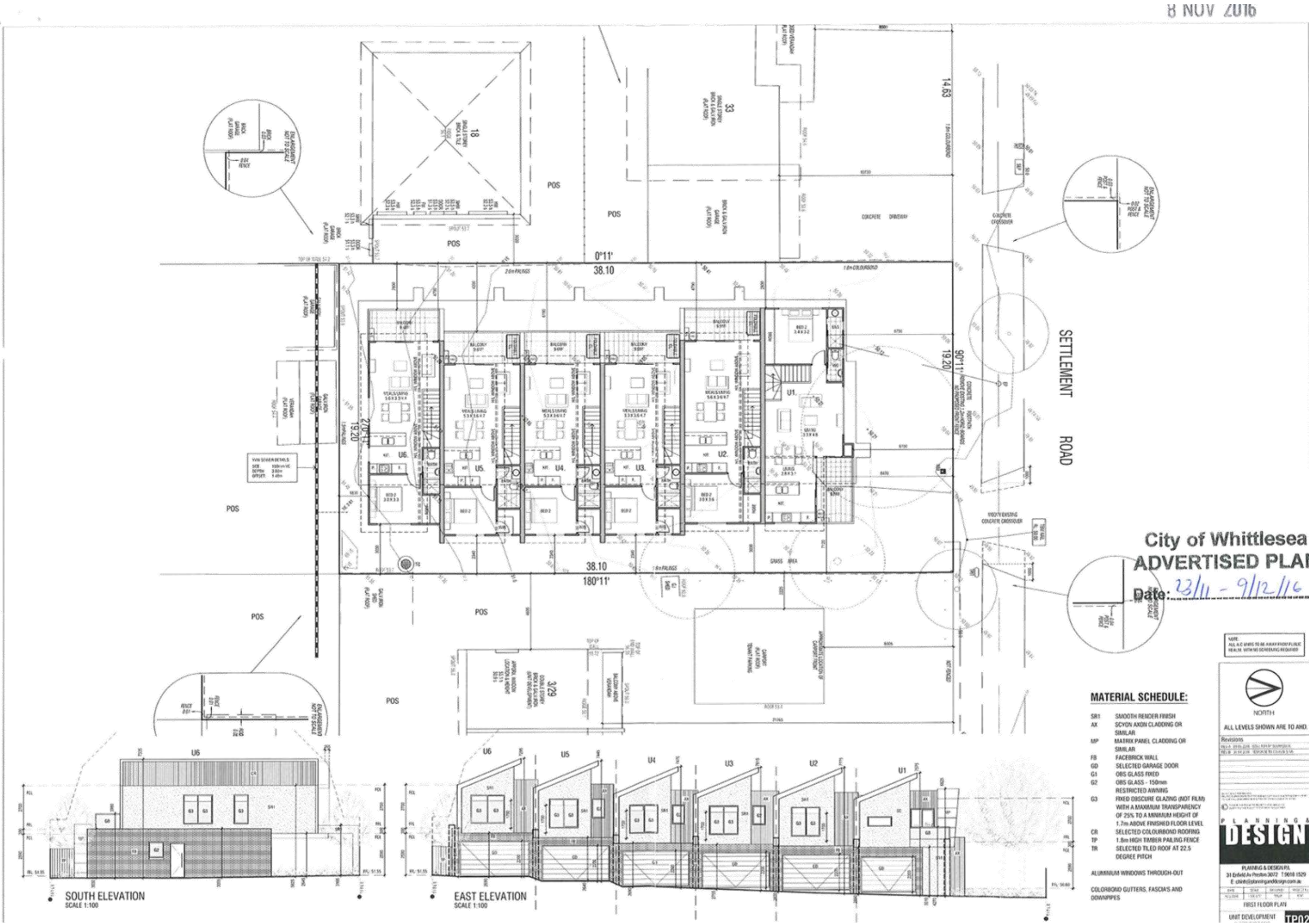
Revisions	
REV-B	31.08.2016 RESPONSE TO COUNCILS RFI

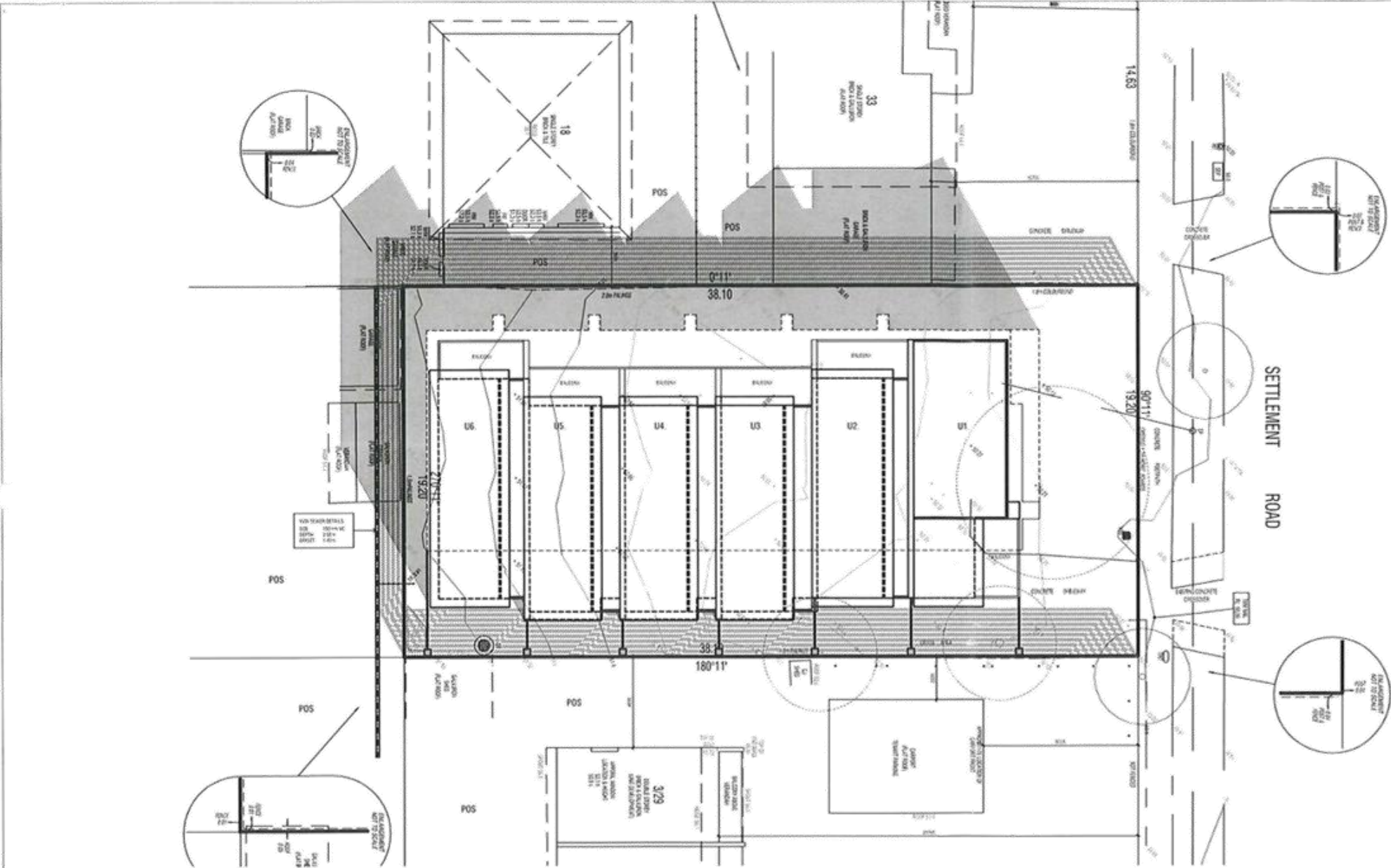
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**DESIGN**

DATE	SCALE	DRAWN BY	PROJECT No.
AUG 2016	1:250@A3	C.M	4747
STREET ELEVATIONS			
UNIT DEVELOPMENT 31 SETTLEMENT ROAD.			SE









8 NOV 2016

LEGEND

- PROPOSED SHADOWS
- EXISTING SHADOWS

City of Whittlesea  
ADVERTISED PLAN

Date: 23/11-9/12/16



SHADOW DIAGRAM 9AM  
22nd OF SEPTEMBER

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REV-B 31.08.2016 RESPONSE TO COUNCIL'S RFI

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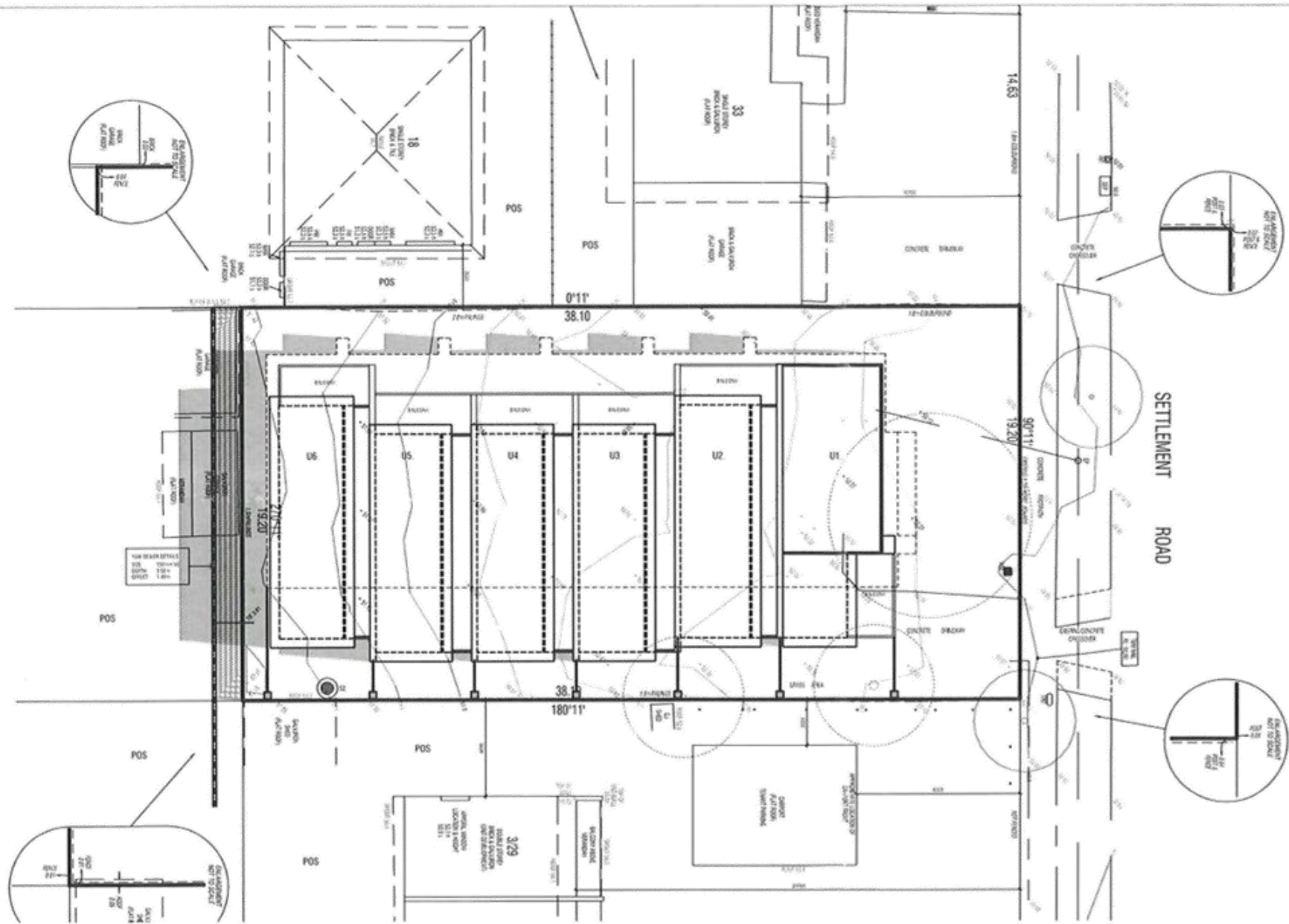
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PROPOSED SHADOW DIAGRAM

UNIT DEVELOPMENT  
31 SETTLEMENT ROAD,

SD01





8 NOV 2016

# LEGEND

PROPOSED SHADOWS

EXISTING SHADOWS

City of Whittlesea  
 ADVERTISED PLAN  
 Date: 23/11 - 9/12/16

NORTH

SHADOW DIAGRAM 12PM  
 22nd OF SEPTEMBER

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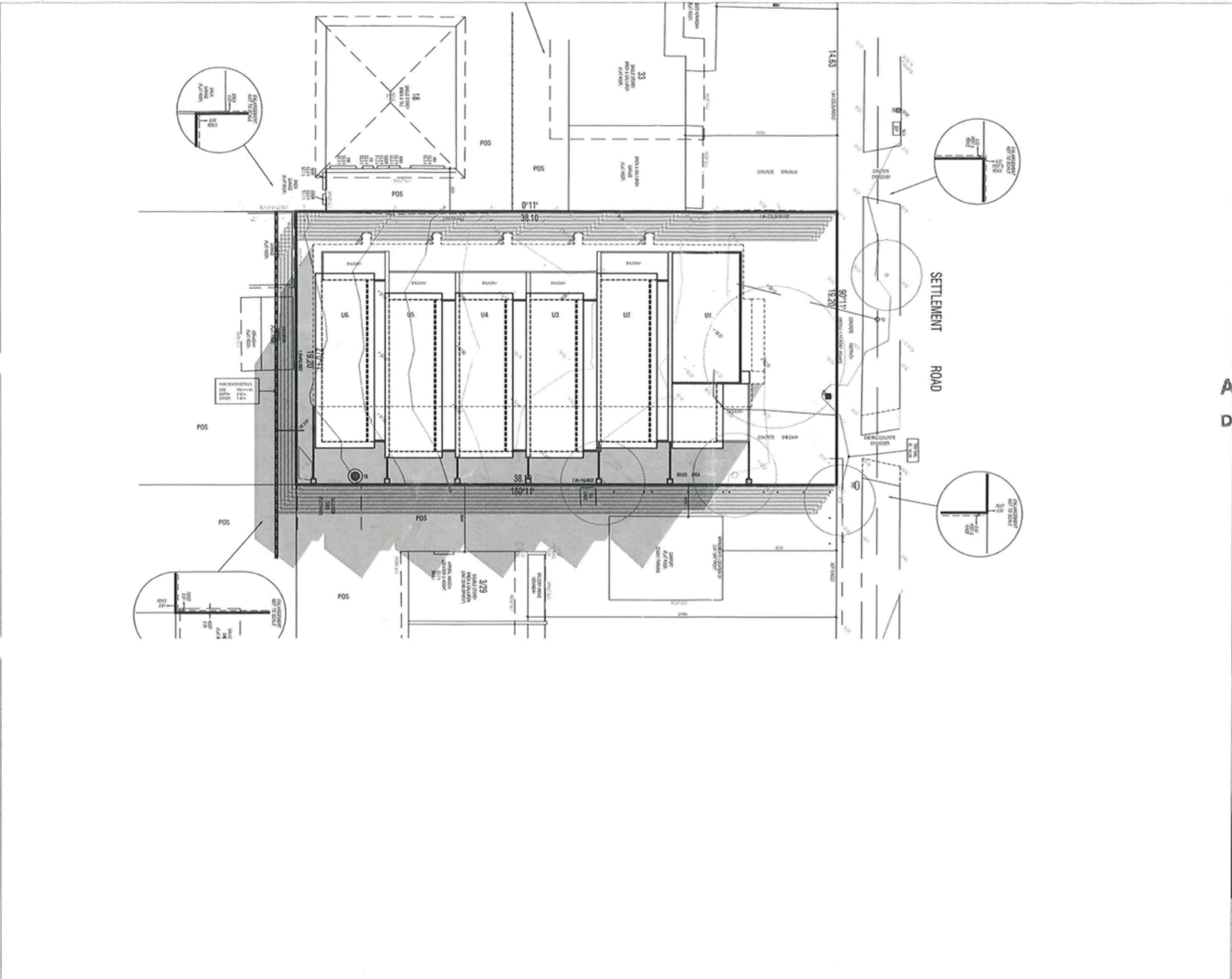
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P L A N N I N G &  
**DESIGN**

DATE	SCALE	DRAWN BY	PROJECT No.
AUG 2016	1:250@A3	C.M	4747
PROPOSED SHADOW DIAGRAM			
UNIT DEVELOPMENT 31 SETTLEMENT ROAD.			<b>SD02</b>



8 NOV 2016

# LEGEND

PROPOSED SHADOWS

EXISTING SHADOWS

City of Whittlesea  
 ADVERTISED PLAN  
 Date: 23/11-9/12/16

NORTH

SHADOW DIAGRAM 3PM  
 22nd OF SEPTEMBER

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PROPOSED SHADOW DIAGRAM

UNIT DEVELOPMENT  
 21 SETTLEMENT ROAD

SD03

**6.1.4 96 CURTIN AVENUE, LALOR - CONSTRUCTION OF A DWELLING TO THE REAR OF AN EXISTING DWELLING**

**File No:** 716135

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Planning Officer

**APPLICANT:** Mr A Vivarini

**COUNCIL POLICY:** Housing Diversity Strategy

**ZONING:** Neighbourhood Residential Zone

**OVERLAY:** Development Contributions Plan Overlay

**REFERRAL:** Nil

**OBJECTIONS:** One

**RECOMMENDATION:** That Council approve the application.

**REPORT****EXECUTIVE SUMMARY**

The applicant proposes to construct a single storey dwelling to the rear of the existing single storey dwelling on the subject land.

Advertising of the proposal resulted in one objection. The grounds of objection relate to overdevelopment of the site, increase in traffic, lack of on street car parking and a lack of recreational facilities in proximity to the site.

The proposal demonstrates a satisfactory level of compliance with the provisions of Clause 55 of the Whittlesea Planning Scheme. While the objectives of Clause 55 have been met, some changes are required as conditions of permit to achieve compliance with relevant standards.

The Housing Diversity Strategy (HDS) nominates the site as being within the Suburban Residential Change Area. The proposal complies with the preferred density and design principles of this change area and is considered to be an acceptable development in an appropriate location as nominated by the HDS.

On the basis of the Clause 55 assessment and the proposal's general compliance with the HDS, it is recommended that Council approve the application.

**SITE AND SURROUNDING AREA**

The subject site is a residential property located on the northeast corner of Curtin Avenue and Derna Crescent, approximately 350m west of Dalton Road, Lalor (see *Attachment 1*). The site is a regular shaped allotment and provides a frontage to Curtin Avenue of 15.8m and a depth of approximately 42.7m, providing a total site area of 675m<sup>2</sup>. The site is relatively flat and contains a single storey brick dwelling with a tiled hipped roof and outbuildings at the rear of the site. Vehicular access to the site is provided via a double

crossing common to the subject site and the adjoining property to the east along Curtin Avenue. There is no vegetation of significance within the site.

The surrounding area is generally characterised by residential land uses with the existing single storey brick dwelling being typical of the prevailing built form. Double storey dwellings are also present within the immediate surrounds. Examples of medium density developments in proximity to the subject land are located along Curtin Avenue, Edmondson Street, Cherry Court and Hamilton Court. The adjoining property to the east of the subject site comprises a single storey brick dwelling and the abutting property to the north is occupied by Lalor North Primary School.

The subject site is located in proximity to the following sites, services and infrastructure:

- Lalor North Primary School (immediately to the north).
- Bus Route 559 – Thomastown Railway Station to Lalor Railway Station via Curtin Avenue (230m southwest).
- Partridge Recreation Reserve & Sports Pavilion (320m northwest).
- Bus Route 556 – Epping Plaza Shopping Centre to Northland Shopping Centre via Dalton Road (350m southeast).
- Lalor Recreation Reserve – Bowling Club and Football Pavilion (370m west).
- Lalor North Secondary College (560m northeast).
- Rochdale Shopping Centre (620m southwest).

## RESTRICTIONS AND EASEMENTS

The Certificate of Title for the property shows that the site is not affected by any restrictive covenants or Section 173 Agreements. The site is however encumbered by a 3.05m wide drainage and sewerage easement along the northern property boundary.

## PROPOSAL

It is proposed to construct a single storey dwelling to the rear of the existing single storey dwelling (*see Attachment 2*).

Dwelling No. 1 (existing) has street frontage to Curtin Avenue and contains four bedrooms, a living area, a kitchen/meals area, a bathroom and laundry. Dwelling No. 1 will be provided with a single space carport and tandem open car space accessible via the existing vehicle crossing on Curtin Avenue.

Dwelling No. 2 (proposed) will contain one bedroom with an ensuite, an open plan kitchen/meals/living area, a study, a powder room and laundry. The existing garage on site will be converted into a combined single space garage and storage area/ workshop for Dwelling No. 1 and will be accessible via a newly constructed vehicle crossing along the west property boundary (Derna Crescent).

Each dwelling has been provided with private open space and external storage accessible from their respective living areas.

In terms of design, the proposed dwelling will be constructed in a modest contemporary style with brick external walls, a 20 degree pitched Colorbond roof and aluminium windows and doors. The proposed carport for Dwelling No. 1 is to be constructed in treated pine and corrugated iron sheeting. A printed sample/schedule of proposed colours has not been provided with the application.

Details of the proposed development are outlined in the following table:

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 1	Single storey	4	8.0m front (south), 3.5m side (east), 1.2m side (west) and 18.0m rear (north).	134m <sup>2</sup> (including 52m <sup>2</sup> of secluded private open space).	Single space carport ( 6.0m x 3.5m) plus an open car space in tandem	4.6m (overall)
Dwelling No. 2	Single storey	1	3.0m front (west), 3.2m side (north), 30.5m side (south) and 1.0m rear (east).	76m <sup>2</sup> (including 52m <sup>2</sup> of secluded private open space).	Single space within existing garage (5.6m x 4.65m).	4.3m (overall)

## PUBLIC NOTIFICATION

Advertising of the application has resulted in one objection being received. The grounds of objection can be summarised as follows:

1. Overdevelopment of the site.
2. Increased traffic/car parking.
3. Lack of recreational facilities in proximity to the site.

## HOUSING DIVERSITY STRATEGY

The Housing Diversity Strategy (HDS) provides a strategic framework for future residential development in the established areas of the municipality for the next 20 years. It aims to guide the future location and diversity of housing stock and identifies areas of housing growth and change, including areas where future housing growth will not be supported. In general, it aims to encourage higher residential densities and a diversity of housing types and sizes into areas within convenient walking distance to public transport and activity centres.

The HDS is now a reference document in the WPS and an assessment against it is provided under Standard B2 of the Clause 55 assessment.

## ASSESSMENT AGAINST CLAUSE 55 OF THE WHITTLESEA PLANNING SCHEME

The following table provides details on whether the proposal complies with the requirements of Clause 55 of the Whittlesea Planning Scheme. Under these provisions a development:

- Must meet all of the objectives
- Should meet all of the standards

If Council is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.



	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B1	Neighbourhood Character	✓	✓	<p>Development within the area generally comprises single storey dwellings from the 1960s in 'Cream brick' style. Large double storey brick dwellings are also present however this type of development is minimal within the immediate surrounds. The existing housing stock comprises generous front and rear setbacks with garages and sheds generally to the rear of dwellings. Carports, where present, are of a 'verandah' style and either attached or semi-attached to dwellings and located within front setbacks. Front gardens typically contain low level vegetation of an exotic variety. Front fences are common and constructed in brick, wrought iron or timber materials. The surrounding area also comprises recently constructed medium density development constructed in a contemporary style incorporating both brick and render elements.</p> <p>The proposed dwelling is considered to be of a scale and form that is consistent with the prevailing single storey housing stock within the immediate area.</p>
B2	Residential Policy	✓	✓	<p>The proposal is consistent with State and Local Planning Policy Frameworks in that it provides for moderate housing growth and diversity to the existing housing stock within a location offering good access to services and transport.</p> <p>The subject site is located within the Suburban Residential Change Area within the HDS. This Change Area encourages standard density housing consisting of single dwellings or dual occupancies/duplexes with low building heights to reflect the existing suburban scale and character. Front setbacks are encouraged to allow for significant landscaping and large canopy trees to create a sense of openness to the street. Site coverage objectives seek to facilitate increased side and rear setbacks to provide for building separation and an increased area of private open space to allow for significant landscaping including an extra-large canopy tree in the rear setback.</p> <p>The proposed development is generally consistent with the preferred density and key design principles outlined in the HDS. The proposal will result in a low level building height that is consistent with the prevailing single storey built form within the immediate surrounds. The proposed setbacks from title boundaries and the common boundary</p>



	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
				between the proposed and existing dwelling provides for building separation, increased private open space areas and generous landscaping throughout the development (including canopy trees).
B3	Dwelling Diversity	N/A	N/A	Only applicable to developments of ten (10) or more dwellings
B4	Infrastructure	✓	✓	
B5	Integration with the street	✓	✓	
B6	Street setback	✓	✓	
B7	Building height	✓	✓	
B8	Site coverage	✓	✓	
B9	Permeability	✓	✓	
B10	Energy efficiency	✓	✓	
B11	Open space	N/A	N/A	Only applicable if public or communal open space is to be provided on site or adjacent to the development
B12	Safety	✓	✓	
B13	Landscaping	✓	x	A landscape plan has not been provided with the application. It is considered that this can be dealt with by a condition on any permit that is issued.
B14	Access	✓	✓	
B15	Parking location	✓	✓	
B17	Side and rear setbacks	✓	✓	
B18	Walls on boundaries	✓	✓	
B19	Daylight to existing windows	✓	✓	
B20	North-facing windows	✓	✓	
B21	Overshadowing open space	✓	✓	
B22	Overlooking	✓	✓	
B23	Internal views	✓	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B24	Noise impacts	✓	✓	
B25	Accessibility	✓	✓	
B26	Dwelling entry	✓	x	The front entry of Dwelling No. 2 should be provided with a portico so that this area is easily identifiable from the street and to provide shelter, a sense of personal address and a transitional space around the entry in accordance with the standard requirements. This can be dealt with by a condition on any permit that is issued.
B27	Daylight to new windows	✓	✓	
B28	Private open space	✓	✓	
B29	Solar access to open space	✓	✓	
B30	Storage	✓	x	Dwelling No. 1 has not been provided with 6m <sup>3</sup> of external secure storage as required by the standard. The design response shows that there is sufficient private open space to accommodate this requirement and it is therefore considered that this can be dealt with by a condition on any permit that is issued.  Additionally, the external storage located within the existing easement for Dwelling No. 2 should be deleted as sufficient storage area is provided within the internal storage area/ workshop.
B31	Design detail	✓	x	The applicant has not provided a schedule/ printed samples of all external materials and colours to be used for the construction of the proposed dwelling and the proposed carport for Dwelling No. 1. It is considered that this can be addressed via a condition on any permit that is issued.
B32	Front fences	✓	✓	
B33	Common property	✓	✓	
B34	Site services	✓	x	Mailboxes, clotheslines and bin storage areas have not been provided on the plans in accordance with the standard requirements however it is considered this can be addressed via condition on any permit that is issued.

**CAR PARKING**

Clause 52.06 of the Whittlesea Planning Scheme prescribes the rate and design standards for car parking spaces required on site. Pursuant to this clause the following car spaces are required:

Dwelling No.	No. of bedrooms	Car spaces required	Car spaces provided	Complies
1	4	2	2	Yes
2	1	1	1	Yes

Garages should be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space (measured inside the garage or carport). An open car space should be at least 4.9m long and 2.6m wide. Additionally, Clause 52.06-8 of the Scheme provides a responsible authority, discretion on any variation to these design standards. The garage for Dwelling No. 2 does not quite meet the required 6.0m in length, however it is considered that the proposed length of 5.6m for this car space is acceptable given the standard requirements for an open car space abutting a wall requires a length of 5.4m. The elevations submitted do not accurately depict the proposed roller door and will need to be revised accordingly. This can be addressed via a condition on any permit that is issued.

Pursuant to Clause 52.06-8 of the Scheme, access ways must have a corner splay or area at least 50% clear of visual obstructions extending at least 2.0m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height. A revised plan must be submitted showing a visibility splay on either side of the access ways. This requirement can be addressed via a condition on any permit that is issued.

**DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (SCHEDULE 3)**

The site is affected by the Development Contributions Plan Overlay. Pursuant to Clause 45.06 of the Whittlesea Planning Scheme, the Development Contributions Plan Overlay enables the levying of contributions for the provision of works, services and facilities prior to development commencing. Schedule 3 to the overlay requires contributions for drainage infrastructure for medium density residential development at a current rate of \$2.19 per square metre of the total site area. This requirement must be included as a condition on any planning permit that is issued.

**COMMENTS ON GROUNDS OF OBJECTION****1. Overdevelopment of the site.**

The proposed single storey nature of Dwelling No. 2 is consistent with the existing housing stock within the area. The proposed setbacks from title boundaries comply with the standard requirements of Clause 55 and the proposal is also consistent with the key design principles set out in Council's HDS which encourages a range of low building heights that reflect the existing suburban scale and character with increased area of private open space to allow for significant landscaping within front and rear setbacks within the 'Suburban Residential' change area.

**2. Increased traffic/car parking.**

The proposed development is not expected to generate a significant increase in the number of vehicles along Curtin Avenue or Derna Crescent and therefore will not cause an adverse impact on the volume of traffic within the surrounding road network. Based on the RTA Guide to Traffic Generating Developments (RTA 2002), a single dwelling generates 9.0 daily vehicle trips. Therefore two dwellings would be expected to generate 18 vehicle trips per day. The existing road network can accommodate this increase in vehicle movement.

The proposed crossing for Dwelling No. 2 will result in the loss of one on-street car parking space. The loss of this car space can be absorbed within the surrounding road network. A site visit by planning officers revealed that there is no lack of on-street car parking along Curtin Avenue and given the existing restricted traffic conditions along the east side of Derna Crescent, the proposed development will not impact on school traffic associated with the existing school abutting the subject site.

**3. Lack of recreational facilities in proximity to the site.**

The subject site is located within proximity to a number of recreational reserves and sporting facilities. The Partridge Recreation Reserve and sports pavilion is located 320m to the northwest and Lalor Recreation Reserve which includes a bowling club and football pavilion is within 370m to the west of the subject site.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**CONCLUSION**

The application has been assessed against the Whittlesea Planning Scheme and in particular the objectives and standards of Clause 52.06, Clause 55 and the State and Local Planning Policy Frameworks including the Housing Diversity Strategy. The proposal demonstrates a satisfactory level of compliance subject to conditions. It is considered that the proposal will not have a detrimental impact on the character of the neighbourhood nor on existing surrounding residential properties and accordingly approval of the application is recommended.

**RECOMMENDATION**

**THAT Council resolve to approve Planning Application No. 716135 and issue a Notice of Decision to Grant a Permit for the construction of a dwelling to the rear of the existing dwelling at 96 Curtin Avenue, Lalor in accordance with the endorsed plans and subject to the following conditions:**

- 1. Prior to the endorsement of the plans required under Condition No. 2 of this permit, the permit holder must pay to Council a contribution for drainage pursuant to Clause 45.06 of the Whittlesea Planning Scheme. The drainage contribution will be subject to the Consumer Price Index (CPI) applicable at the time of payment.**
- 2. Before the development starts, three copies of a revised plan must be submitted to and approved by the Responsible Authority showing:**

- (a) Visibility splays in accordance with Clause 52.06-8 of the Scheme.
  - (a) Dimensions of the open car space for Dwelling No. 1 in accordance with design standards in Clause 52.06-8 of the Scheme.
  - (b) The provision of a roller door on the west elevation for Dwelling No. 2.
  - (c) A printed sample/schedule of all external colours and materials to be used in the construction of Dwelling No. 2 and the carport for Dwelling No. 1.
  - (d) A portico to the entry of Dwelling No. 2.
  - (e) A minimum of 6m<sup>3</sup> of external secure storage for Dwelling No. 1.
  - (f) The deletion of the external storage for Dwelling No. 2.
  - (g) Mailboxes and clotheslines and bin storage areas for each dwelling.
3. Before development commences, three copies of a landscape plan prepared by a suitably qualified landscape designer 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 this permit. The plan must show:
  - (a) Details of landscaping for the front setbacks and private open space areas, including a schedule of all proposed trees, shrubs and ground covers.
  - (b) Designation of areas throughout the site for garden beds, grass, paths, decks paved areas.
  - (c) The identification of any vegetation to be retained including tree protection zones.
  - (d) The provision of canopy trees (minimum two metres in height when planted) within the front setback and rear setback of each dwelling.
  - (e) Paving, retaining walls, fence design details and other landscape works including areas of cut and fill.
  - (f) Consistency with the City of Whittlesea Landscape Guidelines (Residential Development).
4. The development allowed by this permit and shown on the plans and/or schedules endorsed to accompany this permit shall not be amended for any reason without the consent of the Responsible Authority.
5. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
6. Before the use of the development allowed by this permit starts, landscaping works shown on the endorsed plan must be completed and then maintained to the satisfaction of the Responsible Authority.
7. Before the use of the development starts, the car parking areas and access ways must be drained, and fully sealed and constructed with asphalt, interlocking paving bricks, coloured concrete or other similar materials to the satisfaction of the Responsible Authority.
8. In areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas.
9. Vehicular access to the site must be by way of a vehicle crossing constructed in accordance with Council's Vehicle Crossing Specifications to suit the proposed driveway(s) and the vehicles that will be using the crossing(s). The location, design and construction of the vehicle crossing(s) must be approved by the Responsible Authority. Any existing unused or redundant crossing(s) must be removed and replaced with concrete kerb, channel and naturestrip to the

- satisfaction of the Responsible Authority. All vehicle crossing works are to be carried out with Council supervision under a Road Opening Permit.
10. Before starting any buildings or works, engineering plans showing a properly prepared design (with computations) for the internal drainage and method of disposal of stormwater from all roofed and sealed areas, including the use of an on-site detention system (if required), must be submitted to Council for approval. These internal drainage works must be completed to Council's satisfaction prior to using or occupying any building on the site.
  11. Prior to using or occupying any building on the site, the permit holder is required to construct at no cost to Council, drainage works between the subject site and the Council nominated point of discharge. Such drainage works must be designed by a qualified engineer and submitted to and approved by Council. Computations will also be required to demonstrate that the drainage system will not be overloaded by the new development. Construction of the drainage system must be carried out in accordance with Council specifications and under Council supervision.
  12. Before the use of the development commences, reticulated (water, sewerage, gas and electricity) services must be constructed and available to the satisfaction of the Responsible Authority.
  13. Prior to the occupation of any building hereby approved, the permit holder must meet all costs associated with reinstatement and/or alterations to Council or other Public Authority assets deemed necessary by such Authorities as a result of the development. The permit holder shall be responsible for obtaining prior specific written approval for any works involving the alteration of Council or other Public Authority assets.
  14. Prior to occupation of any dwelling on the subject site, a letter box and house number to the satisfaction of the Responsible Authority shall be provided for each dwelling.
  15. At all times during the construction phase of the development, the permit holder must take measures to ensure that pedestrians are able to use with safety any footpath along the boundaries of the site.
  16. Upon completion of all buildings and works authorised by this permit the permit holder must notify the Responsible Authority in writing on the satisfactory completion of the development and compliance with all relevant conditions.
  17. Any litter generated by building activities on the site shall be collected and stored in an appropriate enclosure which complies with Council's Code of Practice for building/development sites. The enclosures shall be regularly emptied and maintained such that no litter overflows onto adjoining land. Prior to occupation and/or use of the building, all litter shall be completely removed from the site.
  18. During the construction phase, a truck wheel washing facility or similar device must be installed and used to the satisfaction of the Responsible Authority so that vehicles leaving the site do not deposit mud or other materials on roadways. Any mud or other materials deposited on roadways as a result of construction works on the site must be cleaned to the satisfaction of the Responsible Authority within two hours of it being deposited.
  19. This permit will expire if:
    - (a) the approved development does not start within two years of the date of this permit; or
    - (b) the approved development is not completed within four years of the date of

this permit.

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

#### NOTES

##### Advanced Trees

An advanced tree under this permit shall generally constitute the following:

- Evergreen – minimum container size 45 litre spring ring, calliper at ground level 50mm.
- Deciduous – minimum calliper at ground level 65mm, minimum height 2 metres.

##### Easements

No structure may be built over an easement on the subject site without the consent of the relevant Responsible Authority.

##### Property Numbering

Please note that property addresses and numbering is allocated by Council. This is usually formalised at the time of the subdivision, however it is Council's intention to number the proposed allotments/apartments/dwellings as follows:

Existing Dwelling (1)                      96 Curtin Avenue, Lalor

Proposed Dwelling (2)                      2A Derna Crescent, Lalor

Please check with Council's Subdivision Department to verify all street numberings.







## PLANNING APPLICATION NO. 716135

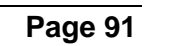


- Subject Land
- Medium Density Housing
- Objector

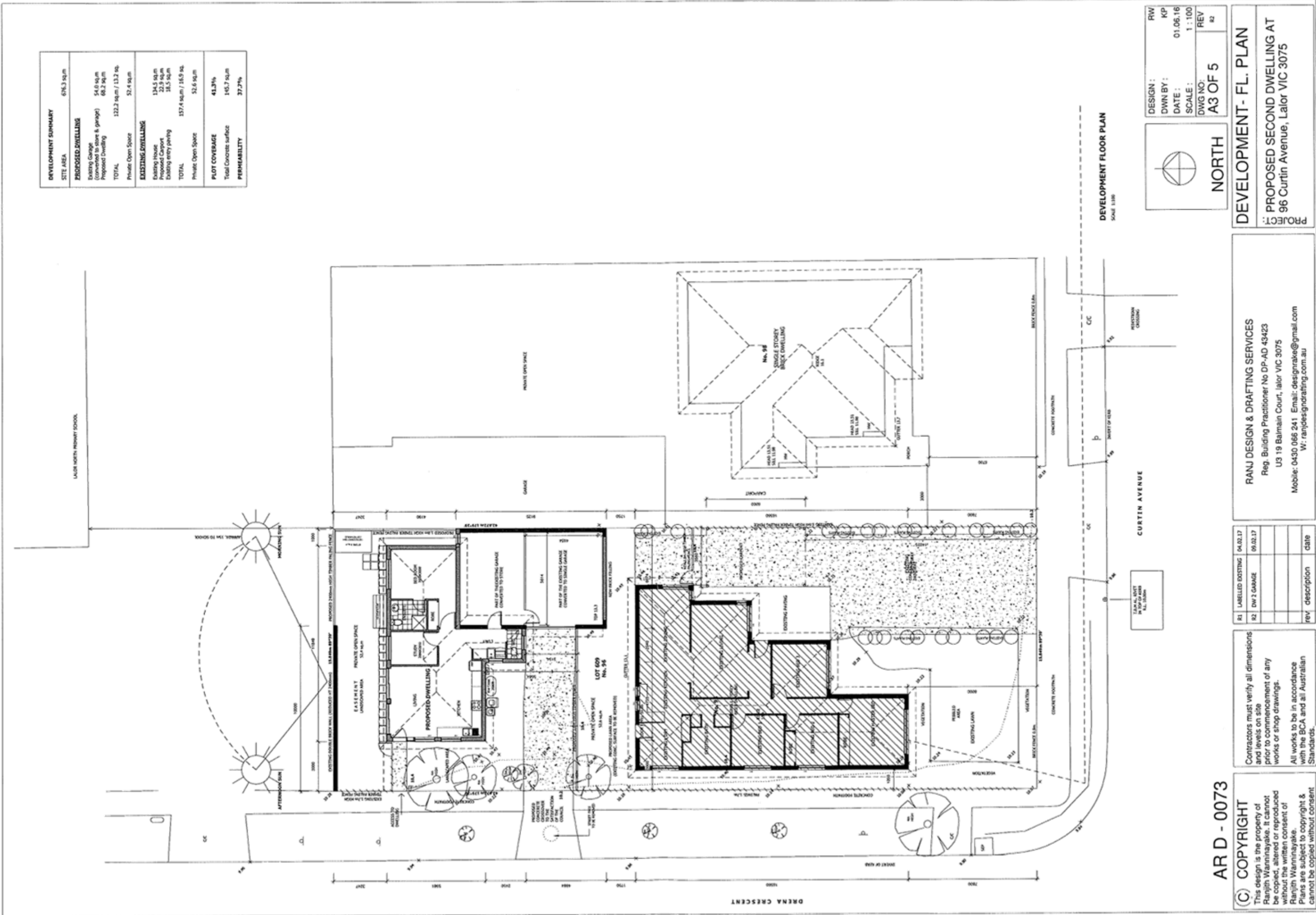


City of  
Whittlesea

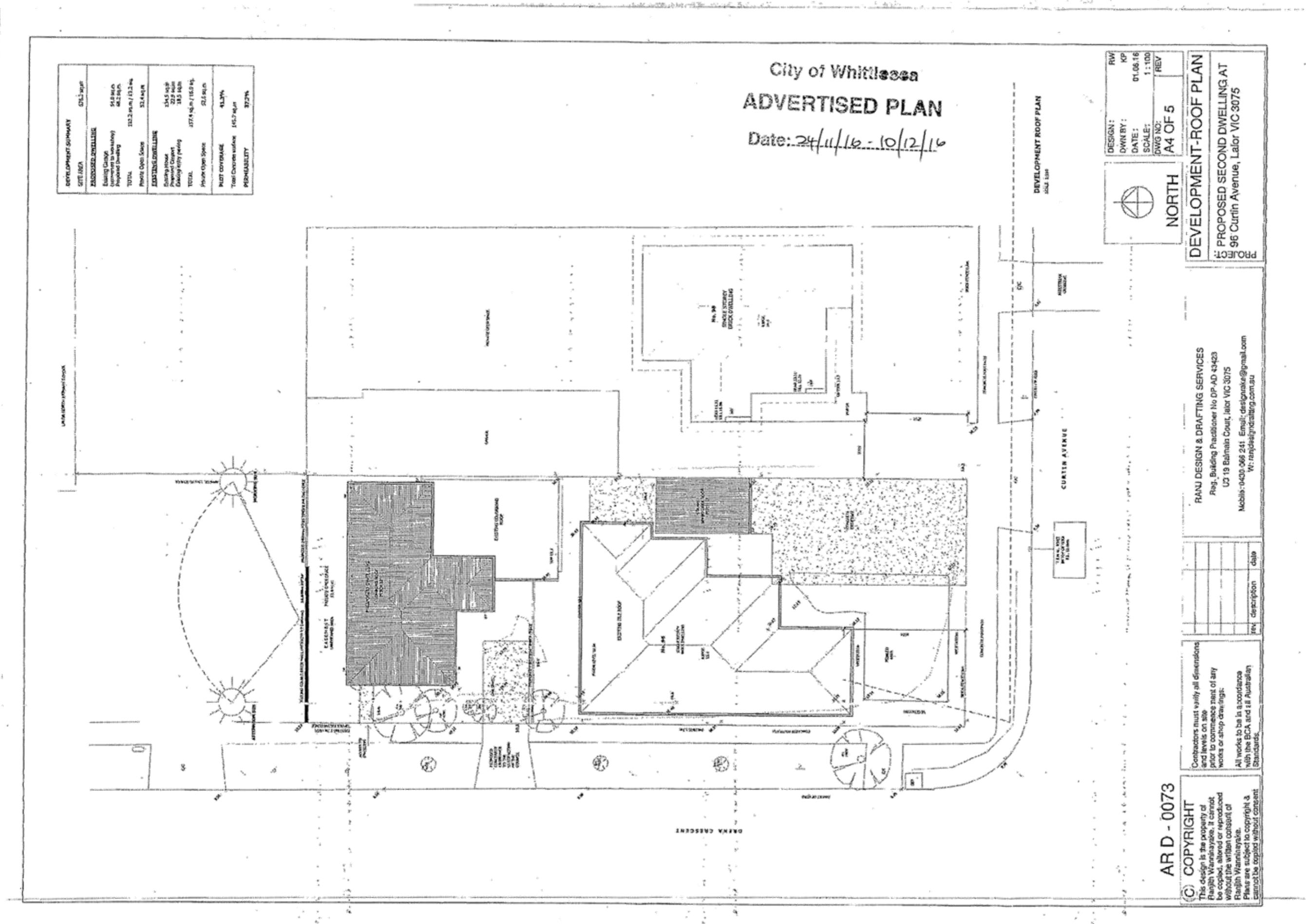
## DEVELOPMENT ASSESSMENT REPORT









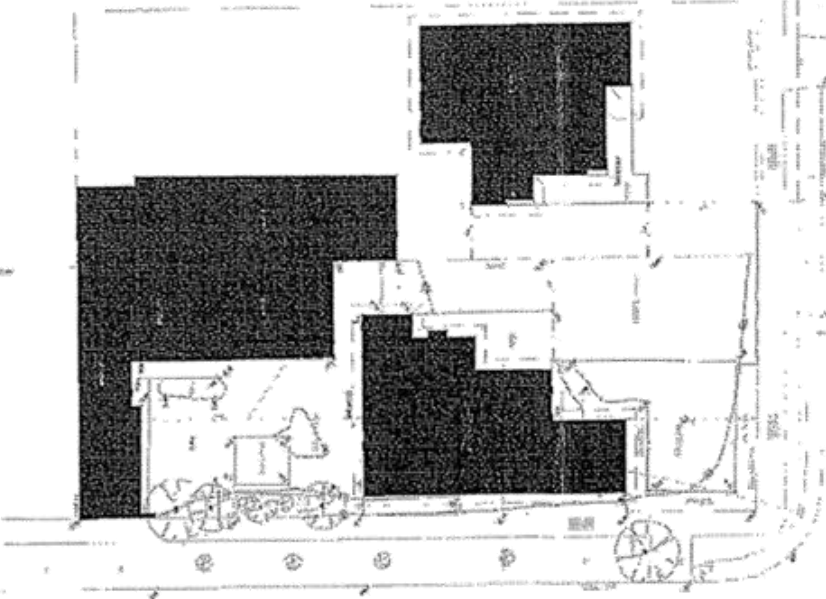



Page 93














VIEW FROM CURTIN AVENUE




VIEW FROM CURTIN AVENUE AND DESNA CRESCENT CORNER



VIEW FROM DESNA CRESCENT



VIEW FROM DESNA CRESCENT



VIEW FROM DESNA CRESCENT

City of Whittlesea

**ADVERTISED PLAN**

Date: 24/10/16 - 10/12/16

1	LALOR HAZARD STATION	1.8 km
2	EPWING RAILWAY STATION	2.8 km
3	LALOR HAZARD	0.9 km
4	VERMONT HAZARD	2.9 km
5	WIA SMITH HAZARD	1.9 km
6	LALOR NORTH HAZARD	0.1 km
7	PETER LALOR HAZARD	1.5 km
8	LALOR HAZARD	3.8 km
9	LALOR HAZARD	1.3 km
10	EPWING PLAZA	2.4 km
11	PLAZA HAZARD	2.4 km
12	NANAN HAZARD	2.0 km
13	LALOR HAZARD	1.9 km

Rail Station	0.1 km
555	ON CURTIN STREET
556	ON CURTIN STREET
557	ON CURTIN STREET
558	ON CURTIN STREET

DESIGN: RW  
OWN BY: KP  
DATE: 01.06.16  
SCALE: 1:200  
DWG NO: A1 OF 5  
REV

**NORTH**

**NEIGHBOURHOOD**

PROPOSED SECOND DWELLING AT  
96 Curtin Avenue, Lalor VIC 3075

AR D - 0073

**COPYRIGHT**

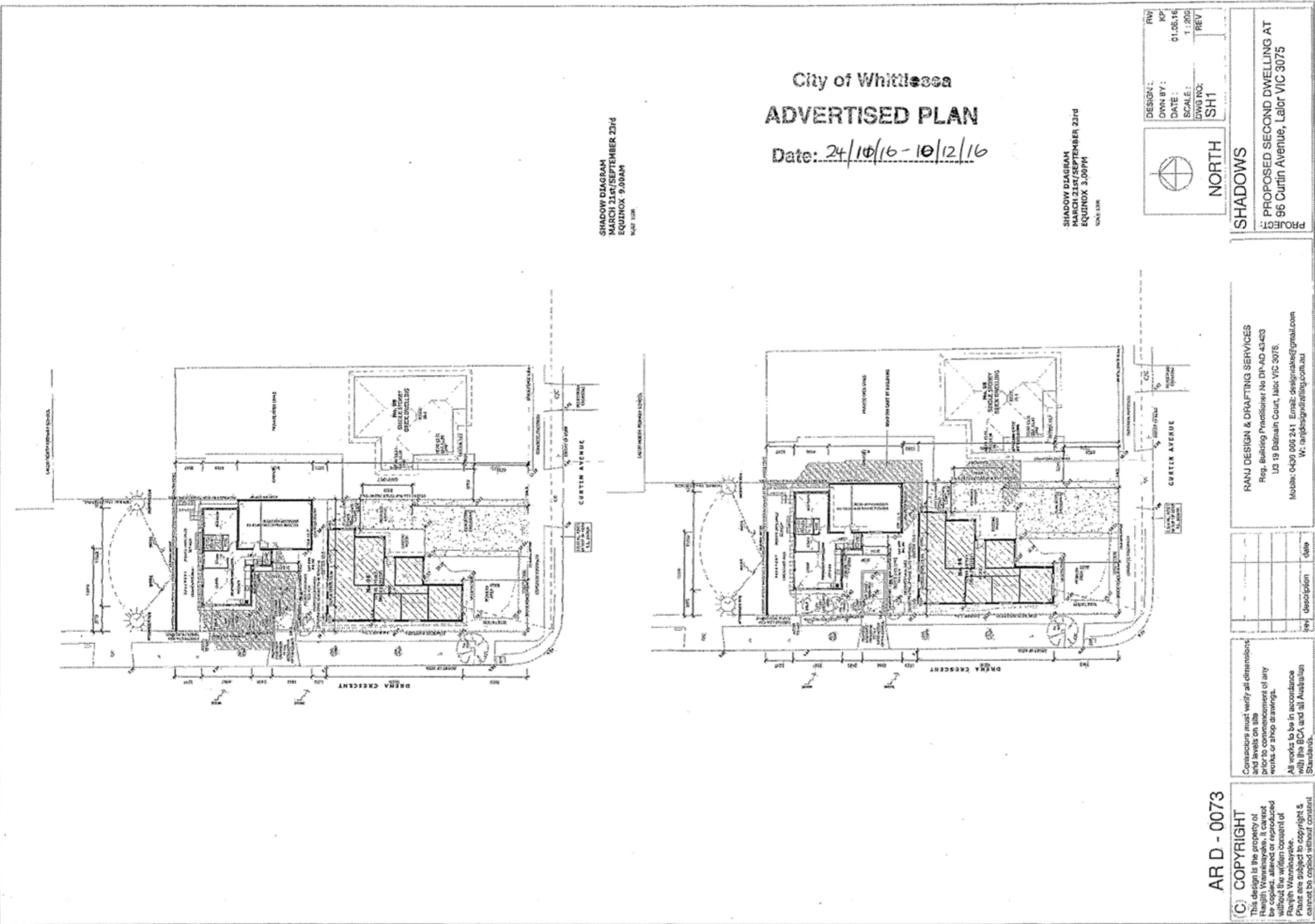
This design is the property of RANU Design & Drafting. It cannot be copied, altered or reproduced without the written consent of RANU Design & Drafting. Plans are subject to copyright & cannot be copied without consent.

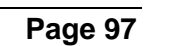
Contractors must verify all dimensions and levels on site prior to commencement of any works or shop drawings.

All works to be in accordance with the BCA and all Australian Standards.

rev	description	date

RANU DESIGN & DRAFTING SERVICES  
Reg. Building Practitioner No DP-AD 43423  
13 19 Balmuir Court, Lalor VIC 3075  
Mobile: 0430 068 241 Email: design@ranu.com.au  
W: ranudesignanddrafting.com.au







**6.1.5 12 CLANCY WAY, DOREEN - CONSTRUCTION OF TWO DWELLINGS**

**File No:** 716120

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Senior Planner

**APPLICANT:** Planning and Design

**COUNCIL POLICY:** N/A

**ZONING:** General Residential Zone

**OVERLAY:** Development Plan (Schedule 5)  
Incorporated Plan (Schedule 1)

**REFERRAL:** Nil

**OBJECTIONS:** Nil

**RECOMMENDATION:** That Council refuse the application

**REPORT****EXECUTIVE SUMMARY**

The applicant proposes to construct two double storey dwellings on the proposed site to be known as 12 Clancy Way (Lot 111) Doreen, which is located within the recently developed Bridge Inn Rise estate.

It is considered that the proposal does not generally accord with the Development Plan for the area of Cookes Road. The Development Plan identifies specific areas for development at different densities. The subject land is located in an area described as standard density (lot size 450 – 700m<sup>2</sup>) and currently meets this requirement with an overall area of 510m<sup>2</sup>. The proposed development would represent a density of 1 dwelling per 255m<sup>2</sup> which is twice the density prescribed by the development plan. Because the proposal does not accord with an approved development plan, the application was not advertised.

Given the proposals non-compliance with the provisions set out in the Incorporated Plan Overlay (IPO), Development Plan (DP) and some objectives of Clause 55 of the Whittlesea Planning Scheme, it is recommended that Council refuse the application.

**SITE AND SURROUNDING AREA**

The subject site is a residential property located on the southern side of Clancy Way, Doreen (see Attachment 1). Titles have not yet issued for the site, however it is proposed to be rectangular in shape and provides a frontage to both Clancy Way (approximately 13m) and Hessel Avenue of 29m and a depth of approximately 16m, providing a total site area of 510m<sup>2</sup>. The site has a fall from the north west to the south east of approximately 2m or 1 in 16 and there is no vegetation of significance contained within the site.

The surrounding area is generally characterised by residential land uses and development. Land to the west has been developed with residential dwellings, whilst land to the east will form part of the current stage of subdivision and is therefore currently vacant.

The subject site is located in proximity to the following sites, services and infrastructure:

- Bus Route 572 (1km north along Overland Drive), Bus Route 562 (1.5km west along Schotters Road).
- Hazel Glen School (approximately 100m north)
- Ivanhoe Grammar School – Plenty Campus (800m south west)
- Bridge Inn Road (350 m south)
- Laurimar Town Centre (1.6km directly north east)

## RESTRICTIONS AND EASEMENTS

The Certificate of Title for the property shows that the property shows that the site is affected by a Section 173 Agreement AL571472B which is in relation to works that were required to be undertaken onsite for the broader subdivision. The S173 Agreement does not preclude Council from making a decision with respect to the proposed development.

There is also an easement located along the southern boundary which will not be impacted by the proposal.

## PROPOSAL

It is proposed to construct two double storey dwellings (*see Attachment 2*).

Dwelling No. 1 will have street frontage to Clancy Way and comprise an open plan kitchen/meals area, alfresco area, a separate toilet and laundry facilities at ground level. At first floor level, the dwelling will contain three bedrooms (master with ensuite and walk-in-robe) and a separate bathroom.

Dwelling No. 2 will have street frontage to Hessel Avenue and comprise an open plan kitchen/meals area, alfresco area, a separate toilet and laundry facilities at ground level. At first floor level, the dwelling will contain three bedrooms (master with ensuite and walk-in-robe) and a separate bathroom.

Both dwellings will be provided with an attached double space garage, private open space and secure external storage.

Details of the proposed development are outlined in the following table:

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 1	Double storey	Three (3)	- 4m front (north); - Garage will be built to the boundary on side (west) boundary; - 3m side (east); - Dwelling wall will be built abutting boundary for rear (southern) boundary.	57.68m <sup>2</sup>	Double garage	Approx. 7.5m
Dwelling No. 2	Double storey	Three (3)	- 3m front (east); - 3m side (south); - 1.15m rear (west) - 1.15m approx. (north)	79.28m <sup>2</sup>	Double garage	Approx. 7.5m

## PUBLIC NOTIFICATION

No public notification was undertaken. An application which is generally in accordance with the Development Plan is exempt from notice, however any permit issued must be in accordance with the Development Plan.

Section 52(1A) of the Planning and Environment Act 1987 outlines that if an application is being refused, notice of the application does not need to occur.

## ASSESSMENT AGAINST CLAUSE 55 OF THE WHITTLESEA PLANNING SCHEME

The following table provides details on whether the proposal complies with the requirements of Clause 55 of the Whittlesea Planning Scheme. Under these provisions a development:

- Must meet all of the objectives
- Should meet all of the standards

If Council is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B1	Neighbourhood Character	x	x	The Development Plan for this area articulates the areas that should be developed for medium density and defines typically lot sizes. This site is not located within the designated areas for medium density development and will result in lot sizes smaller than what is envisaged by the Development Plan. This is therefore inconsistent with the preferred character for this estate.
B2	Residential Policy	x	x	The proposal does not provide an appropriate response to both the State and Local Planning Policy Frameworks through responding to Councils clear policy objectives for sites within the Mernda Incorporated Plan or the Cookes Road Development Plan.
B3	Dwelling Diversity	N/A	N/A	Only applicable to developments of ten (10) or more dwellings
B4	Infrastructure	✓	✓	
B5	Integration with the street	✓	✓	
B6	Street setback	✓	✓	
B7	Building height	✓	✓	
B8	Site coverage	✓	✓	
B9	Permeability	✓	✓	
B10	Energy efficiency	✓	✓	



	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B11	Open space	N/A	N/A	Only applicable if public or communal open space is to be provided on site or adjacent to the development
B12	Safety	✓	✓	
B13	Landscaping	x	x	Although not complying through the absence of a detailed landscape plan, this could be addressed through a condition on any permit issued.
B14	Access	✓	✓	
B15	Parking location	✓	✓	
B17	Side and rear setbacks	✓	✓	
B18	Walls on boundaries	✓	✓	
B19	Daylight to existing windows	✓	✓	
B20	North-facing windows	✓	✓	
B21	Overshadowing open space	✓	✓	
B22	Overlooking	✓	✓	
B23	Internal views	✓	✓	
B24	Noise impacts	✓	✓	
B25	Accessibility	✓	✓	
B26	Dwelling entry	✓	✓	
B27	Daylight to new windows	✓	✓	
B28	Private open space	✓	✓	
B29	Solar access to open space	✓	✓	
B30	Storage	✓	✓	
B31	Design detail	✓	✓	
B32	Front fences	✓	✓	
B33	Common property	✓	✓	
B34	Site services	✓	✓	

**CAR PARKING**

Clause 52.06 of the Whittlesea Planning Scheme prescribes the rate and design standards for car parking spaces required on site. Pursuant to this clause the following car spaces are required:

Dwelling No.	No. of bedrooms	Car spaces required	Car spaces provided	Complies
1	3	2	2	Yes
2	3	2	2	Yes

Garages should be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space (measured inside the garage or carport). An open car space should be at least 4.9m long and 2.6m wide. The proposal complies with these requirements.

**INCORPORATED PLAN OVERLAY SCHEUDLE 1 – MERNDA STRATEGY PLAN**

The purpose of the Incorporated Plan Overlay relevant to this application, is to identify areas which require the form and conditions of future use and development to be shown on an incorporated plan before a permit can be issued to be granted to use or develop the land.

Council's Mernda Strategy Plan was approved in October 2004 and amended in January 2008. The plan provides guidance to the development of land in the Plenty Valley Growth Corridor and sets out an Incorporated Plan (broken into Precincts). The 'Precinct Plan' contained within the Mernda Strategy Plan is designed to be read and interpreted in conjunction with the Key Objectives and Strategic Actions.

**DEVELOPMENT PLAN OVERLAY SCHEDULE 5 – APPROVED 150 COOKES ROAD, DOREEN DEVELOPMENT PLAN**

The site is affected by the approved development plan for '150 Cookes Road, Doreen'. Approved in 2012 the Development Plan sits as a guiding planning tool for the subject site and surrounding estate. The Cookes Road Development Plan's layout was informed by the Mernda Strategy Plan, within which it is identified that the site be located within Precinct 2A in an area described as standard density (lot size 450 – 700m<sup>2</sup>). The subject site has an overall area of 527m<sup>2</sup>. The proposed development would represent a density of 1 dwelling per 263m<sup>2</sup> which is twice the density prescribed by the development plan. There is an area within the Cookes Road Development Plan which outlines an area for medium density however, the subject site is not within this area. The application has not been able to demonstrate why the proposal is generally in accordance with the provisions set out in Development Plan (DP).

**COMMENTS ON GROUNDS OF OBJECTION**

This application was not advertised as noted above.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**CONCLUSION**

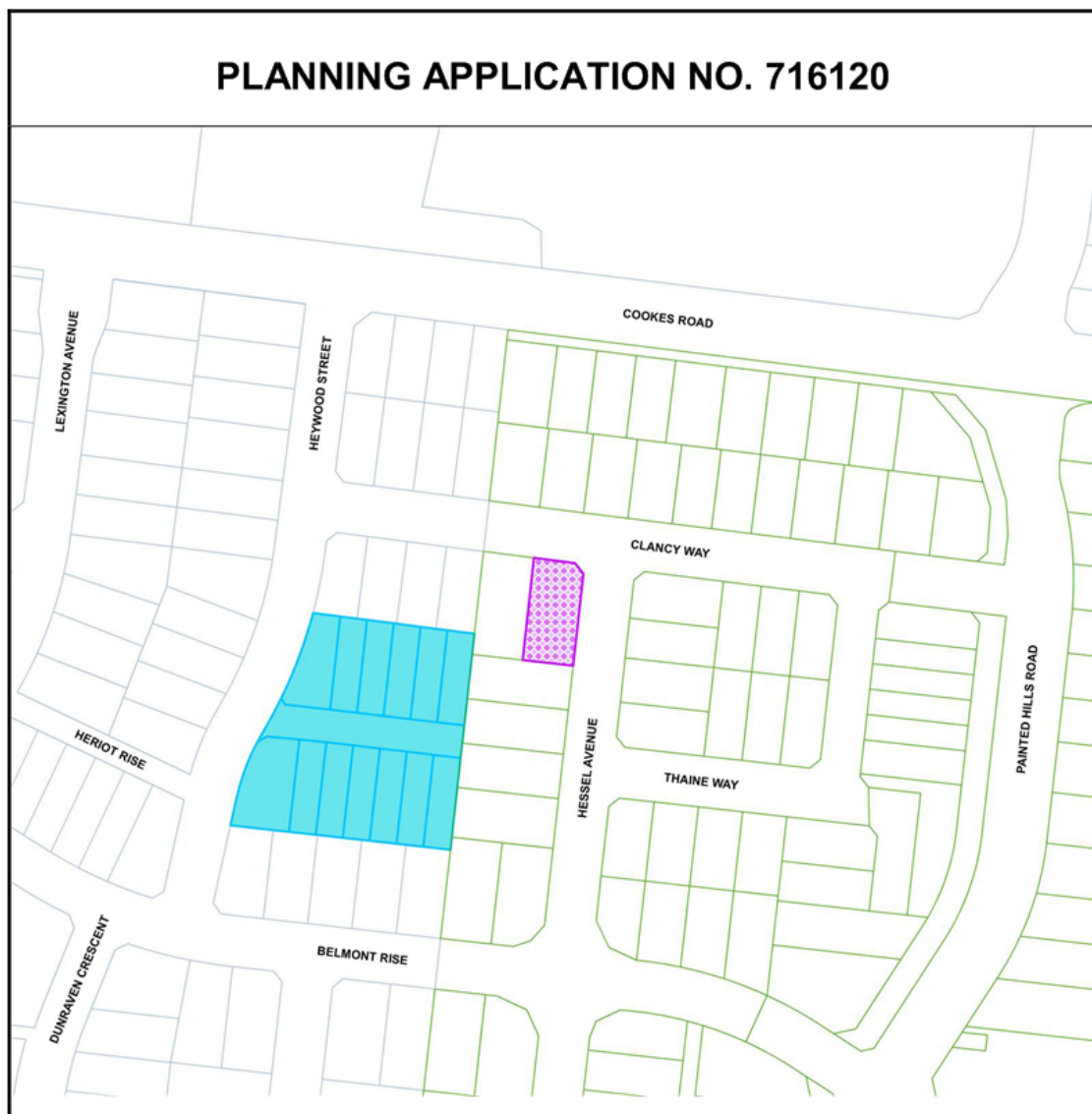
The application has been assessed against the Whittlesea Planning Scheme and in particular the objectives and standards of Clause 55, Clause 52.06 and the State and Local Planning Policy Frameworks. Additionally, consideration was given to the Incorporated Plan Overlay for Mernda and Development Plan for 150 Cookes Road. While a number of objectives and standards of Clause 55 have been satisfactorily met, an application that is inconsistent with a Development Plan cannot be supported which has created non-compliance with Neighbourhood Character objectives.

It is considered that the proposal does not provide a solution of greater design merit than suggested in either of the Plans and undermines the core principles of Council's strategic intent for the area. It is considered that the proposal will result in a detrimental impact on the defined character of the neighbourhood and accordingly refusal of the application is recommended.

**RECOMMENDATION**

**THAT Council resolve to Refuse Planning Application No. 716120 and issue a Refusal to Grant a Planning Permit for the construction of two dwellings at 12 Clancy Way Doreen, on the following grounds:**

- 1. The proposed development is contrary to the Incorporated Plan Overlay Schedule 1 (Mernda Strategy Plan) and Development Plan Overlay Schedule 5 (Mernda Development Plan – Cookes Road Development Plan)**
- 2. The proposed development does not satisfactorily respond to Residential Policy or respect the preferred character of the neighbourhood.**
- 3. The proposed development does not achieve satisfactory compliance with Clause 55.02-1 (Neighbourhood Character)**
- 4. The proposed design response fails to comply with State policy objectives and standards relating to Clause 55.03-5 (Energy Efficiency)**
- 5. The proposed development does not achieve satisfactory compliance with Clause 55.03-8 (Landscaping)**



**Subject Land**



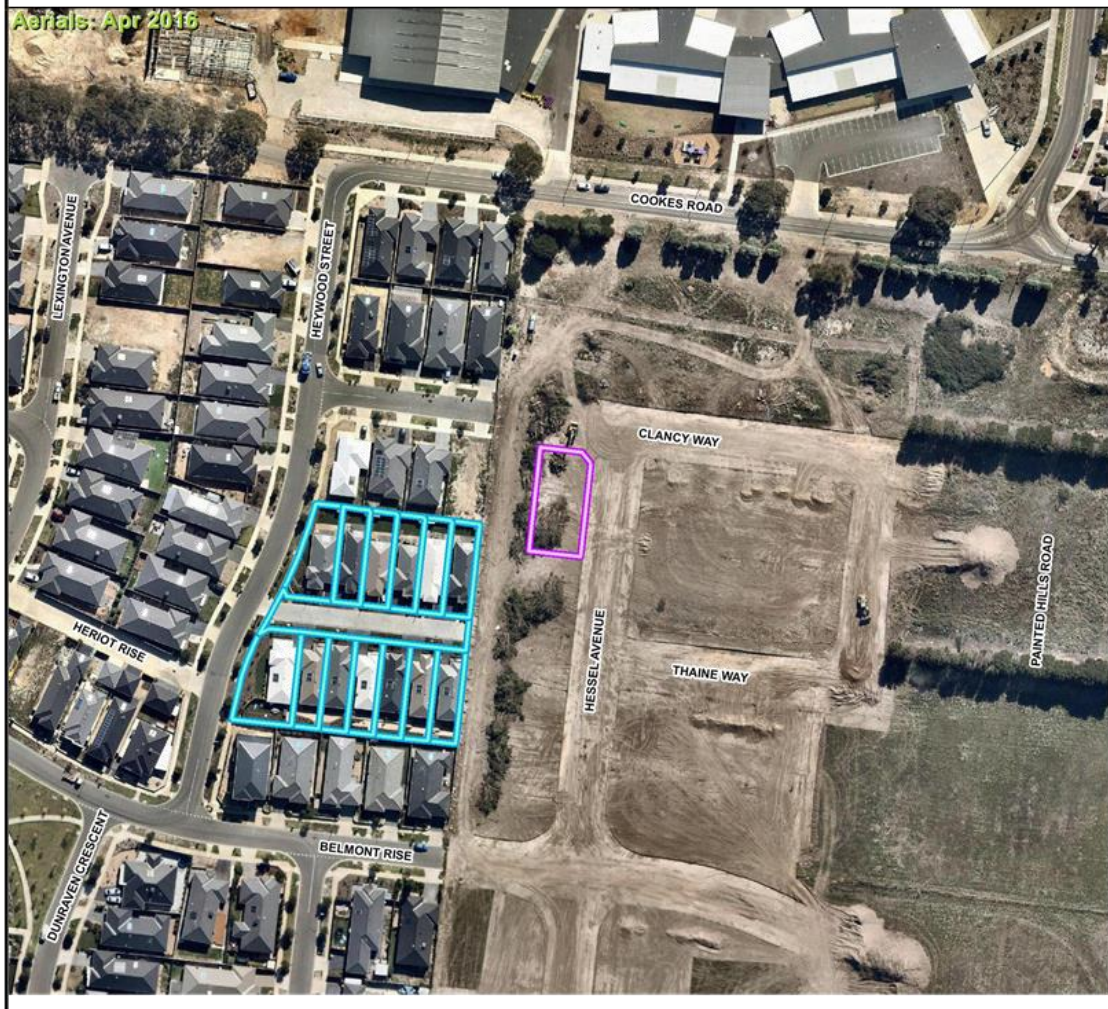
**Medium Density Housing**



**City of  
Whittlesea**

**DEVELOPMENT ASSESSMENT REPORT**

# PLANNING APPLICATION NO. 716120



-  Subject Land
-  Medium Density Housing



City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT



# Design Response

Scale: 1:200 AT A3



**Note:**  
The proposal is for two double storey dwellings and two double storey dwelling.  
The proposal will not cause any excessive pressure on the infrastructure currently in existence.  
The dwellings to be constructed will be in character with the general neighbourhood character and will not effect the general setbacks of any roads along the boundaries to any detriment.



Gr. Floor 177 Toorak Road, South Yarra, 3141  
PH: 9804 8277  
FAX: 9804 8377  
email: emma@develcocapital.com.au

**Project:**  
MULTI UNIT DEVELOPEMENT

**Address:**  
LOT 111 CLANCY WAY DOREEN VIC

**For:**  
Develco Captial

**Title:** Design Response

**Drawn:** EN

**Checked:** EH

**Date:** 25/07/2016

**SHEET:** TP02 **JOB No.:** #Pln

## Town Planning

### AREAS:

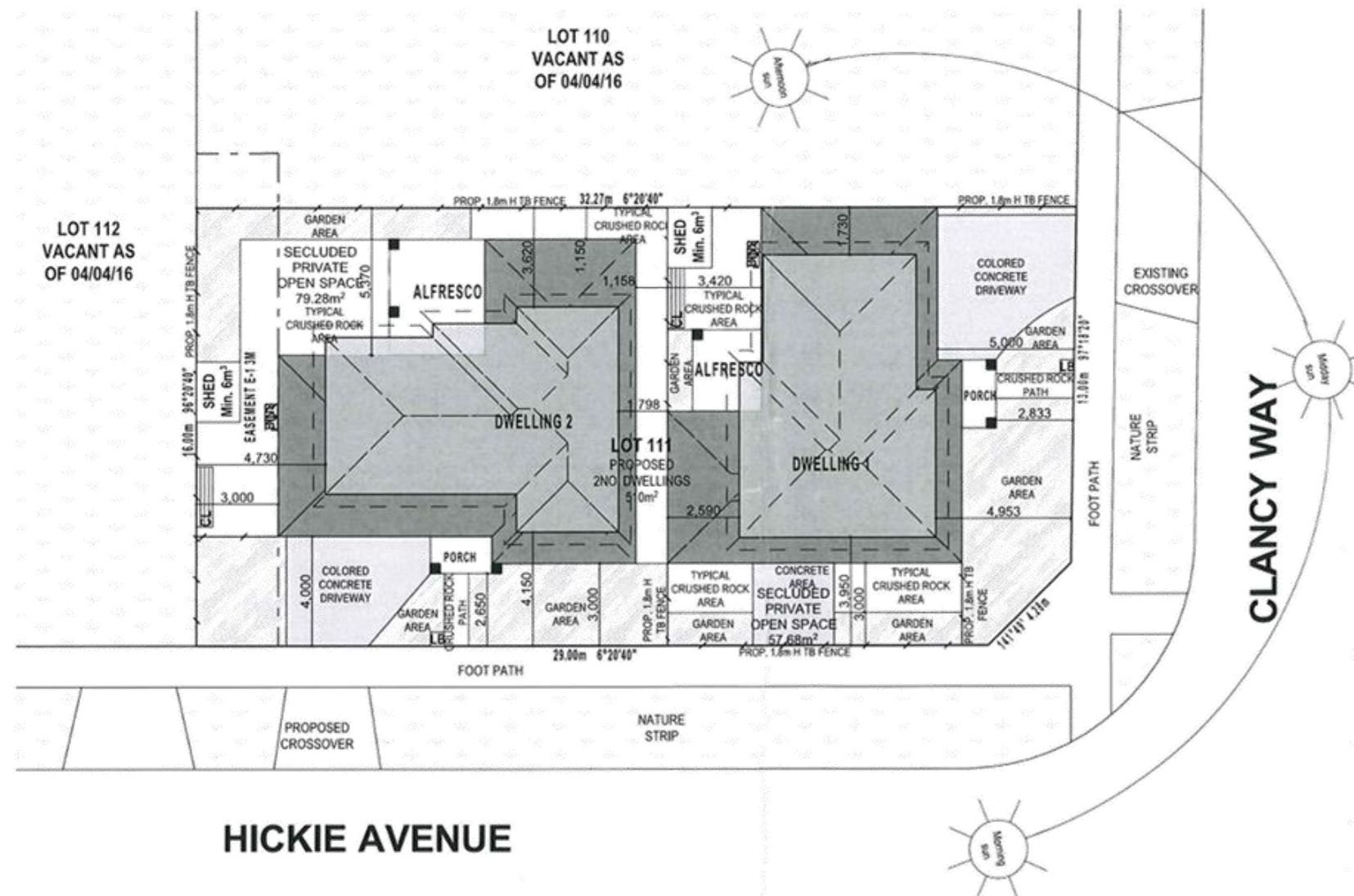
**SITE:** - 510m<sup>2</sup>  
**SURFACE COVERAGE:** - 49.90m<sup>2</sup> = 9.78%  
**BUILDING COVERAGE:** - 253.95m<sup>2</sup> = 49.79%  
**PERMEABILITY:** - 206.15m<sup>2</sup> = 40.43%

### UNIT 1

**GROUND FLOOR:** 72.58m<sup>2</sup>  
**FIRST FLOOR:** 67.75m<sup>2</sup>  
**GARAGE:** 37.20m<sup>2</sup>  
**PORCH:** 3.10m<sup>2</sup>  
**ALFRESCO:** 7.51m<sup>2</sup>  
**TOTAL:** 188.14m<sup>2</sup>

### UNIT 2

**GROUND FLOOR:** 77.57m<sup>2</sup>  
**FIRST FLOOR:** 72.46m<sup>2</sup>  
**GARAGE:** 38.06m<sup>2</sup>  
**PORCH:** 3.16m<sup>2</sup>  
**ALFRESCO:** 14.77m<sup>2</sup>  
**TOTAL:** 206.02m<sup>2</sup>



### LEGEND

A. The site is comprised of a rectangular shaped block to be used as a multiple occupancy development. The total site area is approx. 510m<sup>2</sup> with appropriate dimensions to allow for a multi development. The site is situated on Clancy Way.

B. The proposed development is to be orientated such that it is situated with the front facade of dwelling 1 to face Clancy Way and access via an existing crossover. The remaining dwelling will face Hickie Avenue and will be accessed via a proposed cross over.

C. The proposal is for two double storey dwellings to be built on the presently vacant site. The proposed dwellings are to be constructed of a combination of materials chosen for their pleasing aesthetic. In this way, it is proposed that the development will meet the high standard of future developments and those currently underway.

D. The materials used to construct the dwellings will be a brick veneer (both rendered and exposed face).

E. The positioning of the proposed development has been designed in order to take advantage of the outlook of the site to its boundaries and the solar orientation throughout the year. It's articulated facades and modern finishes will add to the pleasant character of the existing and future neighbourhood.

F. Based on the march 21 -september 23 equinox, and the aspect of the land, the proposed development will have little to no effect to the properties of it's boundaries.

G. There is to be no open space connecting the dwellings and all landscaping and fencing will be chosen in order to maximise privacy and minimise overlooking and overshadowing.

H. The site will be appropriately landscaped to reflect the open characteristics of the area while also keeping visual and acoustic privacy between the development and any future neighbours (refer to landscaping plan)

08 AUG 2016





Gr. Floor 177 Toorak Road, South Yarra, 3141  
PH: 9804 8277  
FAX: 9804 8377  
email: emma@develcocapital.com.au

Project:  
MULTI UNIT DEVELOPEMENT

Address:  
LOT 111 CLANCY WAY DOREEN  
VIC

For:  
Develco Capital

Title: Site & Floor Plans

Drawn: EN

Checked: EH

Date: 25/07/2016

SHEET: TP03 JOB No.: #P1n

Town Planning

AREAS:  
SITE: - 510m<sup>2</sup>  
SURFACE COVERAGE: - 49.90m<sup>2</sup> = 9.78%  
BUILDING COVERAGE: - 253.95m<sup>2</sup> = 49.79%  
PERMEABILITY: - 206.15m<sup>2</sup> = 40.43%

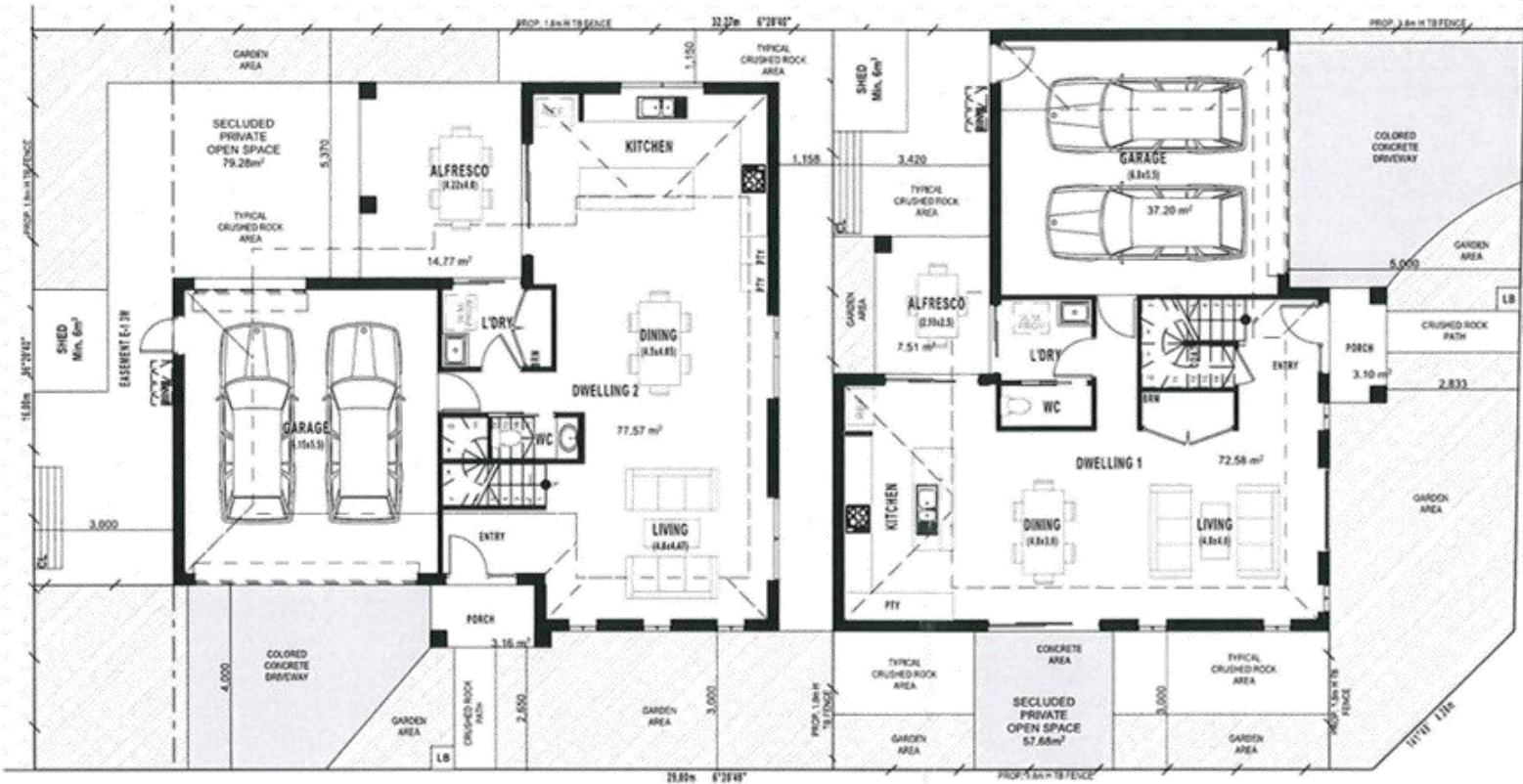
UNIT 1  
GROUND FLOOR: 72.58m<sup>2</sup>  
FIRST FLOOR: 67.75m<sup>2</sup>  
GARAGE: 37.20m<sup>2</sup>  
PORCH: 3.10m<sup>2</sup>  
ALFRESCO: 7.51m<sup>2</sup>  
TOTAL: 188.14m<sup>2</sup>

UNIT 2  
GROUND FLOOR: 77.57m<sup>2</sup>  
FIRST FLOOR: 72.46m<sup>2</sup>  
GARAGE: 38.06m<sup>2</sup>  
PORCH: 3.10m<sup>2</sup>  
ALFRESCO: 14.77m<sup>2</sup>  
TOTAL: 206.02m<sup>2</sup>

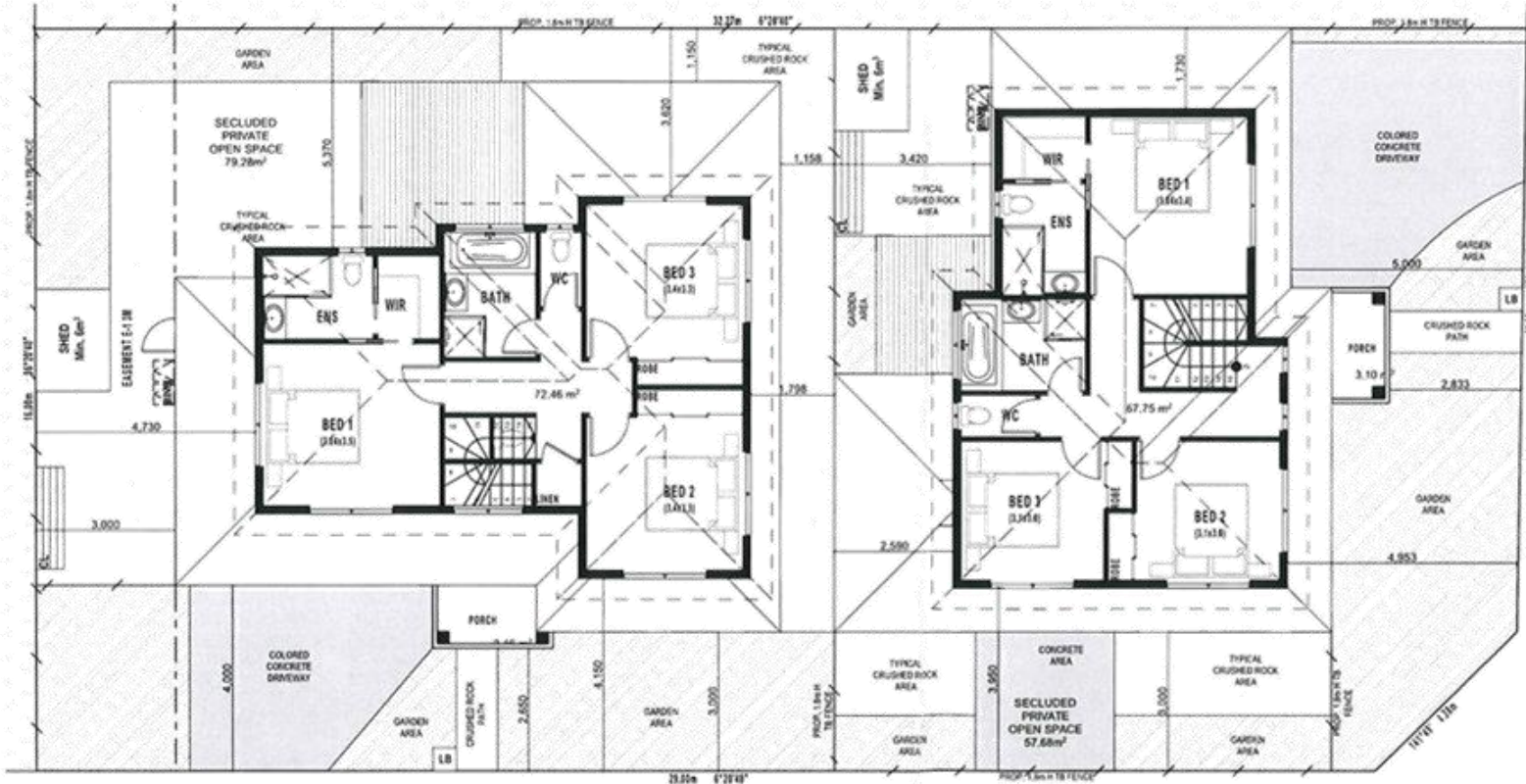
08 AUG 2016

Site & Floor Plans

Scale: 1:100 AT A2



GROUND FLOOR PLAN



FIRST FLOOR PLAN






Q 8 AUG 2016

# Overshadowing 9am

Scale: 1:200 AT A3

(March 21<sup>st</sup> - September 23<sup>rd</sup>)

 Denotes shadow cast at given time



## Energy Rating Notes:

\*All external doors and doors to utility rooms (non-heated bathrooms, laundries, storage) to be weather sealed with weather stripping between the door and the frame and a draft excluder fitted at the bottom of the door to create a tight seal when closed

\*All openable windows to have weather-stripping between frame and the sash to create a tight seal when closed

\*Any chimneys or flues to be fitted with dampner or flap that can be closed to provide a seal from unwanted ventilation

\*All general gaps and cracks to be filled

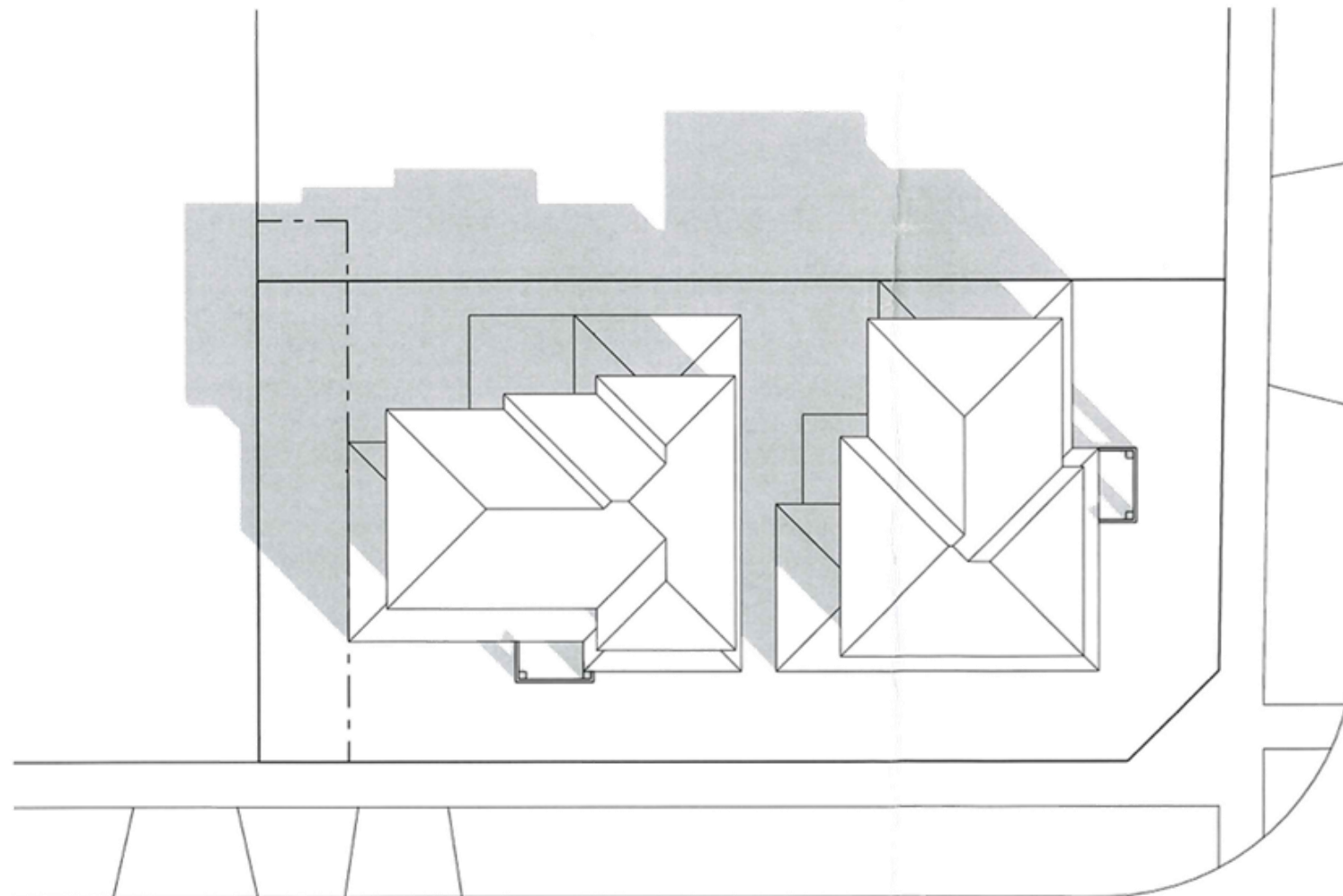
\*All reflective foil to be installed to manufacturer's specifications / recommendations and to run continuously from bottom plate to top plate with all overlaps sealed / taped. All rips in foil and penetrations to be retaped.

\*Only non-vented downlights and skylights to be used.

\*Slab on ground construction to be used throughout

\*Insulation:

- R1.5 Bulk insulation to walls plus reflective foil insulation
- R3.0 Bulk insulation to ceiling plus reflective foil insulation



Builders Property Developers Project Managers

Gr. Floor 177 Toorak Road, South Yarra, 3141  
PH: 9804 8277  
FAX: 9804 8377  
email: emma@develcocalpital.com.au

**Project:**  
MULTI UNIT DEVELOPEMENT

**Address:**  
LOT 111 CLANCY WAY DOREEN  
VIC

**For:**  
Develco Capiatl

**Title:** Overshadowing 9am

**Drawn:** EN

**Checked:** EH

**Date:** 25/07/2016

**SHEET:** TP05 **JOB No.:** #Pln

## Town Planning

### AREAS:

**SITE:** - 510m<sup>2</sup>  
**SURFACE COVERAGE:** - 49.90m<sup>2</sup> = 9.78%  
**BUILDING COVERAGE:** - 253.95m<sup>2</sup> = 49.79%  
**PERMEABILITY:** - 206.15m<sup>2</sup> = 40.43%

### UNIT 1

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**PORCH:** 3.10m<sup>2</sup>  
**ALFRESCO:** 7.51m<sup>2</sup>  
**TOTAL:** 188.14m<sup>2</sup>

### UNIT 2

**GROUND FLOOR:** 77.57m<sup>2</sup>  
**FIRST FLOOR:** 72.46m<sup>2</sup>  
**GARAGE:** 38.06m<sup>2</sup>  
**PORCH:** 3.16m<sup>2</sup>  
**ALFRESCO:** 14.77m<sup>2</sup>  
**TOTAL:** 206.02m<sup>2</sup>

Q 8 AUG 2016



# Overshadowing 12pm

Scale: 1:200 AT A3

(March 21<sup>st</sup> - September 23<sup>rd</sup>)

 Denotes shadow cast at given time



## Energy Rating Notes:

\*All external doors and doors to utility rooms (non-heated bathrooms, laundries, storage) to be weather sealed with weather stripping between the door and the frame and a draft excluder fitted at the bottom of the door to create a tight seal when closed

\*All openable windows to have weather-stripping between frame and the sash to create a tight seal when closed

\*Any chimneys or flues to be fitted with dampner or flap that can be closed to provide a seal from unwanted ventilation

\*All general gaps and cracks to be filled

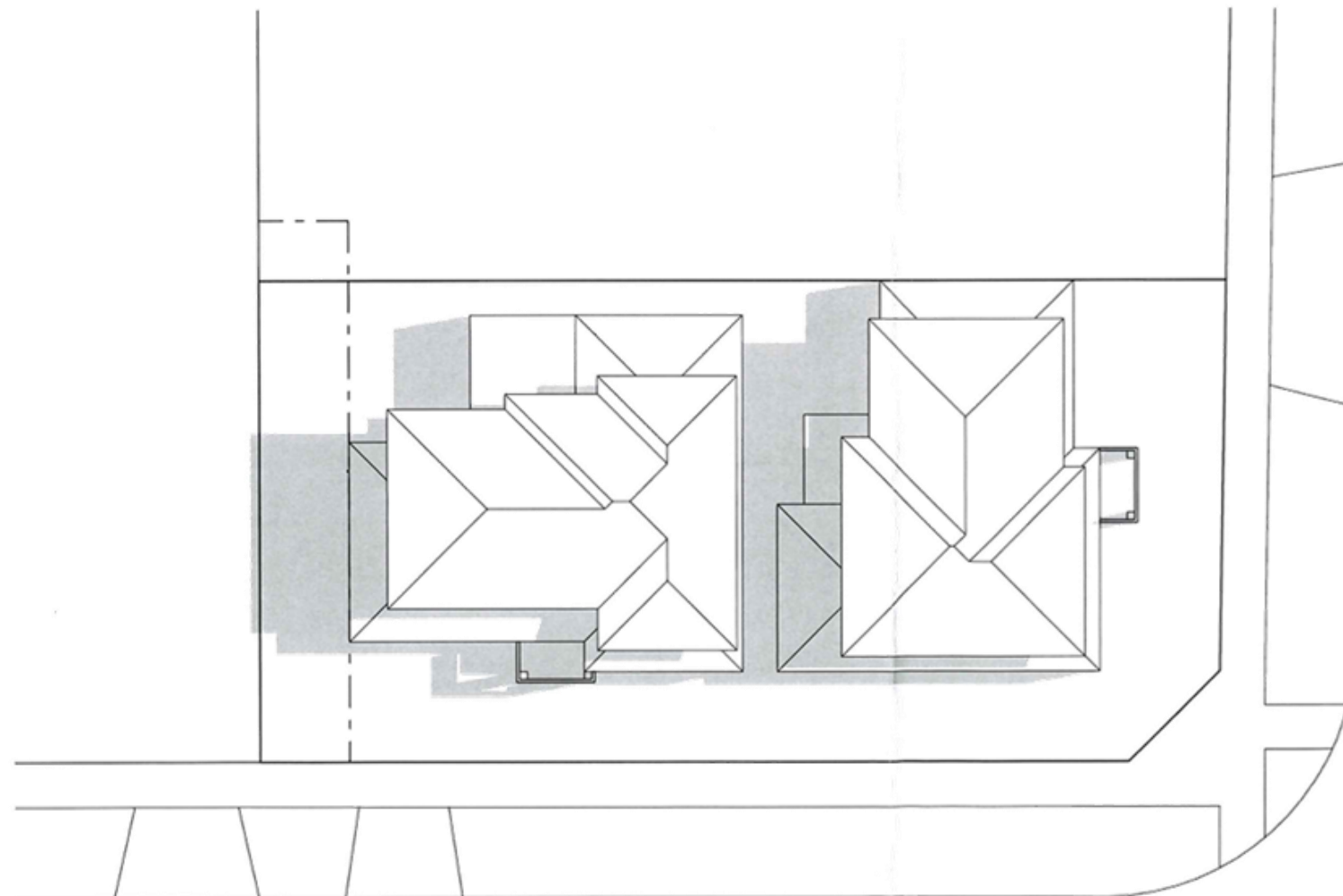
\*All reflective foil to be installed to manufacturer's specifications / recommendations and to run continuously from bottom plate to top plate with all overlaps sealed / taped. All rips in foil and penetrations to be retaped.

\*Only non-vented downlights and skylights to be used.

\*Slab on ground construction to be used throughout

\*Insulation:

- R1.5 Bulk insulation to walls plus reflective foil insulation
- R3.0 Bulk insulation to ceiling plus reflective foil insulation



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PH: 9804 8277  
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email: emma@develcocalpital.com.au

**Project:**  
MULTI UNIT DEVELOPEMENT

**Address:**  
LOT 111 CLANCY WAY DOREEN  
VIC

**For:**  
Develco Capiatl

**Title:** Overshadowing 12pm

**Drawn:** EN

**Checked:** EH

**Date:** 25/07/2016

**SHEET:** TP06 **JOB No.:** #Pln

## Town Planning

### AREAS:

**SITE:** - 510m<sup>2</sup>  
**SURFACE COVERAGE:** - 49.90m<sup>2</sup> = 9.78%  
**BUILDING COVERAGE:** - 253.95m<sup>2</sup> = 49.79%  
**PERMEABILITY:** - 206.15m<sup>2</sup> = 40.43%

### UNIT 1

**GROUND FLOOR:** 72.58m<sup>2</sup>  
**FIRST FLOOR:** 67.75m<sup>2</sup>  
**GARAGE:** 37.20m<sup>2</sup>  
**PORCH:** 3.10m<sup>2</sup>  
**ALFRESCO:** 7.51m<sup>2</sup>  
**TOTAL:** 188.14m<sup>2</sup>

### UNIT 2


**GROUND FLOOR:** 77.57m<sup>2</sup>  
**FIRST FLOOR:** 72.46m<sup>2</sup>  
**GARAGE:** 38.06m<sup>2</sup>  
**PORCH:** 3.16m<sup>2</sup>  
**ALFRESCO:** 14.77m<sup>2</sup>  
**TOTAL:** 206.02m<sup>2</sup>

08 AUG 2016

# Overshadowing 3pm

Scale: 1:200 AT A3

(March 21<sup>st</sup> - September 23<sup>rd</sup>)

 Denotes shadow cast at given time



## Energy Rating Notes:

\*All external doors and doors to utility rooms (non-heated bathrooms, laundrys, storage) to be weather sealed with weather stripping between the door and the frame and a draft excluder fitted at the bottom of the door to create a tight seal when closed

\*All openable windows to have weather-stripping between frame and the sash to create a tight seal when closed

\*Any chimneys or flues to be fitted with dampner or flap that can be closed to provide a seal from unwanted ventilation

\*All general gaps and cracks to be filled

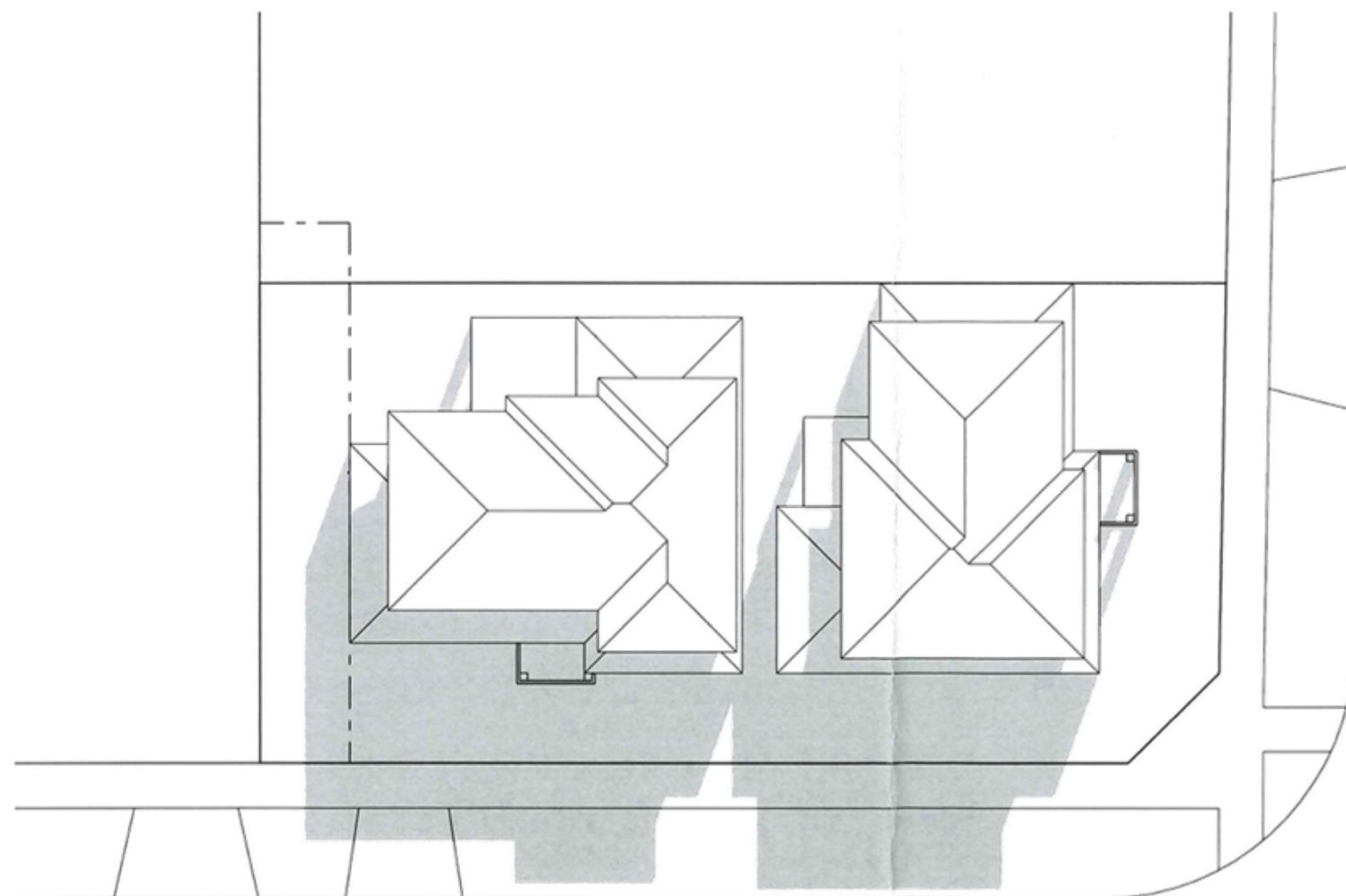
\*All reflective foil to be installed to manufacturer's specifications / recommendations and to run continuously from bottom plate to top plate with all overlaps sealed / taped. All rips in foil and penetrations to be retaped.

\*Only non-vented downlights and skylights to be used.

\*Slab on ground construction to be used throughout

\*Insulation:

- R1.5 Bulk insulation to walls plus reflective foil insulation
- R3.0 Bulk insulation to ceiling plus reflective foil insulation



Gr. Floor 177 Toorak Road, South Yarra, 3141  
PH: 9804 8277  
FAX: 9804 8377  
email: emma@develcocalpital.com.au

**Project:**  
MULTI UNIT DEVELOPEMENT

**Address:**  
LOT 111 CLANCY WAY DOREEN  
VIC

**For:**  
Develco Capiatl

**Title:** Overshadowing 3pm

**Drawn:** EN

**Checked:** EH

**Date:** 25/07/2016

**SHEET:** TP07 **JOB No.:** #Pln

## Town Planning

### AREAS:

**SITE:** - 510m<sup>2</sup>  
**SURFACE COVERAGE:** - 49.90m<sup>2</sup> = 9.78%  
**BUILDING COVERAGE:** - 253.95m<sup>2</sup> = 49.79%  
**PERMEABILITY:** - 206.15m<sup>2</sup> = 40.43%

### UNIT 1

**GROUND FLOOR:** 72.58m<sup>2</sup>  
**FIRST FLOOR:** 67.75m<sup>2</sup>  
**GARAGE:** 37.20m<sup>2</sup>  
**PORCH:** 3.10m<sup>2</sup>  
**ALFRESCO:** 7.51m<sup>2</sup>  
**TOTAL:** 188.14m<sup>2</sup>

### UNIT 2

**GROUND FLOOR:** 77.57m<sup>2</sup>  
**FIRST FLOOR:** 72.46m<sup>2</sup>  
**GARAGE:** 38.06m<sup>2</sup>  
**PORCH:** 3.16m<sup>2</sup>  
**ALFRESCO:** 14.77m<sup>2</sup>  
**TOTAL:** 206.02m<sup>2</sup>

08 AUG 2016

**6.1.6 24 BELMONT RISE, DOREEN - CONSTRUCTION OF TWO DWELLINGS**

**File No:** 716123

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Senior Planner

**APPLICANT:** Planning and Design

**COUNCIL POLICY:** N/A

**ZONING:** General Residential Zone

**OVERLAY:** Development Plan (Schedule 5)  
Incorporated Plan (Schedule 1)

**REFERRAL:** Nil

**OBJECTIONS:** Nil

**RECOMMENDATION:** That Council refuse the application

**REPORT****EXECUTIVE SUMMARY**

The applicant proposes to construct two double storey dwellings on the proposed site to be known as 24 Belmont Rise (Lot 119) Doreen, which is located within the recently developed Bridge Inn Rise estate.

It is considered that the proposal does not generally accord with the Development Plan for the area of Cookes Road. The Development Plan identifies specific areas for development at different densities. The subject land is located in an area described as standard density (lot size 450 – 700m<sup>2</sup>) and currently meets this requirement with an overall area of 527m<sup>2</sup>. The proposed development would represent a density of 1 dwelling per 263m<sup>2</sup> which is twice the density prescribed by the development plan. Because the proposal does not accord with an approved development plan, the application was not advertised.

Given the proposals non-compliance with the provisions set out in the Incorporated Plan Overlay (IPO), Development Plan (DP) and some objectives of Clause 55 of the Whittlesea Planning Scheme, it is recommended that Council refuse the application.

**SITE AND SURROUNDING AREA**

The subject site is a proposed residential property located on the southern side of Belmont Rise, Doreen (*see Attachment 1*). Titles have not yet issued for the site, however it is proposed to be rectangular in shape and provides a frontage to both Belmont Rise (approximately 14m) and Hessel Avenue of 21m and a depth of approximately 18m, providing a total site area of 527m<sup>2</sup>. The site has a fall from the north west to the south east of approximately 2m or 1 in 16 and there is no vegetation of significance contained within the site.



The surrounding area is generally characterised by residential land uses and development. Land to the west has been developed with residential dwellings, whilst land to the east will form part of the current stage of subdivision and is therefore currently vacant.

The subject site is located in proximity to the following sites, services and infrastructure:

- Bus Route 572 (1km north along Overland Drive), Bus Route 562 (1.5km west along Schotters Road).
- Hazel Glen School (approximately 250m north)
- Ivanhoe Grammar School – Plenty Campus (650m south west)
- Bridge Inn Road (200 m south)
- Laurimar Town Centre (1.6km directly north east)

## RESTRICTIONS AND EASEMENTS

The Certificate of Title for the property shows that the site is affected by a Section 173 Agreement AL571472B which is in relation to works that were required to be undertaken onsite for the broader subdivision. The S173 Agreement does not preclude Council from making a decision with respect to the proposed development.

There is also an easement located along the southern boundary which will not be impacted by the proposal.

## PROPOSAL

It is proposed to construct two double storey dwellings (*see Attachment 2*).

Dwelling No. 1 will have street frontage to Belmont Rise and comprise an open plan kitchen/meals area, one bedroom, a separate toilet and laundry facilities at ground level. At first floor level, the dwelling will contain three bedrooms (master with ensuite and walk-in-robe) and a separate bathroom.

Dwelling No. 2 will have street frontage to Hessel Avenue and comprise an open plan kitchen/meals area, one bedroom, a separate toilet and laundry facilities at ground level. At first floor level, the dwelling will contain three bedrooms (master with ensuite and walk-in-robe) and a separate bathroom.

Both dwellings will be provided with an attached double space garage, private open space and secure external storage.

Details of the proposed development are outlined in the following table:

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 1	Double storey	Four (4)	<ul style="list-style-type: none"> <li>- 4m front (north);</li> <li>- Garage will be built to the boundary on side (west) boundary;</li> <li>- 2.2m side (east);</li> <li>- Dwelling wall will be built along boundary for rear (southern) boundary.</li> </ul>	69.39m <sup>2</sup>	Double garage	Approx. 6.8m

	Height /Scale	Number of Bedrooms	Setbacks	Private Open Space	Car Parking	Maximum Height
Dwelling No. 2	Double storey	Four (4)	- 3m front (east); - 3m side (south); - 3m rear (west) - 1m approx. (north)	45.06m <sup>2</sup>	Double garage	Approx. 6.8m

## PUBLIC NOTIFICATION

No public notification was undertaken. An application which is generally in accordance with the Development Plan is exempt from notice, however any permit issued must be in accordance with the Development Plan.

Section 52(1A) of the Planning and Environment Act 1987 outlines that if an application is being refused, notice of the application does not need to occur.

## ASSESSMENT AGAINST CLAUSE 55 OF THE WHITTLESEA PLANNING SCHEME

The following table provides details on whether the proposal complies with the requirements of Clause 55 of the Whittlesea Planning Scheme. Under these provisions a development:

- Must meet all of the objectives
- Should meet all of the standards

If Council is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B1	Neighbourhood Character	x	x	The Development Plan for this area articulates the areas that should be developed for medium density and defines typically lot sizes. This site is not located within the designated areas for medium density development and will result in lot sizes smaller than what is envisaged by the Development Plan. This is therefore inconsistent with the preferred character for this estate.
B2	Residential Policy	x	x	The proposal does not provide an appropriate response to both the State and Local Planning Policy Frameworks through responding to Councils clear policy objectives for sites within the Mernda Incorporated Plan or the Cookes Road Development Plan.
B3	Dwelling Diversity	N/A	N/A	Only applicable to developments of ten (10) or more dwellings
B4	Infrastructure	✓	✓	
B5	Integration with the street	✓	✓	
B6	Street setback	✓	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B7	Building height	✓	✓	
B8	Site coverage	✓	✓	
B9	Permeability	✓	✓	
B10	Energy efficiency	x	x	Both dwellings do not have living areas configured to capitalise on the northern aspect of the site. The dwellings have not been designed so that solar access to north facing windows are maximised.
B11	Open space	N/A	N/A	Only applicable if public or communal open space is to be provided on site or adjacent to the development
B12	Safety	✓	✓	
B13	Landscaping	x	x	Although not complying through the absence of a detailed landscape plan, this could be addressed through a condition on any permit issued.
B14	Access	✓	✓	
B15	Parking location	✓	✓	
B17	Side and rear setbacks	✓	✓	
B18	Walls on boundaries	✓	✓	
B19	Daylight to existing windows	✓	✓	
B20	North-facing windows	✓	✓	
B21	Overshadowing open space	✓	✓	
B22	Overlooking	✓	✓	
B23	Internal views	✓	✓	
B24	Noise impacts	✓	✓	
B25	Accessibility	✓	✓	
B26	Dwelling entry	✓	✓	
B27	Daylight to new windows	✓	✓	
B28	Private open space	✓	✓	

	✓ - Compliance x - Non compliance	Objectives	Standards	Comments
B29	Solar access to open space	✓	✓	
B30	Storage	✓	✓	
B31	Design detail	✓	✓	
B32	Front fences	✓	✓	
B33	Common property	✓	✓	
B34	Site services	✓	✓	

### CAR PARKING

Clause 52.06 of the Whittlesea Planning Scheme prescribes the rate and design standards for car parking spaces required on site. Pursuant to this clause the following car spaces are required:

Dwelling No.	No. of bedrooms	Car spaces required	Car spaces provided	Complies
1	4	2	2	Yes
2	4	2	2	Yes

Garages should be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space (measured inside the garage or carport). An open car space should be at least 4.9m long and 2.6m wide. The proposal complies with these requirements.

### INCORPORATED PLAN OVERLAY SCHEUDLE 1 – MERNDA STRATEGY PLAN

The purpose of the Incorporated Plan Overlay relevant to this application, is to identify areas which require the form and conditions of future use and development to be shown on an incorporated plan before a permit can be issued to be granted to use or develop the land.

Council's Mernda Strategy Plan was approved in October 2004 and amended in January 2008. The plan provides guidance to the development of land in the Plenty Valley Growth Corridor and sets out an Incorporated Plan (broken into Precincts). The 'Precinct Plan' contained within the Mernda Strategy Plan is designed to be read and interpreted in conjunction with the Key Objectives and Strategic Actions.

### DEVELOPMENT PLAN OVERLAY SCHEDULE 5 – APPROVED 150 COOKES ROAD, DOREEN DEVELOPMENT PLAN

The site is affected by the approved development plan for '150 Cookes Road, Doreen'. Approved in 2012 the Development Plan sits as a guiding planning tool for the subject site and surrounding estate. The Cookes Road Development Plan's layout was informed by the Mernda Strategy Plan, within which it is identified that the site be located within Precinct 2A in an area described as standard density (lot size 450 – 700m<sup>2</sup>). The subject site has an overall area of 527m<sup>2</sup>. The proposed development would represent a density of 1 dwelling per 263m<sup>2</sup> which is twice the density prescribed by the development plan. There is an area within the Cookes Road Development Plan which outlines an area for medium density

however, the subject site is not within this area. The application has not been able to demonstrate why the proposal is generally in accordance with the provisions set out in Development Plan (DP).

### COMMENTS ON GROUNDS OF OBJECTION

This application was not advertised as noted above.

### DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### CONCLUSION

The application has been assessed against the Whittlesea Planning Scheme and in particular the objectives and standards of Clause 55, Clause 52.06 and the State and Local Planning Policy Frameworks. Additionally, consideration was given to the Incorporated Plan Overlay for Mernda and Development Plan for 150 Cookes Road. While a number of objectives and standards of Clause 55 have been satisfactorily met, an application that is inconsistent with a Development Plan cannot be supported which has created non-compliance with Neighbourhood Character objectives.

It is considered that the proposal does not provide a solution of greater design merit than suggested in either of the Plans and undermines the core principles of Council's strategic intent for the area. It is considered that the proposal will result in a detrimental impact on the defined character of the neighbourhood and accordingly refusal of the application is recommended.

### RECOMMENDATION

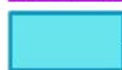
**THAT Council resolve to Refuse Planning Application No. 716123 and issue a Refusal to Grant a Planning Permit for the construction of two dwellings on a lot at 24 Belmont Rise Doreen, on the following grounds:**

1. The proposed development is contrary to the Incorporated Plan Overlay Schedule 1 (Mernda Strategy Plan) and Development Plan Overlay Schedule 5 (Mernda Development Plan – Cookes Road Development Plan)
2. The proposed development does not satisfactorily respond to Residential Policy or respect the preferred character of the neighbourhood.
3. The proposed development does not achieve satisfactory compliance with Clause 55.02-1 (Neighbourhood Character)
4. The proposed design response fails to comply with State policy objectives and standards relating to Clause 55.03-5 (Energy Efficiency)
5. The proposed development does not achieve satisfactory compliance with Clause 55.03-8 (Landscaping)





**Subject Land**



**Medium Density Housing**



**City of  
Whittlesea**

**DEVELOPMENT ASSESSMENT REPORT**

# PLANNING APPLICATION NO. 716123



Subject Land



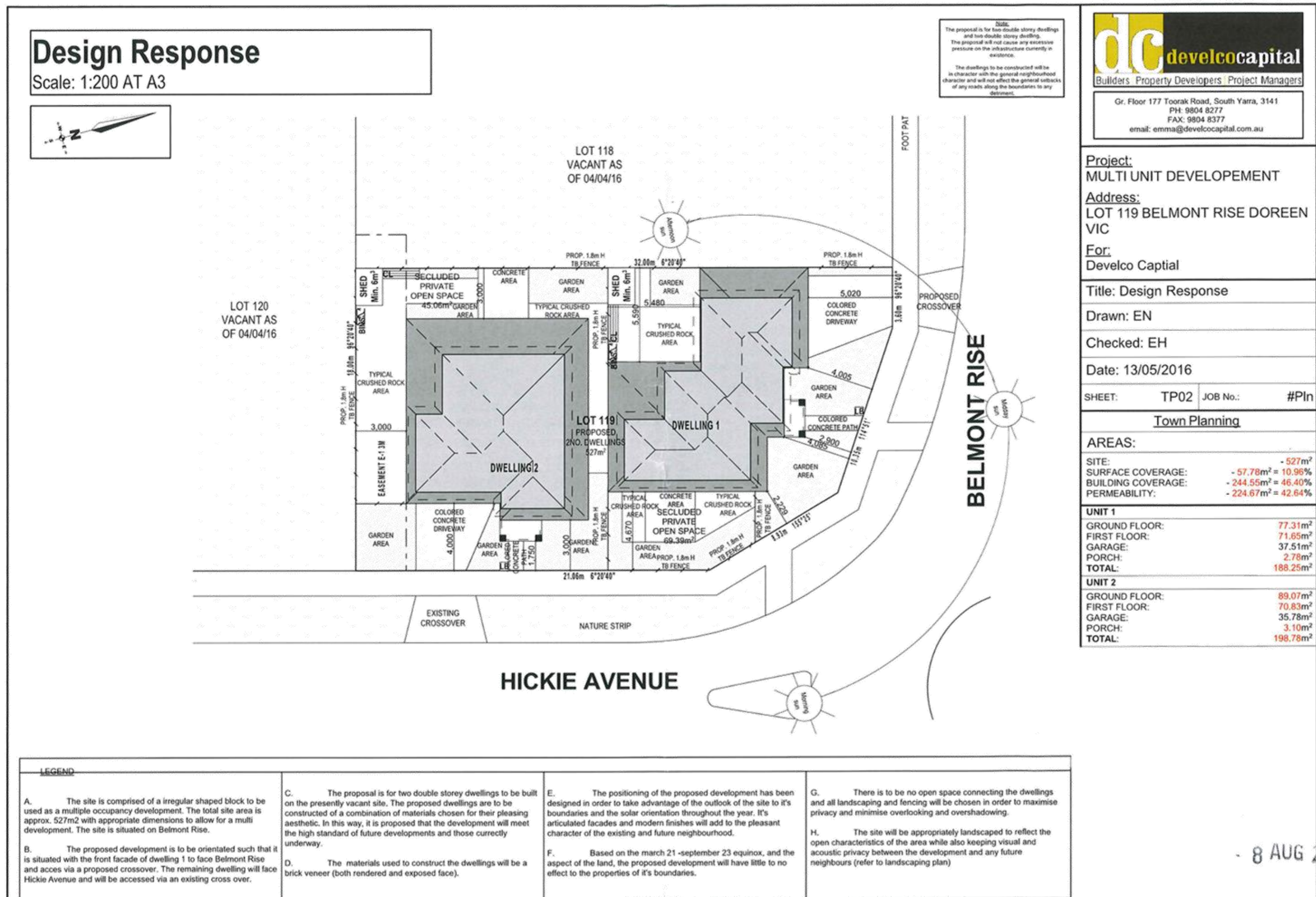
Medium Density Housing



City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT







Site & Floor Plans

Scale: 1:100 AT A2





Builders Property Developers Project Managers

Gt. Floor 177 Toorak Road, South Yarra, 3141  
PH: 9804 8277  
FAX: 9804 8377  
email: emma@develco-capital.com.au

Project:  
MULTI UNIT DEVELOPEMENT  
Address:  
LOT 119 BELMONT RISE DOREEN VIC  
For:  
Develco Capital

Title: Site & Floor Plans  
Drawn: EN  
Checked: EH  
Date: 13/05/2016

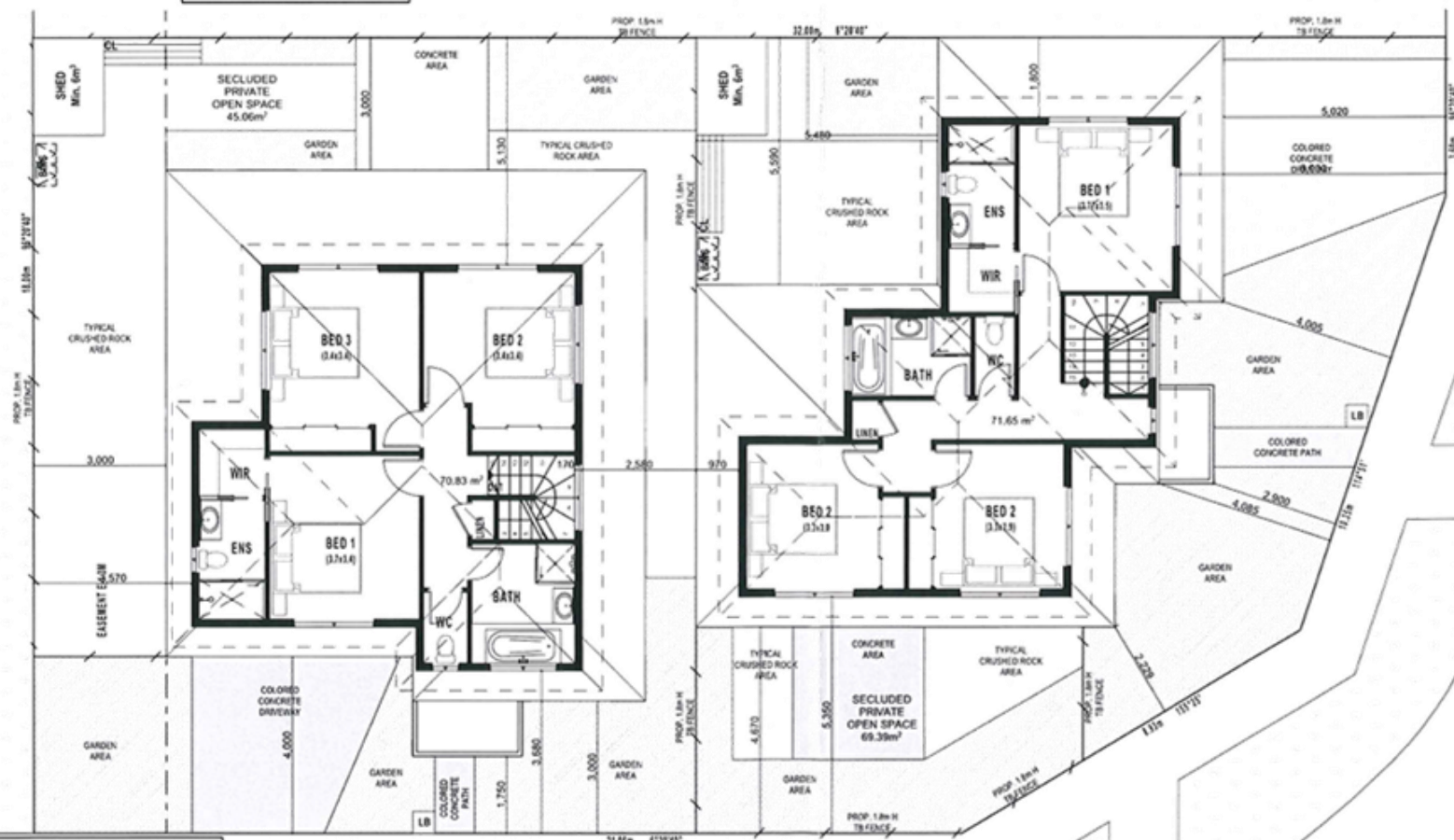
SHEET: TP03 JOB No.: #PIn  
Town Planning

AREAS:	
SITE:	- 527m <sup>2</sup>
SURFACE COVERAGE:	- 57.78m <sup>2</sup> = 10.96%
BUILDING COVERAGE:	- 244.55m <sup>2</sup> = 46.40%
PERMEABILITY:	- 224.67m <sup>2</sup> = 42.64%

UNIT 1	
GROUND FLOOR:	77.31m <sup>2</sup>
FIRST FLOOR:	71.65m <sup>2</sup>
GARAGE:	37.51m <sup>2</sup>
PORCH:	2.78m <sup>2</sup>
TOTAL:	188.25m <sup>2</sup>

UNIT 2	
GROUND FLOOR:	89.07m <sup>2</sup>
FIRST FLOOR:	70.83m <sup>2</sup>
GARAGE:	35.78m <sup>2</sup>
PORCH:	3.10m <sup>2</sup>
TOTAL:	198.78m <sup>2</sup>

GROUND FLOOR PLAN



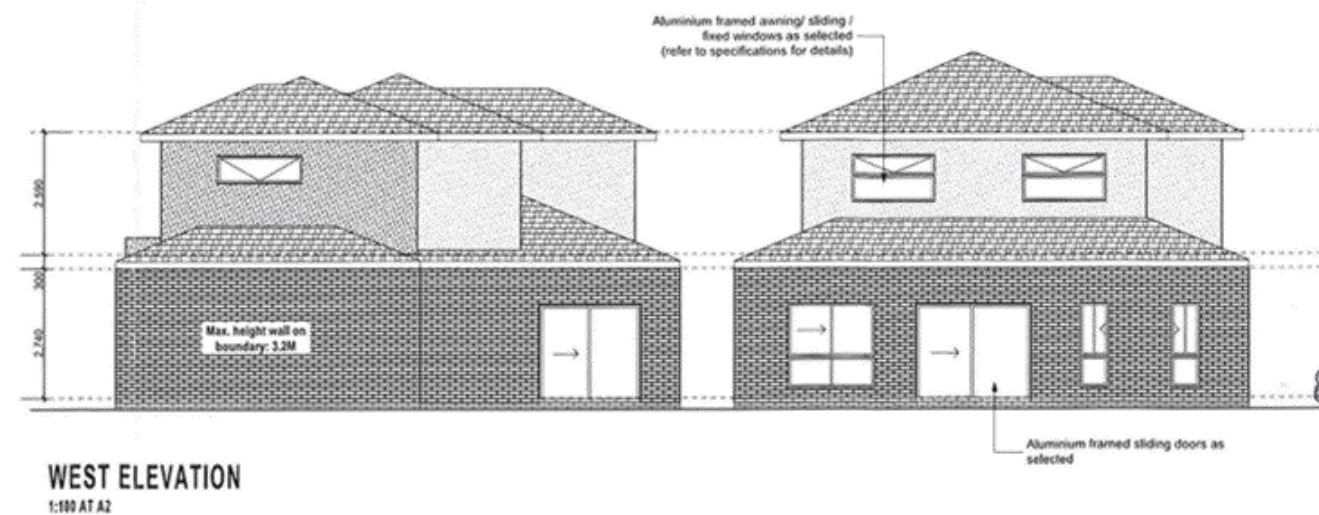
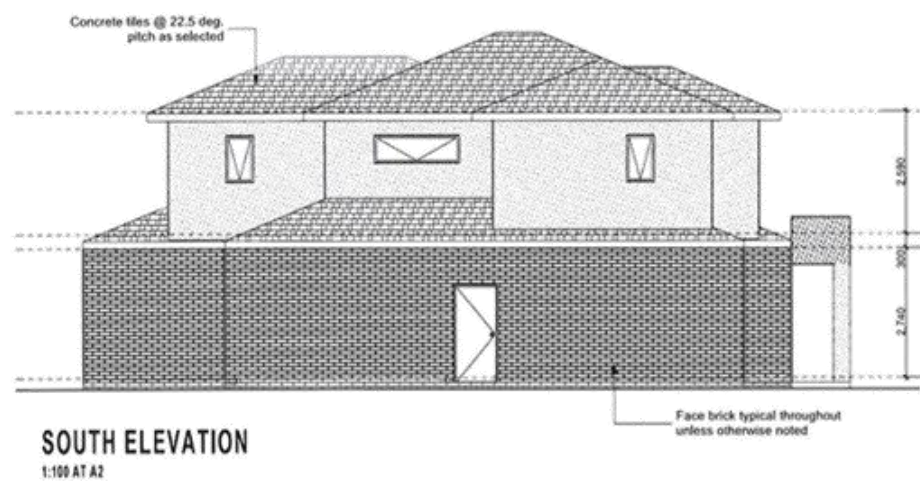
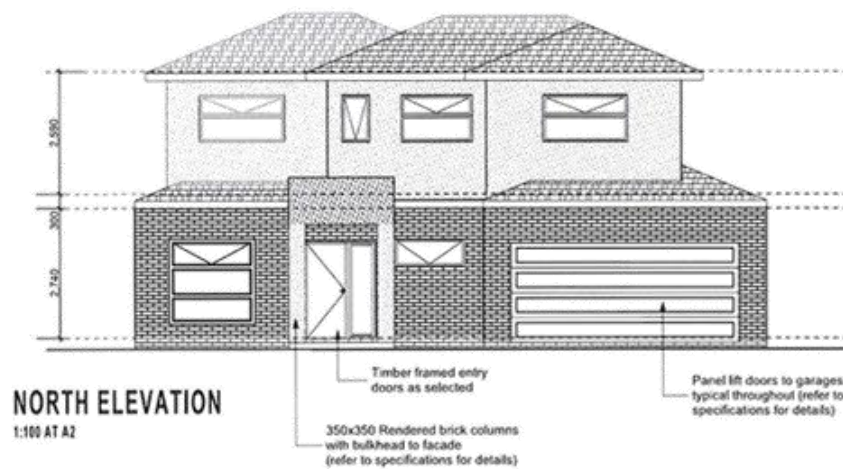
FIRST FLOOR PLAN

8 AUG 2016



# Proposed Elevations

Scale: 1:100 AT A2



**Specifications:** NOTE: Due to printing - actual colours / finishes may vary from actual product

<b>Rendered Porch:</b> Colobond "Jaeger" 	<b>Coloured concrete roof tiles:</b> Magnum 	<b>Aluminium framed entry doors:</b> Colobond "Woodland grey" or similar 	<b>Garage roller doors:</b> Colobond "Woodland grey" or similar 
<b>Aluminium framed awning / sliding / fixed windows:</b> Colobond "Woodland Grey" or similar 	<b>Face / Exposed brick surfaces:</b> Austral "Homestead Tan" (or similar) 	<b>Eaves / Spouting / Fascia:</b> Colobond "Woodland grey" or similar 	<b>First Floor:</b> Colobond "Dune" 



**Project:**  
MULTI UNIT DEVELOPEMENT  
**Address:**  
LOT 119 BELMONT RISE DOREEN VIC  
**For:**  
Develco Capital

**Title:** Proposed Elevations

**Drawn:** EN

**Checked:** EH

**Date:** 13/05/2016

**SHEET:** TP04 **JOB No.:** #PIn

## Town Planning

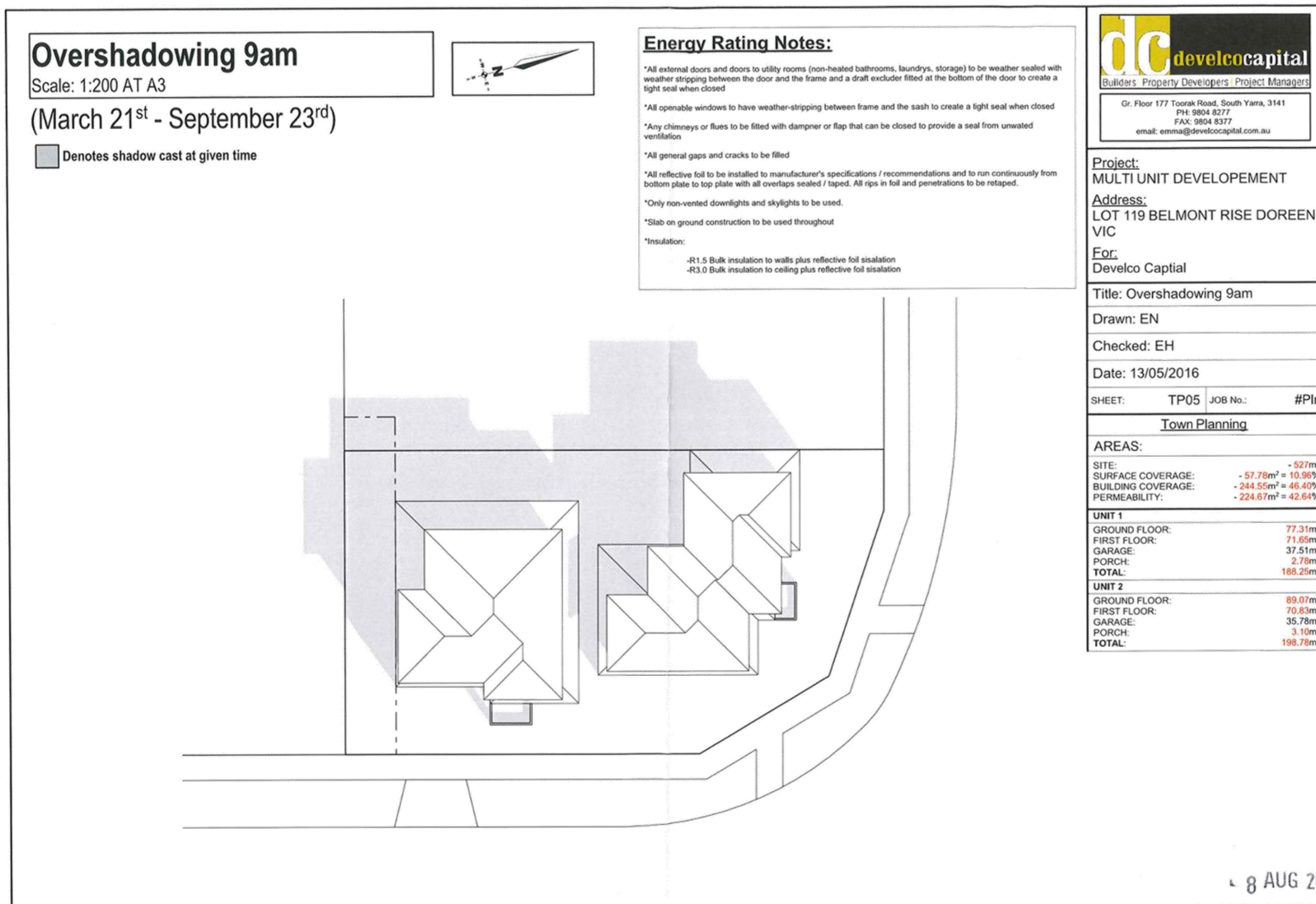
**AREAS:**  
**SITE:** - 527m<sup>2</sup>  
**SURFACE COVERAGE:** - 57.78m<sup>2</sup> = 10.96%  
**BUILDING COVERAGE:** - 244.55m<sup>2</sup> = 46.40%  
**PERMEABILITY:** - 224.67m<sup>2</sup> = 42.64%

**UNIT 1**  
**GROUND FLOOR:** 77.31m<sup>2</sup>  
**FIRST FLOOR:** 71.65m<sup>2</sup>  
**GARAGE:** 37.51m<sup>2</sup>  
**PORCH:** 2.78m<sup>2</sup>  
**TOTAL:** 188.25m<sup>2</sup>

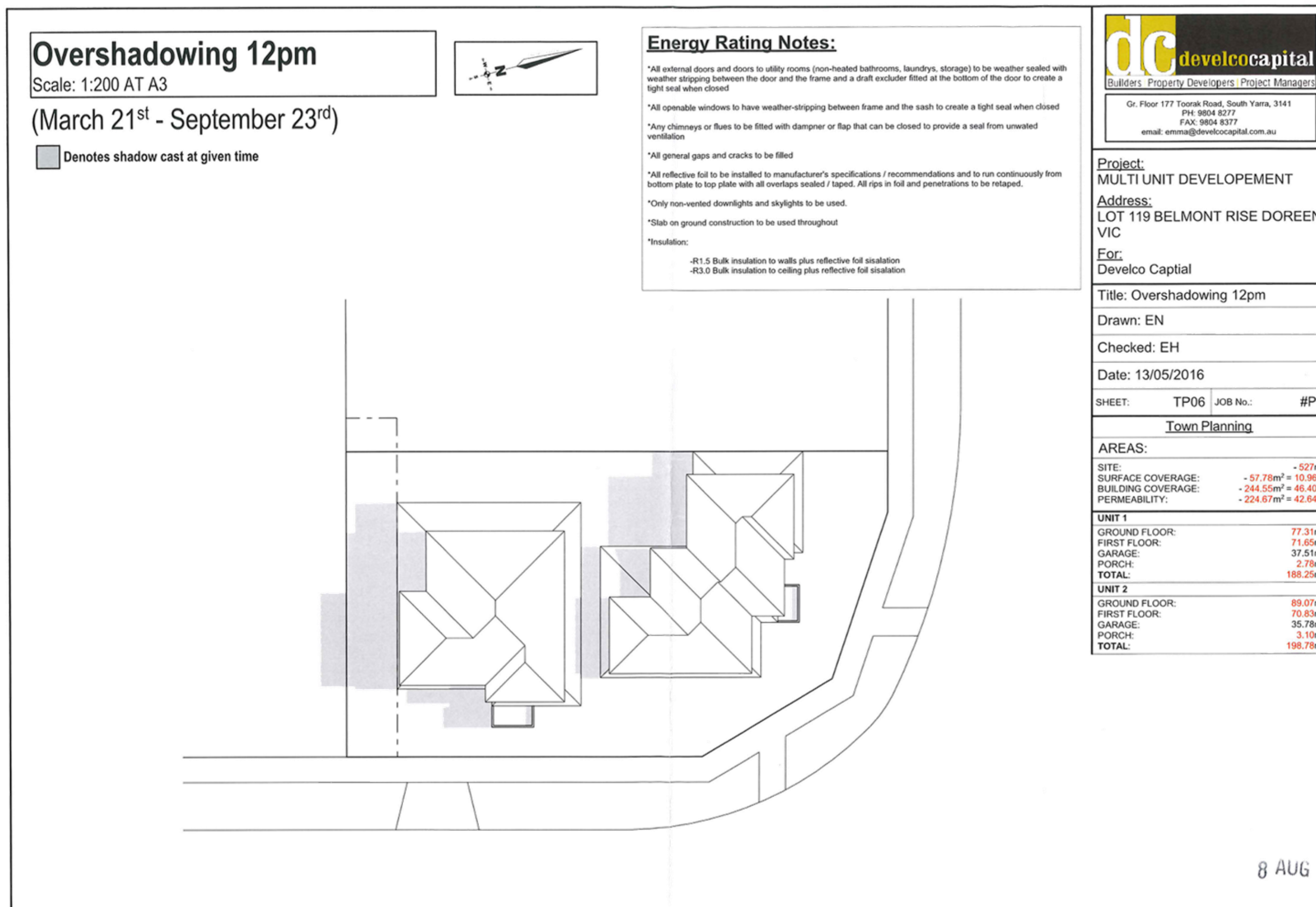
**UNIT 2**  
**GROUND FLOOR:** 89.07m<sup>2</sup>  
**FIRST FLOOR:** 70.83m<sup>2</sup>  
**GARAGE:** 35.78m<sup>2</sup>  
**PORCH:** 3.10m<sup>2</sup>  
**TOTAL:** 198.78m<sup>2</sup>

8 AUG 2016





8 AUG 2016



Gr. Floor 177 Toorak Road, South Yarra, 3141  
 PH: 9804 8277  
 FAX: 9804 8377  
 email: emma@develcocapital.com.au

**Project:**  
 MULTI UNIT DEVELOPEMENT

**Address:**  
 LOT 119 BELMONT RISE DOREEN  
 VIC

**For:**  
 Develco Captial

**Title:** Overshadowing 12pm

**Drawn:** EN

**Checked:** EH

**Date:** 13/05/2016

**SHEET:** TP06 **JOB No.:** #Pln

Town Planning

#### AREAS:

**SITE:** - 527m<sup>2</sup>  
**SURFACE COVERAGE:** - 57.78m<sup>2</sup> = 10.96%  
**BUILDING COVERAGE:** - 244.55m<sup>2</sup> = 46.40%  
**PERMEABILITY:** - 224.67m<sup>2</sup> = 42.64%

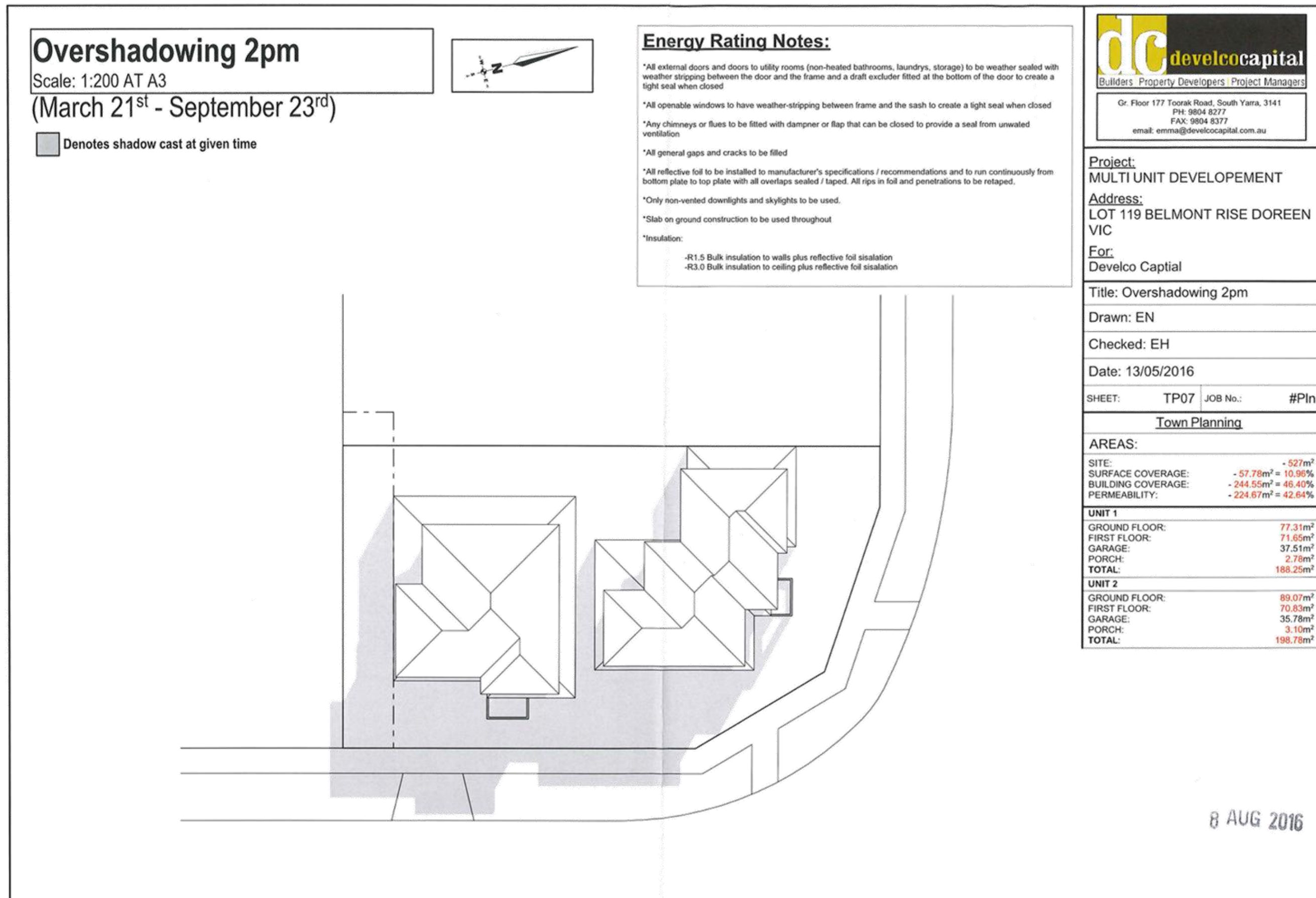
#### UNIT 1

**GROUND FLOOR:** 77.31m<sup>2</sup>  
**FIRST FLOOR:** 71.65m<sup>2</sup>  
**GARAGE:** 37.51m<sup>2</sup>  
**PORCH:** 2.78m<sup>2</sup>  
**TOTAL:** 188.25m<sup>2</sup>

#### UNIT 2

**GROUND FLOOR:** 89.07m<sup>2</sup>  
**FIRST FLOOR:** 70.83m<sup>2</sup>  
**GARAGE:** 35.78m<sup>2</sup>  
**PORCH:** 3.10m<sup>2</sup>  
**TOTAL:** 198.78m<sup>2</sup>





Gr. Floor 177 Toorak Road, South Yarra, 3141  
PH: 9804 8277  
FAX: 9804 8377  
email: emma@develcocapital.com.au

**Project:**  
MULTI UNIT DEVELOPEMENT

**Address:**  
LOT 119 BELMONT RISE DOREEN  
VIC

**For:**  
Develco Captial

**Title:** Overshadowing 2pm

**Drawn:** EN

**Checked:** EH

**Date:** 13/05/2016

**SHEET:** TP07 **JOB No.:** #PIn

#### Town Planning

#### AREAS:

**SITE:** - 527m<sup>2</sup>  
**SURFACE COVERAGE:** - 57.78m<sup>2</sup> = 10.96%  
**BUILDING COVERAGE:** - 244.55m<sup>2</sup> = 46.40%  
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#### UNIT 1

**GROUND FLOOR:** 77.31m<sup>2</sup>  
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**GARAGE:** 35.78m<sup>2</sup>  
**PORCH:** 3.10m<sup>2</sup>  
**TOTAL:** 198.78m<sup>2</sup>

**6.1.7 5 HARWOOD CLOSE, MILL PARK - REQUEST FOR EXTENSION OF TIME TO PLANNING PERMIT - CONSTRUCTION OF A DOUBLE STOREY DWELLING TO THE REAR OF AN EXISTING DWELLING**

**File No:** 714920

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Planning Officer Established Areas Planning

**APPLICANT:** S Nagebullah

**COUNCIL POLICY:** Nil

**ZONING:** General Residential Zone

**OVERLAY:** Development Contributions Plan Overlay

**RECOMMENDATION:** That Council approve an extension of time

**REPORT****EXECUTIVE SUMMARY**

An application has been received to extend a planning permit (No. 714920) allowing the construction of a double storey dwelling to the rear of the existing dwelling at 5 Harwood Close, Mill Park. The application seeks to extend the time for the commencement and completion of the development for a further two years. The development was originally approved under delegation 21 January 2015 as no objections were received at the completion of the advertising period. The permit expired on 21 January 2017 as development has not yet commenced. The permit allows for extension requests to be made within six months of the expiry date.

This application is being reported to Council because planning circumstances have changed since the permit was initially granted. The report recommends that the extension of time be approved as it is likely that if a fresh application were to be made for the same development a further planning permit would be granted.

The changed circumstances set out in this report relate to Council's Housing Diversity Strategy. The outcomes of this Strategy now form part of the Whittlesea Planning Scheme and provide direction on preferred housing character in different parts of the municipality. Under the Strategy the subject land is now classified as 'Suburban Residential' in which preferred housing is to be characterised by standard density housing such as single dwellings and dual occupancies/duplexes. The development approved under the permit is considered to be consistent with this preferred character.

**SITE AND SURROUNDING AREA**

The site is irregular in shape and is located on the western termination of Harwood Court, Mill Park (*see Attachment 1*). The site comprises an area of 857m<sup>2</sup> and currently contains a single storey brick dwelling. The rear (western) boundary of the land abuts a reservation to contain the future E6 road corridor. Surrounding land is characterised by standard residential development with some nearby medium density development.

**BACKGROUND**

Planning Permit No. 714920 was granted by planning officers under delegation on 21 January 2015 as (as no objections were received following the advertising period). The permit authorises the construction of a double storey dwelling to the rear of the existing dwelling (see *Attachment 2*). Condition No. 19 of the permit allows for extension of time to be granted to commence and complete the development.

**CURRENT PERMIT EXTENSION REQUEST**

The applicant, who is a new landowner, seeks an extension of two (2) years from the current permit expiry date (21 January 2017) to commence and complete the development due to insufficient funding to commence development.

**ASSESSMENT**

When the permit was issued on 21 January 2015 the land was located in a General Residential Zone. In October 2015 Amendment C181 was approved by the Minister for Planning which introduced the new State wide reformed residential zones to all established areas within the Whittlesea Planning Scheme. Amendment C181 also included Council's adopted Housing Diversity Strategy (HDS) within the Municipal Strategic Statement (which forms part of the Planning Scheme). In particular, Clause 21.09-4 was introduced to define residential change areas and the preferred housing character within these areas. The subject land was included in a 'Suburban Residential' change area in which preferred housing is to be characterised by medium to standard density housing comprising single dwellings, dual occupancies, townhouses and multi units.

The HDS sets out 'Key Design Principles' that encourage a range of low to medium building heights that support some housing diversity and moderate front setbacks and sufficient side and rear setbacks to allow for landscaping and external access to the rear.

The proposed development (see *Attachment 2*) is for a double storey dwelling to the rear of the existing dwelling and is therefore consistent with the preferred density and building heights for the 'Suburban Residential' change area. The indicative landscape areas shown on the plans submitted allow for private open space areas that will consequently also allow for landscaping opportunities. Further, the generous front setback can also accommodate a large tree to further enhance the streetscape.

The applicable principles for considering extensions of time have been established by VCAT, are based on legal precedent and are applied by all councils. These tests are referred to as the 'Kantor' tests (named after the legal case which introduced them). The tests guide decisions and provide a degree of certainty for all stakeholders who may be affected by decisions relating to the extensions of time.

It should be noted that there are no statutory provisions for notifying other affected persons of extension of time requests.

The 'Kantor' tests are set out below with comments under each heading relevant to the current application. An application should meet all the relevant tests.

*Whether there is a change of planning policy:*

The change of policy brought about by the approval of Amendment C181 and the introduction of the HDS and associated changes to the Local Planning Policy Framework have been discussed previously in this report. The changed policy context supports the current proposal.

*Whether the landowner is seeking to 'warehouse' the permit:*

This is the first extension to the permit requested and there is no evidence that the permit holder is seeking to 'warehouse' the permit.



*Intervening circumstances bearing on the grant or refusal of the extension:*

There are no intervening circumstances bearing on the grant or refusal of the extension other than the permit holder only recently acquired the land and associated permit.

*The total elapse of time:*

The total period that has elapsed since the granting of the permit is two years. However, because planning circumstances continue to support this form of development, an extension is considered reasonable.

*Whether the time limit originally imposed was adequate:*

The time limit imposed was reasonable. The former permit holder was given the benefit of a standard two year commencement period and this timeframe continues under any new ownership.

*The economic burden imposed on the landowner by the permit:*

This relates to the degree to which the permit holder is economically committed to the permit proposal as a consequence of actions taken to give effect to the permit. No evidence has been provided indicating that the permit holder is under any economic burden because of commitments made in relation to the proposal.

*The probability of a permit issuing should a fresh application be made:*

Under the HDS the site is located within the 'Suburban Residential' change area. This change area nominates the preferred housing type as single dwellings, dual occupancies, townhouses and multi units such as that proposed. It is likely the current development would be supported if a new application were to be made.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

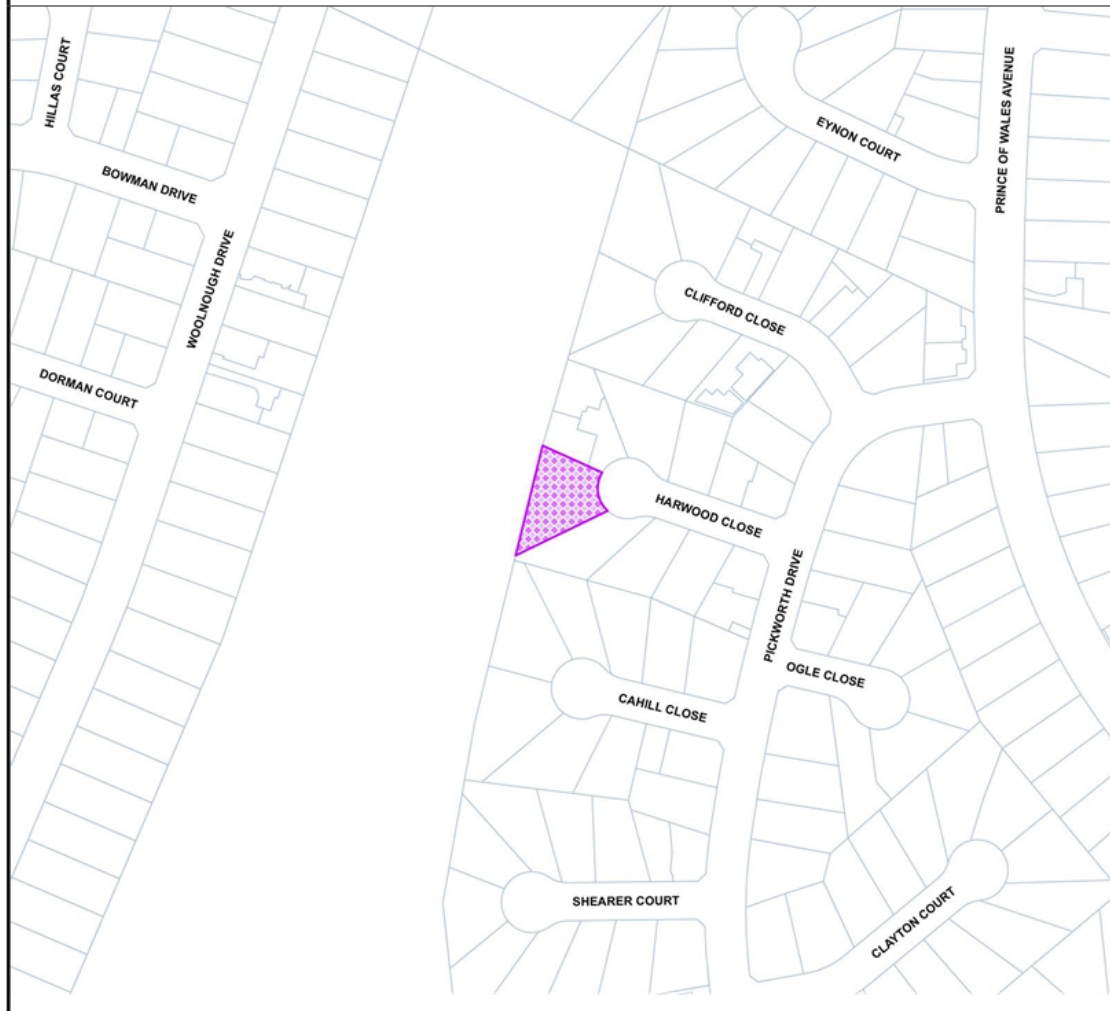
The purpose of limiting the life of a permit is to ensure that it does not become inappropriate due to a change of circumstances. The HDS was introduced into the Whittlesea Planning Scheme subsequent to the issue of the permit. These changes in policy suggest that it is highly likely that the current proposal would be supported if a fresh application were to be made. On these grounds it is recommended that a further extension of time be approved.

## RECOMMENDATION

**THAT Council resolve to approve the application to extend Planning Permit No. 714920 for a further two years until 21 January 2019 for the construction of a double storey dwelling to the rear of the existing dwelling at 5 Harwood Close, Mill Park and advise the applicant accordingly.**



## PLANNING APPLICATION NO. 714920



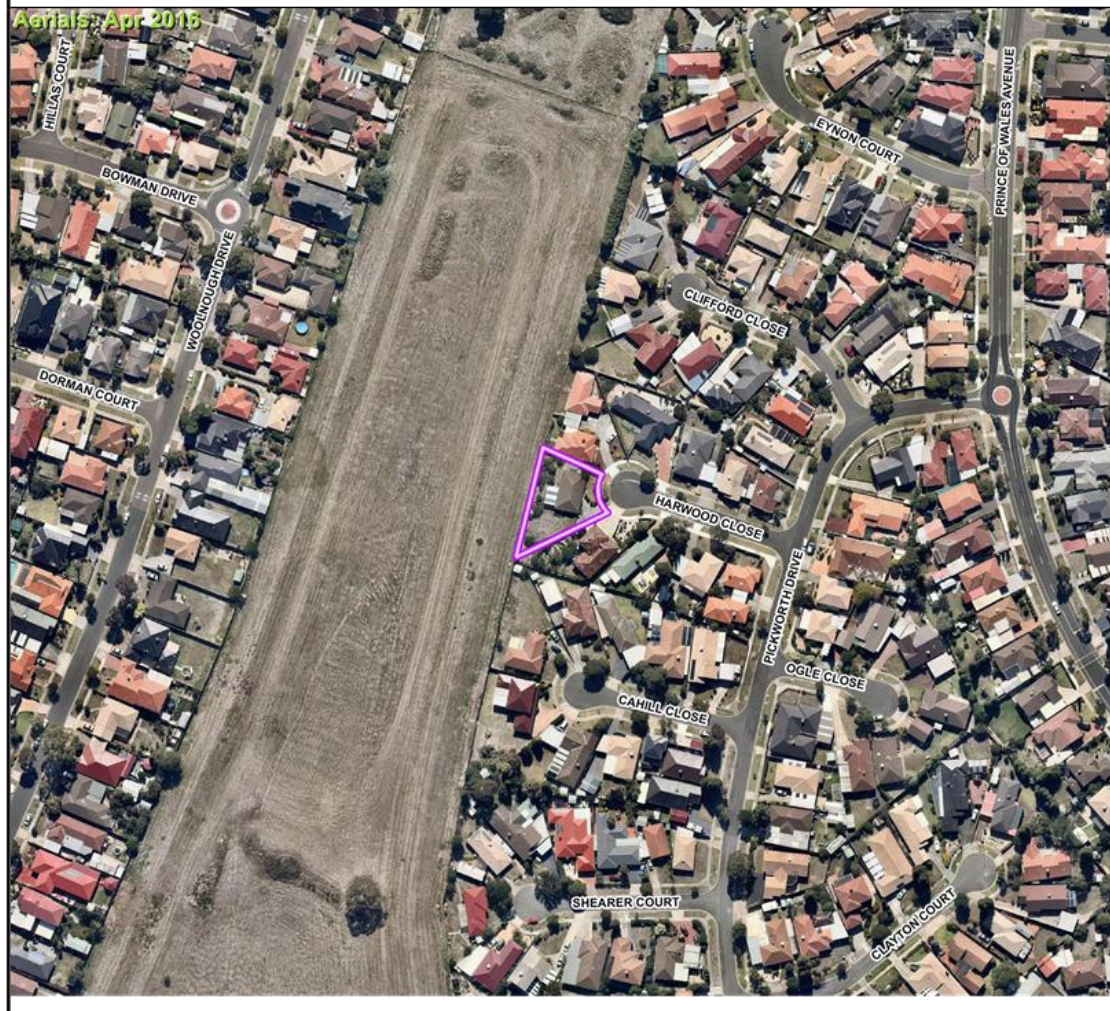
**Subject Land**




**City of  
Whittlesea**

## DEVELOPMENT ASSESSMENT REPORT

# PLANNING APPLICATION NO. 714920



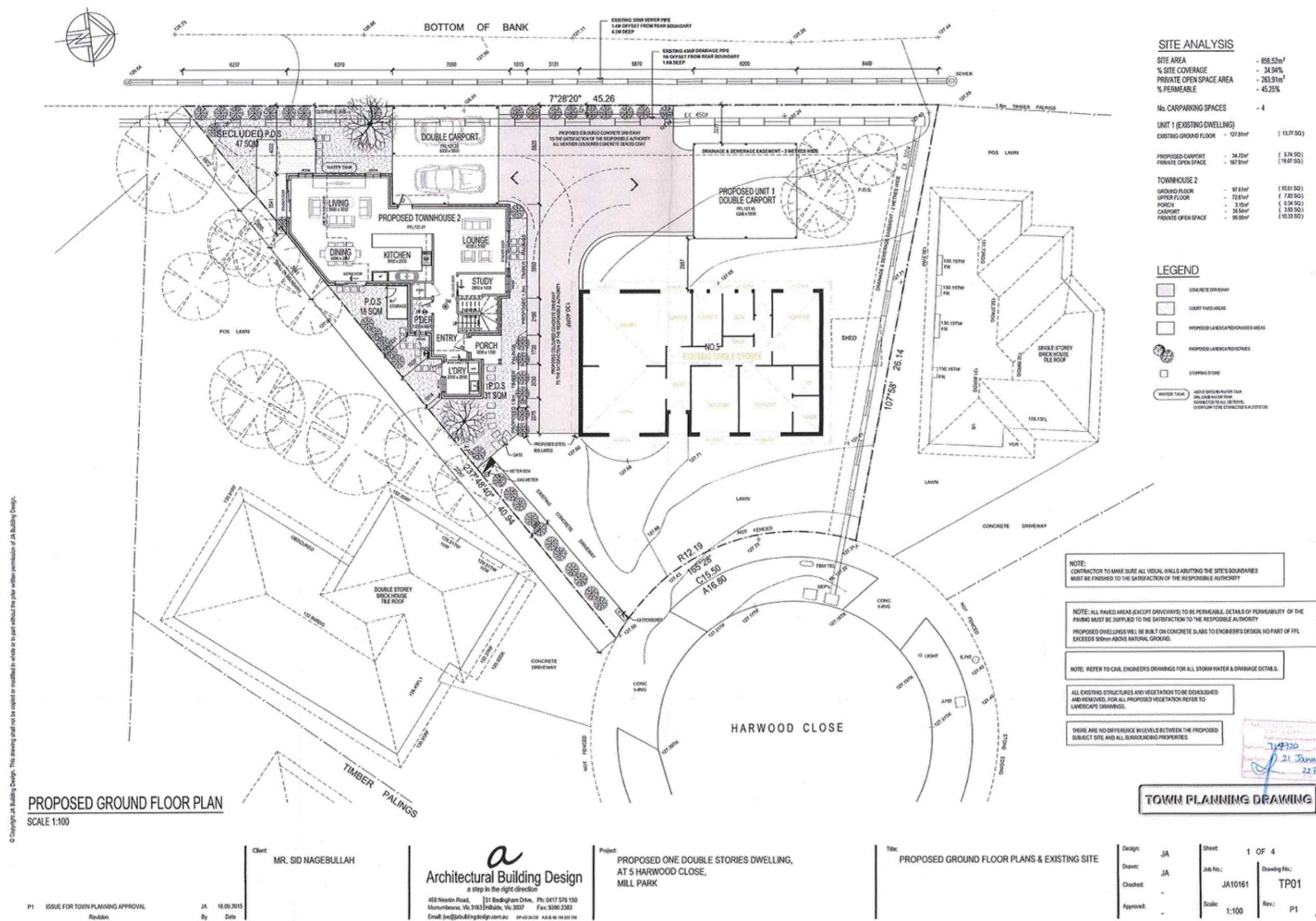
 Subject Land



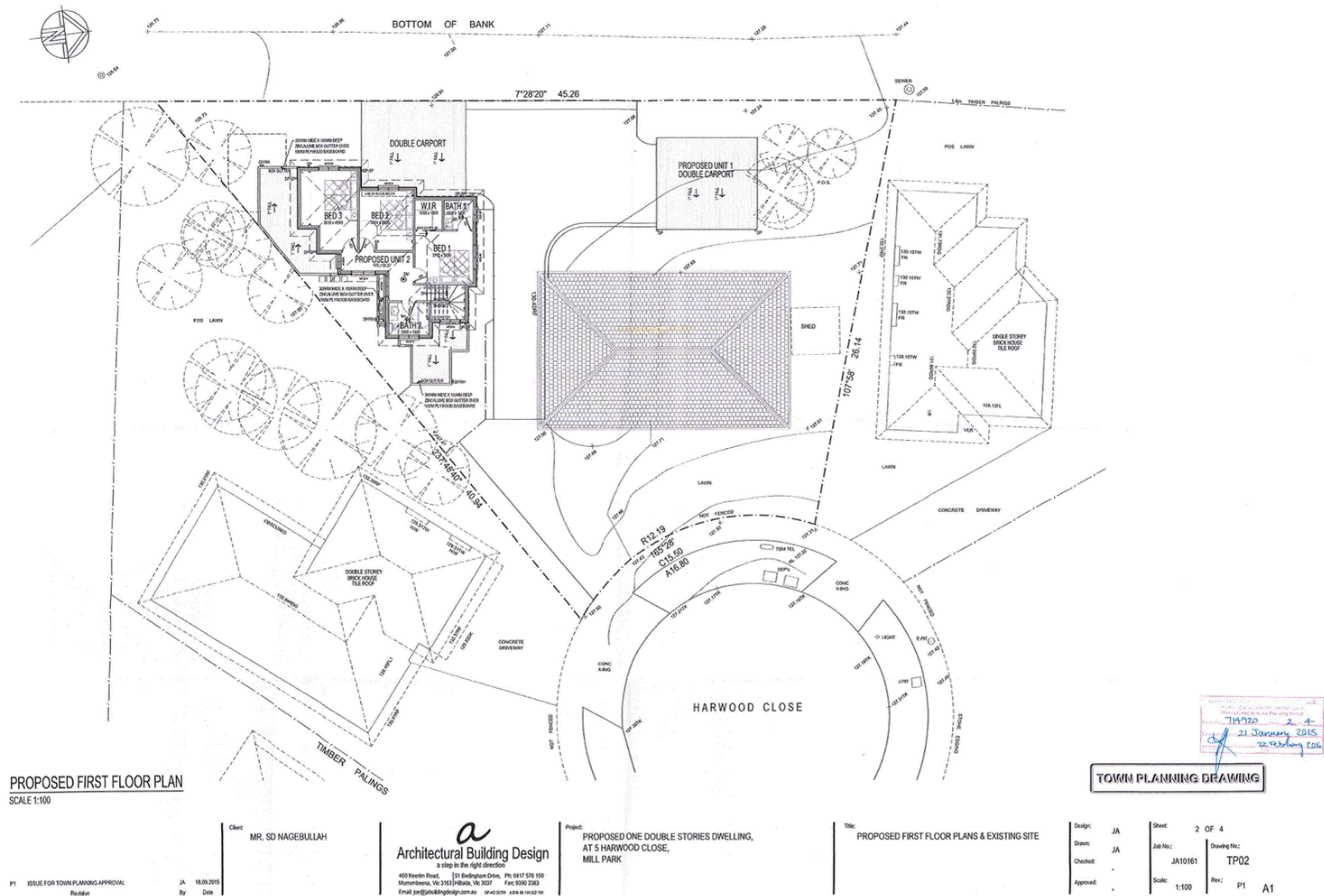
City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT

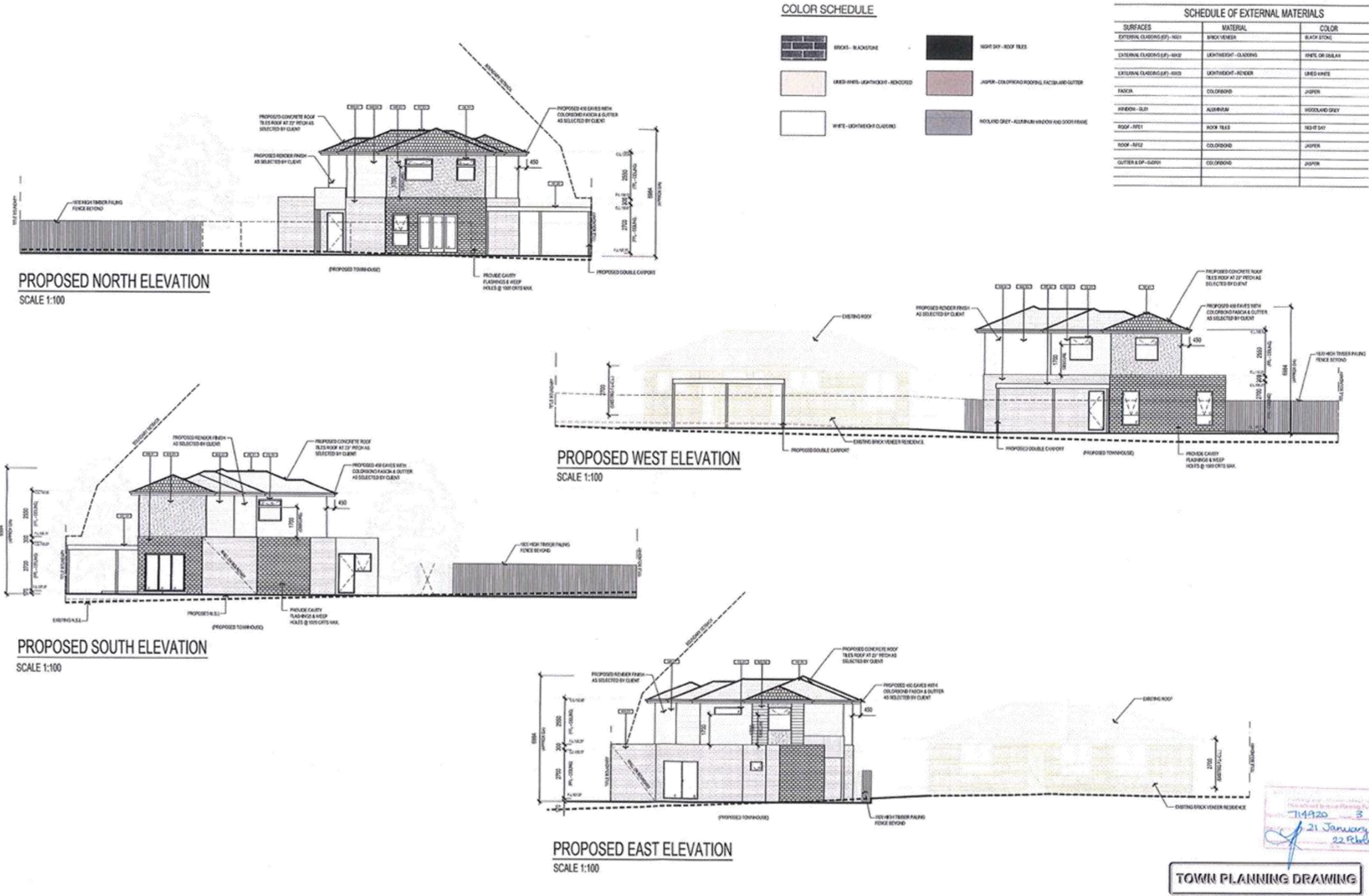












P1 ISSUE FOR CLIENTS INFORMATION  
Revision

By JA 18.09.2015  
Date

Client  
MR. SID NAGEBULLAH

**Architectural Building Design**  
a step in the right direction  
460 Neerim Road, 51 Bredington Drive, P.O. Box 570 150  
Mumukshu, Vic 3163 (Hillside, Vic 3037) Fax: 8590 2363  
Email: jae@abdesign.com.au DP-400 30100 A.B.N. 61 150 307 150

Project  
PROPOSED ONE DOUBLE STORIES DWELLING,  
AT 5 HARWOOD CLOSE,  
MILL PARK

Title  
PROPOSED ELEVATIONS

Design: JA  
Drawn: JA  
Checked: -  
Approved: -  
Sheet: 4 OF 4  
Job No.: JA10161  
Scale: 1:100  
Drawing No.: TP04  
Rev: P1 A1



**6.1.8 5A MULWALA DRIVE, DOREEN - REQUEST FOR EXTENSION OF TIME TO PLANNING PERMIT - CONSTRUCTION OF 16 DOUBLE STOREY DWELLINGS**

<b>File No:</b>	<b>713322</b>
<b>Attachments:</b>	<b>1</b> <b>Locality Maps</b> <a href="#">↓</a> <b>2</b> <b>Development Plans</b> <a href="#">↓</a>
<b>Responsible Officer:</b>	<b>Director Planning &amp; Major Projects</b>
<b>Author:</b>	<b>Planning Officer</b>
<b>APPLICANT:</b>	<b>Pacora Pty Ltd</b>
<b>COUNCIL POLICY:</b>	<b>Nil</b>
<b>ZONING:</b>	<b>General Residential Zone</b>
<b>OVERLAY:</b>	<b>Development Contributions Plan Overlay (Schedule 6)</b> <b>Development Plan Overlay (Schedule 5)</b> <b>Incorporated Plan Overlay (Schedule 1)</b> <b>Vegetation Protection Overlay (Schedule 1)</b>
<b>REFERRAL:</b>	<b>Nil</b>
<b>RECOMMENDATION:</b>	<b>That Council approve an extension of time</b>

**REPORT****EXECUTIVE SUMMARY**

An application has been received to extend a planning permit (No. 713322) allowing the construction of 16 double storey dwellings at 5A Mulwala Drive, Doreen (formally known as 940J Bridge Inn Road). The application seeks to extend the time for the commencement and completion of the development. The permit was originally granted on 4 January 2013 by planning officers under delegation. One previous extension of time to the permit was granted on 5 January 2015. Following this extension the permit expired on 4 January 2017 as development had not yet commenced. The permit allows for extension requests to be made within six months of the expiry date.

This application is being reported to Council because planning circumstances have changed since the permit was initially granted. The report recommends that the extension of time be approved as it is likely that if a fresh application were to be made for the same development a further planning permit would be granted.

The changed circumstances set out in this report relate to the State-wide reformed Residential Zones introduced under Amendment VC116 (gazetted 1 July 2014). Under the Amendment the subject land was rezoned from 'Residential 1' to 'General Residential'. The development approved under the Permit has been assessed to be consistent with the purpose of this new zone. The subject site is not affected by the Housing Diversity Strategy.

**SITE AND SURROUNDING AREA**

The subject site is formally described as Lot S5 on Plan of Subdivision 632412B and more generally known as 5A Mulwala Drive. The site is located on the south side of Mulwala Drive, approximately 100m south of Bridge Inn Road, Doreen (*see Attachment 1*). The site is regular in shape and is relatively flat. It has a total site area of 3,730m<sup>2</sup>. The site is

encumbered along the western boundary by a 3.0m wide easement, which holds Council drainage and Yarra Valley Water infrastructure.

The site is currently vacant and vehicular access is provided via an existing concrete crossing located within the northwest corner of the land.

The surrounding area is generally characterised by single storey dwellings, and commercial uses comprising a variety of shops and food and drink premises.

## BACKGROUND

Planning Permit No. 713322 was granted under delegation on 4 January 2013 authorising the construction of 16 double storey dwellings (*see Attachment 2*).

A previous request to extend the permit was granted on 5 January 2015 and extended the permit for a further two years to lapse on 4 January 2017. Development under the Permit did not commence prior to the Permit lapse date.

## CURRENT PERMIT EXTENSION REQUEST

The applicant seeks an extension of two (2) years from the current Permit lapse date (4 January 2017) to commence the development due to financial reasons.

## ASSESSMENT

When the permit was issued on 4 January 2013 the land was located in a Residential 1 Zone. On 1 July 2014, Amendment VC116 was approved by the Minister for Planning which introduced the new State-wide reformed residential zones to all established areas within the Whittlesea Planning Scheme. The subject site is now zoned 'General Residential' (Clause 32.08 of the Whittlesea Planning Scheme), which has the same provisions as the Residential 1 Zone.

The proposed development (*see Attachment 2*) is for 16 double storey dwellings. The development approved under the Permit remains consistent with Clause 55 (ResCode) of the Whittlesea Planning Scheme.

The applicable principles for considering extensions of time have been established by VCAT, are based on legal precedent and are applied by all councils. These tests are referred to as the 'Kantor' tests (named after the legal case which introduced them). The tests guide decisions and provide a degree of certainty for all stakeholders who may be affected by decisions relating to the extensions of time.

It should be noted that there are no statutory provisions for notifying other affected persons of extension of time requests.

The 'Kantor' tests are set out below with comments under each heading relevant to the current application. An application should meet all the relevant tests.

### *Whether there is a change of planning policy*

The change in zoning brought about by the approval of Amendment VC116 has been discussed previously in this report. These changes continue to support the current proposal.

### *Whether the landowner is seeking to 'warehouse' the permit*

There is no evidence that the permit holder is seeking to 'warehouse' the permit (i.e. not intending to act on the permit in the foreseeable future). The permit holder has confirmed that they are in the final stages of obtaining a construction loan.



*Intervening circumstances bearing on the grant or refusal of the extension*

There are no intervening circumstances bearing on the grant or refusal of the extension other than the permit holder's own financial circumstances.

*The total elapse of time*

A period of four years has elapsed since the permit was initially granted in 2014.

*Whether the time limit originally imposed was adequate*

The time limit imposed was reasonable. The permit holder was given the benefit of a standard two year commencement period and a further two year extension period.

*The economic burden imposed on the landowner by the permit*

This relates to the degree to which the permit holder is economically committed to the permit proposal as a consequence of actions taken to give effect to the permit. No development has commenced under the permit, but the permit holder has obtained endorsed plans and paid the applicable landscape bond.

*The probability of a permit issuing should a fresh application be made*

As discussed above, under the reformed residential zones, the site is now zoned 'General Residential'. This zone allows for, and encourages, the provision of diverse housing options in locations that are in proximity to services and transport. In light of this, it is likely that the permit for the construction of 16 new dwellings would be granted on the subject land should a fresh application be made.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The purpose of limiting the life of a permit is to ensure that it does not become inappropriate due to a change in circumstances. The reformed residential zoning was introduced into the Whittlesea Planning Scheme subsequent to the issue of the permit. These changes in zoning suggest that it would be likely that the current proposal would be supported if a fresh application were to be made. On these grounds it is recommended that the extension of time be granted.

## RECOMMENDATION

**THAT Council resolve to approve the application to extend Planning Permit No. 713322 for a further two years (until 4 January 2019) for the construction of 16 double storey dwellings at 5A Mulwala Drive, Doreen, and advise the applicant accordingly.**



## PLANNING APPLICATION NO. 713322



**Subject Land**



**City of  
Whittlesea**

## DEVELOPMENT ASSESSMENT REPORT

PLANNING APPLICATION NO. 713322



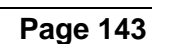
Subject Land



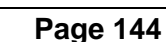
City of  
Whittlesea

DEVELOPMENT ASSESSMENT REPORT

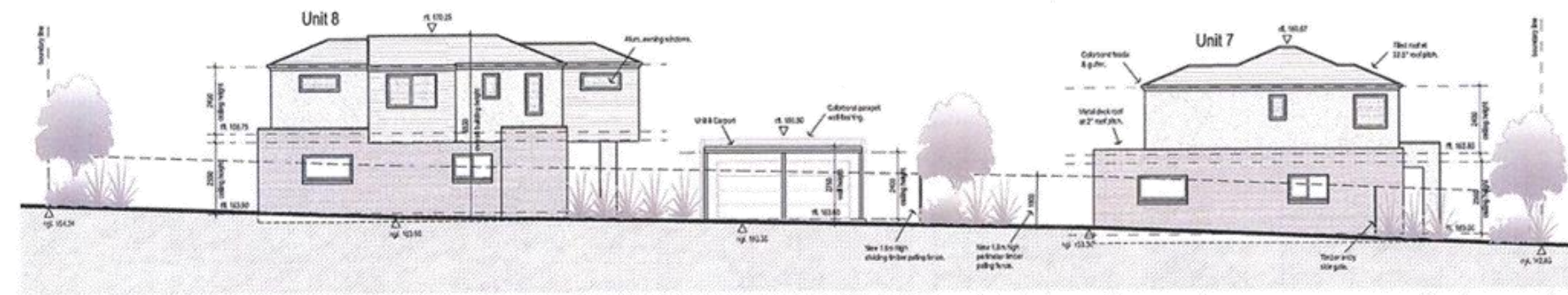
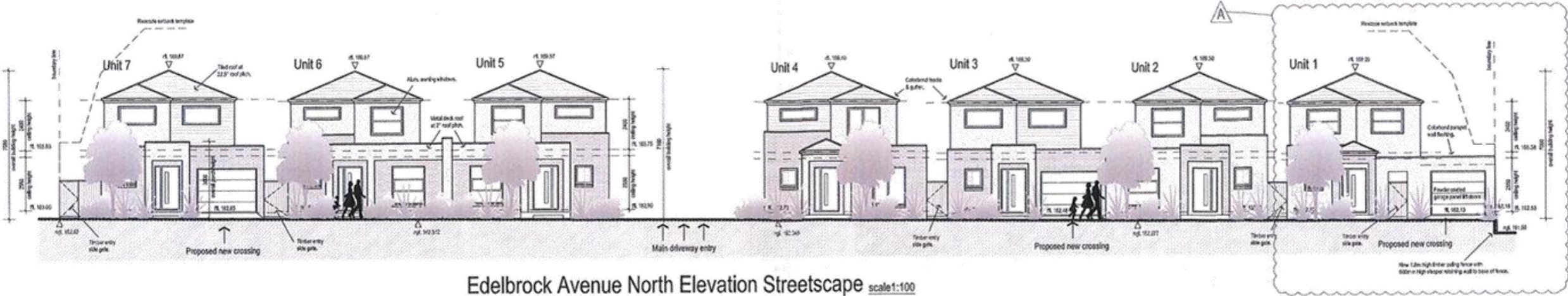












Materials and Finishes

- Face brickwork.
- Rendered finish.
- Concrete tiled roof.
- Obscure glazing.
- Vertical painted weatherboard cladding.
- Horizontal painted weatherboard cladding.



WHT: 713322  
4. January 2017  
27/1/17

5 NOV 2016

Rev.	Amendment	Date	By

Project:  
MULTI - UNIT DEVELOPMENT  
At:  
LOT B EDELBROCK  
AVENUE, DOREEN

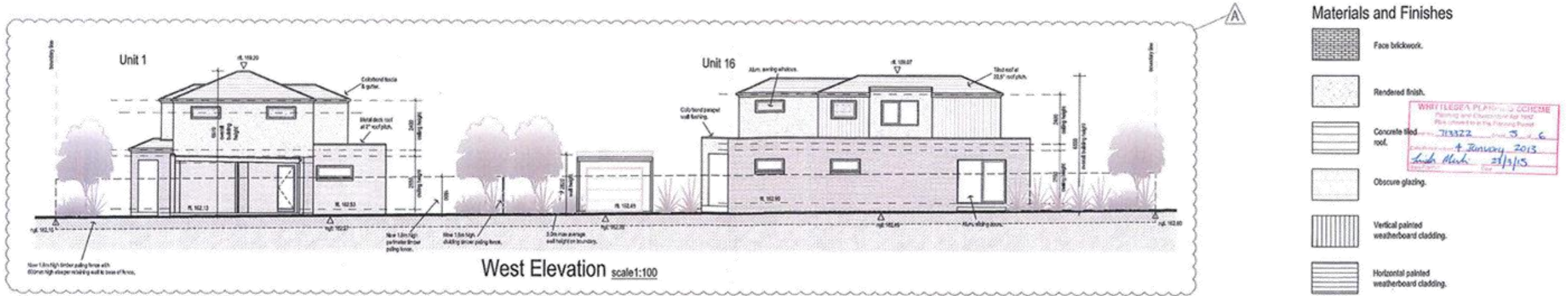
Drawing Name:  
PROPOSED ELEVATIONS

Scale: 1:100 @ A1



Drawing No:  
05A  
Stage:  
TP  
TOWN PLANNING





Rev.	Amendments	Date	By

Project:  
MULTI - UNIT DEVELOPMENT

AE:  
LOT B EDELBROCK  
AVENUE, DOREEN

Drawing Name:  
PROPOSED ELEVATIONS

Scale: 1:100 @ A1



Drawing No:  
06B

Stage:  
TP

TOWN PLANNING

**6.1.9 23 MEMORIAL AVENUE, EPPING - REQUEST FOR EXTENSION OF TIME TO PLANNING PERMIT - CONSTRUCTION OF EIGHT DWELLINGS WITHIN A THREE STOREY BUILDING**

**File No:** 713710

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Planning Officer

**APPLICANT:** Colorcom

**COUNCIL POLICY:** Nil

**ZONING:** Activity Centre Zone (ACZ1)

**OVERLAY:** Development Contributions Plan Overlay (DCPO3 & DCPO14)

**RECOMMENDATION:** That Council refuse an extension of time

**REPORT****EXECUTIVE SUMMARY**

An application has been received to extend a planning permit (No. 713710) allowing the construction of eight dwellings within a three storey building at 23 Memorial Avenue, Epping. The application seeks to extend the time for the commencement and completion of the development for a further two years. The permit was originally granted on 19 November 2012 by Council due to one objection being received. One previous request for an extension of time has been granted. The permit expired on 19 November 2016 as the development had not commenced. The permit allows for extension requests to be made within six months of the expiry date.

This application is being reported to Council because planning circumstances have changed since the permit was initially granted. The report recommends that the extension of time be refused as it is unlikely that if a fresh application were to be made for the same development a further planning permit would not be granted with the same conditions.

The changed circumstances set out in this report relate to Amendment C130 (gazetted March 2015) which included the rezoning of land to the Activity Centre Zone (ACZ) in accordance with the Epping Central Structure Plan. Other associated changes to the Scheme also occurred at this time including a requirement for the payment of development contributions (estimated to be \$37,700) to assist in the funding of infrastructure associated with the future growth of the area.

**SITE AND SURROUNDING AREA**

The subject site is located on the southeast corner of Memorial Avenue and Lloyd Avenue, Epping (see *Attachment 1*). The site is an irregular shaped allotment that is relatively flat with a total site area of 718m<sup>2</sup>. The site contains a single storey dwelling constructed of brick with terracotta roof tiling, a detached carport and shed. Vehicular access to the site is provided by a single width crossover to Lloyd Avenue. There is no vegetation of significance contained within the site.



The surrounding area is generally characterised by detached single and double storey dwellings on similar sized allotments. The architectural style and building era of the area is varied with numerous cream brick houses circa 1950-60s, mission brown development from the 1970s and more recent housing. Medium density development is also evident within the surrounds.

## BACKGROUND

Planning Permit No. 713710 was granted on 19 November 2012 authorising the construction of eight dwellings within a three storey building (*see Attachment 2*). The application was determined by Council on 16 October 2012 as there was one objection at the end of the advertising period. Condition No. 20 of the permit allows extensions of time to commence and complete the development.

One previous extension of time has been granted.

## CURRENT PERMIT EXTENSION REQUEST

The applicant seeks a further extension of two (2) years to commence and complete the development citing financial difficulties as the reason for the request.

## ASSESSMENT

When the permit was issued on 14 August 2012, the land was located in a Residential 1 Zone. In March 2015 Amendment C130 was approved which introduced the new ACZ within the Whittlesea Planning Scheme. The subject land was included within a development precinct which seeks to provide a transition from higher density housing to the south to the standard density areas to the north beyond the activity centre. The preferred character for the precinct includes medium density residential development in the form of villa units and townhouses, with modern and attractive architectural styles with landscaped front setbacks that provide space for canopy trees.

The proposed development (*see Attachment 2*) is for the construction of eight dwellings within a three storey building and is therefore generally consistent with the preferred character of the precinct. The indicative landscape areas shown on the plans submitted allow sufficient private open space and space for canopy trees within the front setback which will soften the impact of the proposed built form.

However, the permit will not be compliant with the newly introduced Development Contribution Plan Overlay - Schedule 14 (DCPO14) which requires that contributions be paid to ensure that necessary infrastructure is available in support of the increased densities proposed for the area. In relation to the current development this is currently estimated to be approximately \$37,700. The current permit does not provide any provision for this payment and it not possible to amend the permit to provide for this outcome.

The applicable principles for considering extensions of time have been established by VCAT, are based on legal precedent and are applied by all councils. These tests are referred to as the 'Kantor' tests (named after the legal case which introduced them). The tests guide decisions and provide a degree of certainty for all stakeholders who may be affected by decisions relating to the extensions of time.

It should be noted that there are no statutory provisions for notifying other affected persons of extension of time requests.

The 'Kantor' tests are set out below with comments under each heading relevant to the current application. An application should meet all the relevant tests.

### *Whether there is a change of planning policy*

The change of policy brought about by the approval of Amendment C130 and the introduction of the ACZ and implementation of various planning scheme overlays have been discussed previously in this report. The changed planning context, in particular the



introduction of DCPO14, means that the current permit no longer contains up-to-date planning scheme requirements.

*Whether the landowner is seeking to 'warehouse' the permit*

The permit has only been extended once previously and there is no substantial evidence at this stage that the owner is seeking to 'warehouse' the permit.

*Intervening circumstances bearing on the grant or refusal of the extension*

While the permit holder has been unable to proceed with the development due to claimed financial constraints, these personal circumstances are not sufficient to justify the extension when weighed against the need for critical infrastructure funding. It would not be appropriate that Council incur infrastructure costs associated with the proposed development when these levies can be reasonably required and included in any new planning permit.

*The total elapse of time*

The total period that has elapsed since the granting of the permit is now four years.

*Whether the time limit originally imposed was adequate*

The time limit imposed under the original permit (two years) and the further extension (two years) was reasonable. This period is considered more than sufficient to have plans endorsed and commence the development.

*The economic burden imposed on the landowner by the permit*

This relates to the degree to which the permit holder is economically committed to the permit proposal as a consequence of actions taken to give effect to the permit. No evidence has been provided indicating that the permit holder is under any economic burden because of commitments made in relation to the proposal.

*The probability of a permit issuing should a fresh application be made*

Under the ACZ the site is located within 'Precinct 2 – High Street North'. This precinct nominates the preferred housing type as villa units and townhouses such as that proposed. While a development proposal consistent with the previously approved plans is likely to be supported under a new application it would be subject to different conditions including a requirement for the payment of development contributions.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

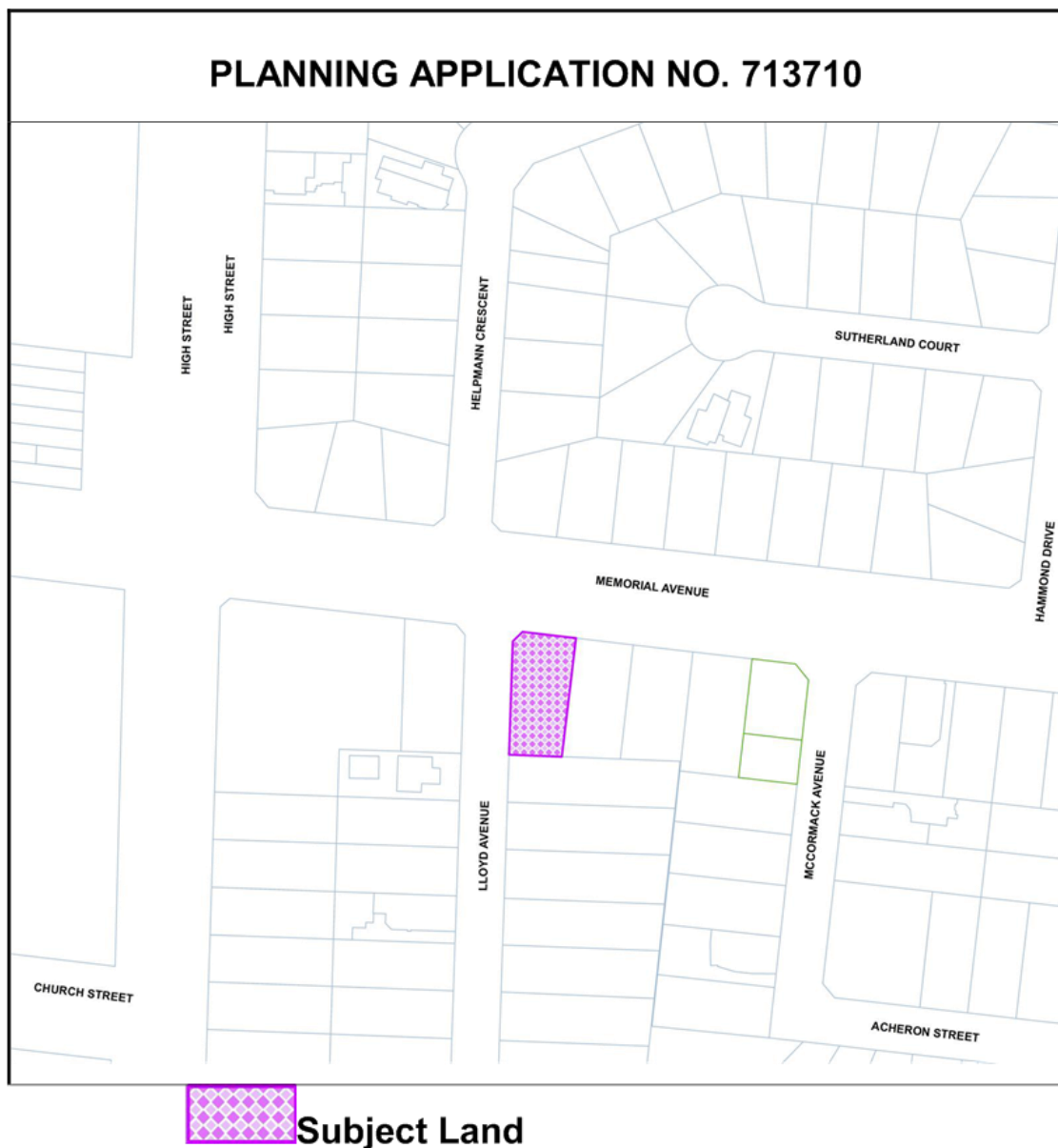
The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The purpose of limiting the life of a permit is to ensure that it does not become inappropriate due to a change of circumstances. The additional planning controls implemented as part of Amendment C130 were introduced into the Whittlesea Planning Scheme subsequent to the issue of the permit. These changes now require that development contributions be levied to support additional growth in Epping Central. Because the current permit does not contain these requirements, it is recommended that the extension of time be refused.

<b>RECOMMENDATION</b>
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**THAT Council resolve to refuse the application to extend Planning Permit No. 713710 for the construction of eight dwellings within a three storey building at 23 Memorial Avenue, Epping and advise the applicant accordingly.**

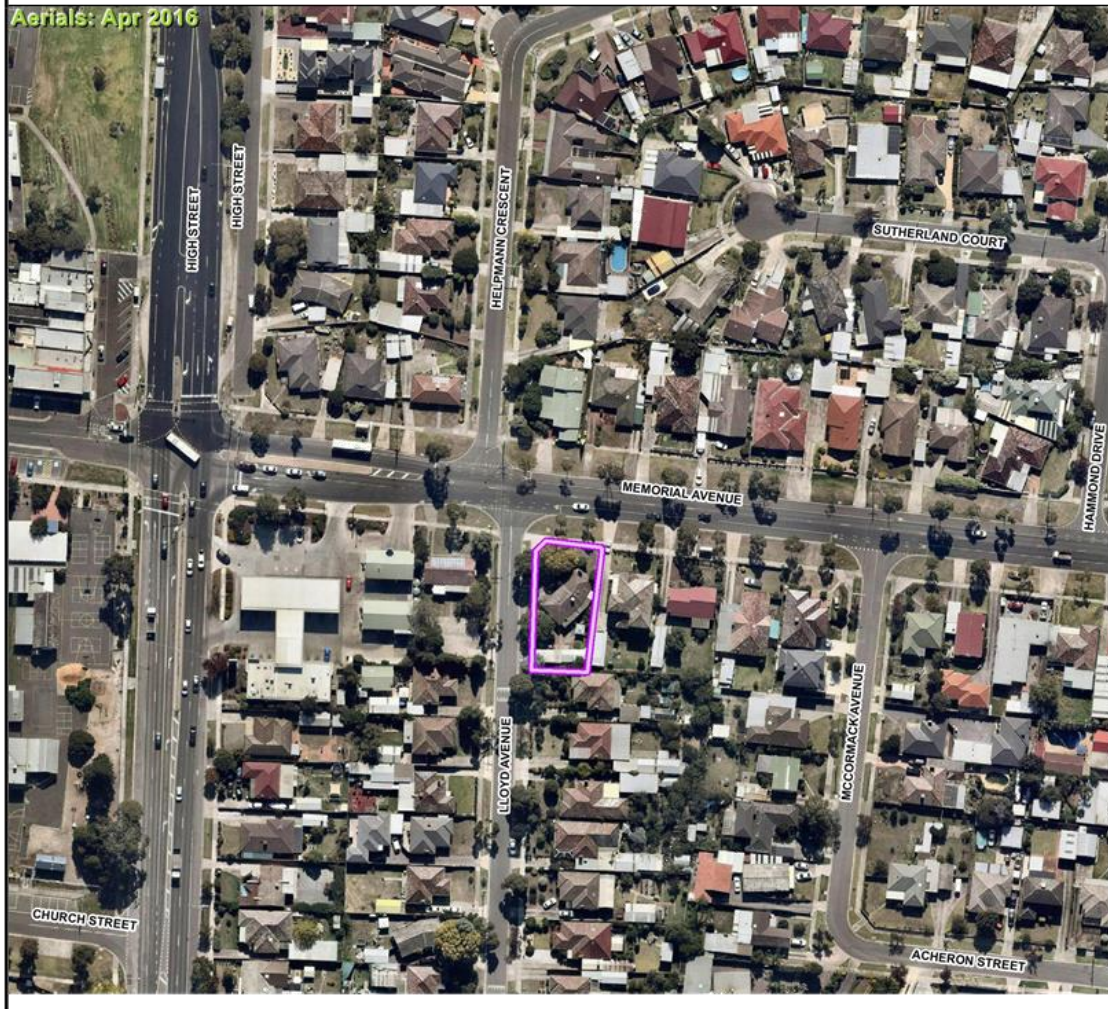


**City of  
Whittlesea**

## **DEVELOPMENT ASSESSMENT REPORT**

## PLANNING APPLICATION NO. 713710

Aerials: Apr 2016



Subject Land

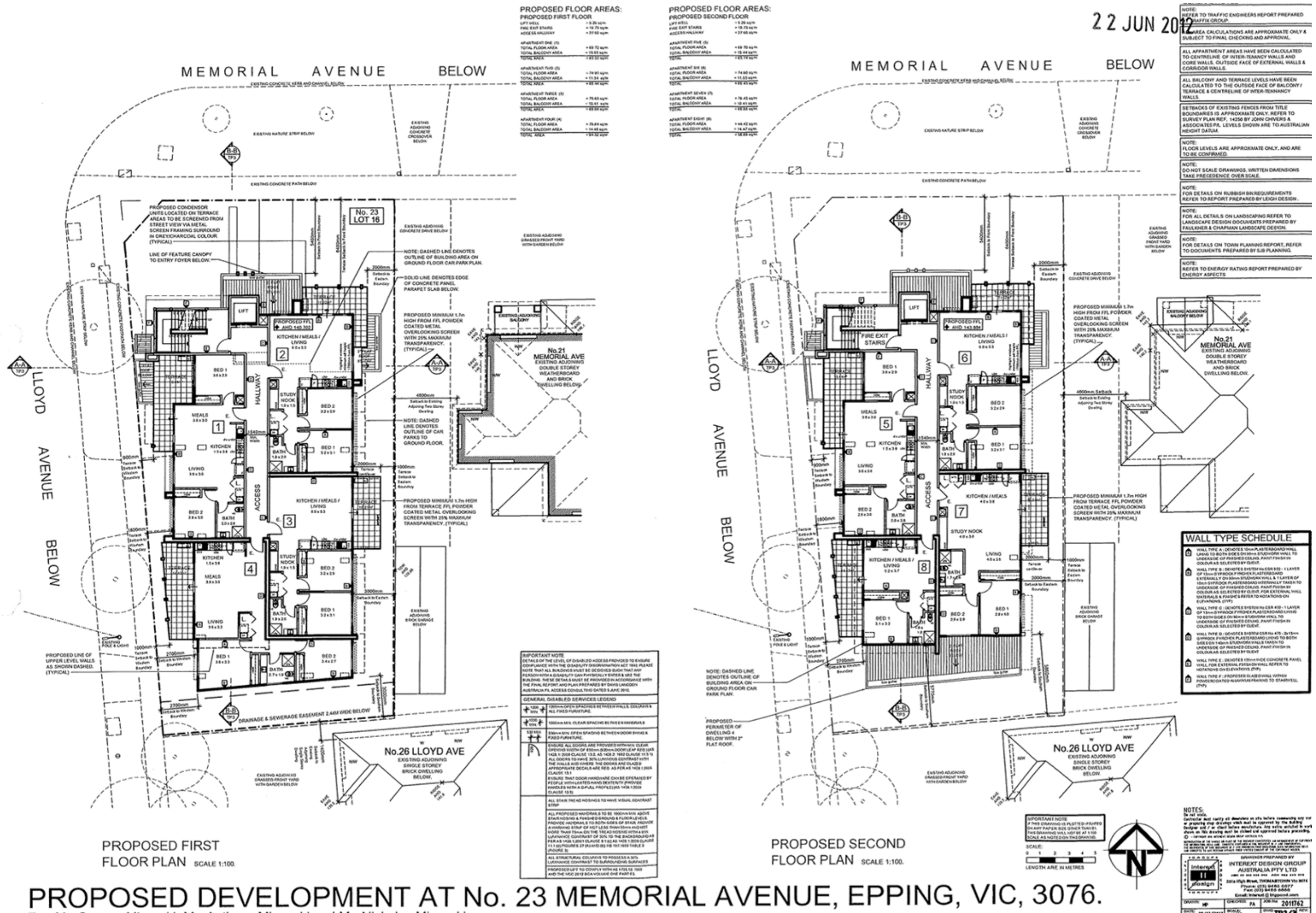


City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT









[illegible]





**6.1.10 10 JAMES STREET, WHITTLESEA - REQUEST FOR EXTENSION OF TIME TO PLANNING PERMIT - CONSTRUCTION OF A SINGLE STOREY DWELLING TO THE REAR OF AN EXISTING DWELLING**

**File No:** 713849

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Planning Officer

**APPLICANT:** L Brown

**COUNCIL POLICY:** Nil

**ZONING:** General Residential Zone

**OVERLAY:** Nil

**RECOMMENDATION:** That Council approve an extension of time

**REPORT****EXECUTIVE SUMMARY**

An application has been received to extend a planning permit (No. 713849) allowing the construction of a single storey dwelling to the rear of the existing dwelling at 10 James Street, Whittlesea. The application seeks to extend the time for the commencement and completion of the development for a further two years. The permit was originally granted on 21 November 2012 by planning officers under delegation as no objections were received at the completion of the advertising period. This is the second extension of time request. The permit expired on 21 November 2016 as development has not commenced. The permit allows for extension requests to be made within six months of the expiry date.

This application is being reported to Council because planning circumstances have changed since the permit was initially granted. The report recommends that the extension of time be approved as it is likely that if a fresh application were to be made for the same development a further planning permit would be granted.

The changed circumstances set out in this report relate to Council's Housing Diversity Strategy. The outcomes of this Strategy now form part of the Whittlesea Planning Scheme and provide direction on preferred housing character in different parts of the municipality. Under the Strategy the subject land is now classified as 'Township Residential' in which preferred housing is to be characterised by standard density housing such as single dwellings and dual occupancies/duplexes. The development approved under the permit is considered to be consistent with this preferred character.

**SITE AND SURROUNDING AREA**

The subject land is located on the east side of James Street, Whittlesea approximately 125m north of Laurel Street and 45m east of Church Street (see *Attachment 1*). The site comprises an area of 918m<sup>2</sup> and currently contains a detached single storey dwelling. The surrounding area is generally characterised by single storey dwellings with generous front and rear setbacks, limited built form on boundaries and well established gardens comprising canopy trees to the north and west of the subject site and commercial development to the

east and south. Some dual occupancy developments are located within the immediate area along James Street.

## BACKGROUND

Planning Permit No. 713849 was granted by planning officers under delegation on 21 November 2012 authorising the construction of a single storey dwelling to the rear of the existing dwelling (see *Attachment 2*). Condition No. 13 of the permit allows for extension of time to be granted to commence and complete the development.

## CURRENT PERMIT EXTENSION REQUEST

The applicant seeks an extension of two (2) years from the current permit expiry date (21 November 2016) to commence and complete the development due to insufficient funding to commence development.

## ASSESSMENT

When the permit was issued on 21 November 2012 the land was located in a Residential 1 Zone. In October 2015 Amendment C181 was approved by the Minister for Planning which introduced the new Statewide reformed residential zones to all established areas within the Whittlesea Planning Scheme. Amendment C181 also included Council's adopted Housing Diversity Strategy (HDS) within the Municipal Strategic Statement (which forms part of the Planning Scheme). In particular, Clause 21.09-4 was introduced to define residential change areas and the preferred housing character within these areas. The subject land was included in a 'Township Residential' change area in which preferred housing is to be characterised by standard density housing comprising single dwellings and dual occupancies/duplexes.

The HDS sets out 'Key Design Principles' that encourage low building heights to reflect the Township scale and character and increased front and rear setbacks to allow for building separation and landscaping.

The proposed development (see *Attachment 2*) is for the construction of a single storey dwelling to the rear of the existing dwelling and is therefore consistent with the preferred density and building heights for the Township Residential change area. The proposed setbacks from title boundaries will allow for building separation and areas for landscaping throughout the development including the provision of canopy trees within the front setback associated with the existing dwelling.

The applicable principles for considering extensions of time have been established by VCAT, are based on legal precedent and are applied by all councils. These tests are referred to as the 'Kantor' tests (named after the legal case which introduced them). The tests guide decisions and provide a degree of certainty for all stakeholders who may be affected by decisions relating to the extensions of time.

It should be noted that there are no statutory provisions for notifying other affected persons of extension of time requests.

The 'Kantor' tests are set out below with comments under each heading relevant to the current application. An application should meet all the relevant tests.

### *Whether there is a change of planning policy*

The change of policy brought about by the approval of Amendment C181 and the introduction of the HDS and associated changes to the Local Planning Policy Framework have been discussed previously in this report. The changed policy context supports the current proposal.

### *Whether the landowner is seeking to 'warehouse' the permit*

This is the second request for an extension. However, there is no evidence at this stage that the permit holder is seeking to 'warehouse' the permit (i.e. not intending to act on the permit in the foreseeable future).

*Intervening circumstances bearing on the grant or refusal of the extension*

There are no intervening circumstances bearing on the grant or refusal of the extension other than the permit holder having insufficient funding to commence development.

*The total elapse of time*

A period of four years has elapsed since the permit was initially granted in 2012.

*Whether the time limit originally imposed was adequate*

The time limit imposed was reasonable. The permit holder was given the benefit of a standard two year commencement period and a further two year extension of this period.

*The economic burden imposed on the landowner by the permit*

This relates to the degree to which the permit holder is economically committed to the permit proposal as a consequence of actions taken to give effect to the permit. No development has yet commenced under the permit. However, plans have been submitted and endorsed.

*The probability of a permit issuing should a fresh application be made*

Under the HDS the site is located within the 'Township Residential' change area. This change area nominates the preferred housing type as single dwellings and dual occupancies/duplexes as that proposed. It is likely the current development would be supported if a new application were to be made.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The purpose of limiting the life of a permit is to ensure that it does not become inappropriate due to a change of circumstances. The HDS was introduced into the Whittlesea Planning Scheme subsequent to the issue of the permit. These changes in policy suggest that it is likely that the current proposal would be supported if a fresh application were to be made. On these grounds it is recommended that a further extension of time be approved.

## RECOMMENDATION

**THAT Council resolve to approve the application to extend Planning Permit No. 713849 for a further two years (until 21 November 2018) for the construction of a single storey dwelling to the rear of the existing single storey dwelling at 10 James Street, Whittlesea and advise the applicant accordingly.**



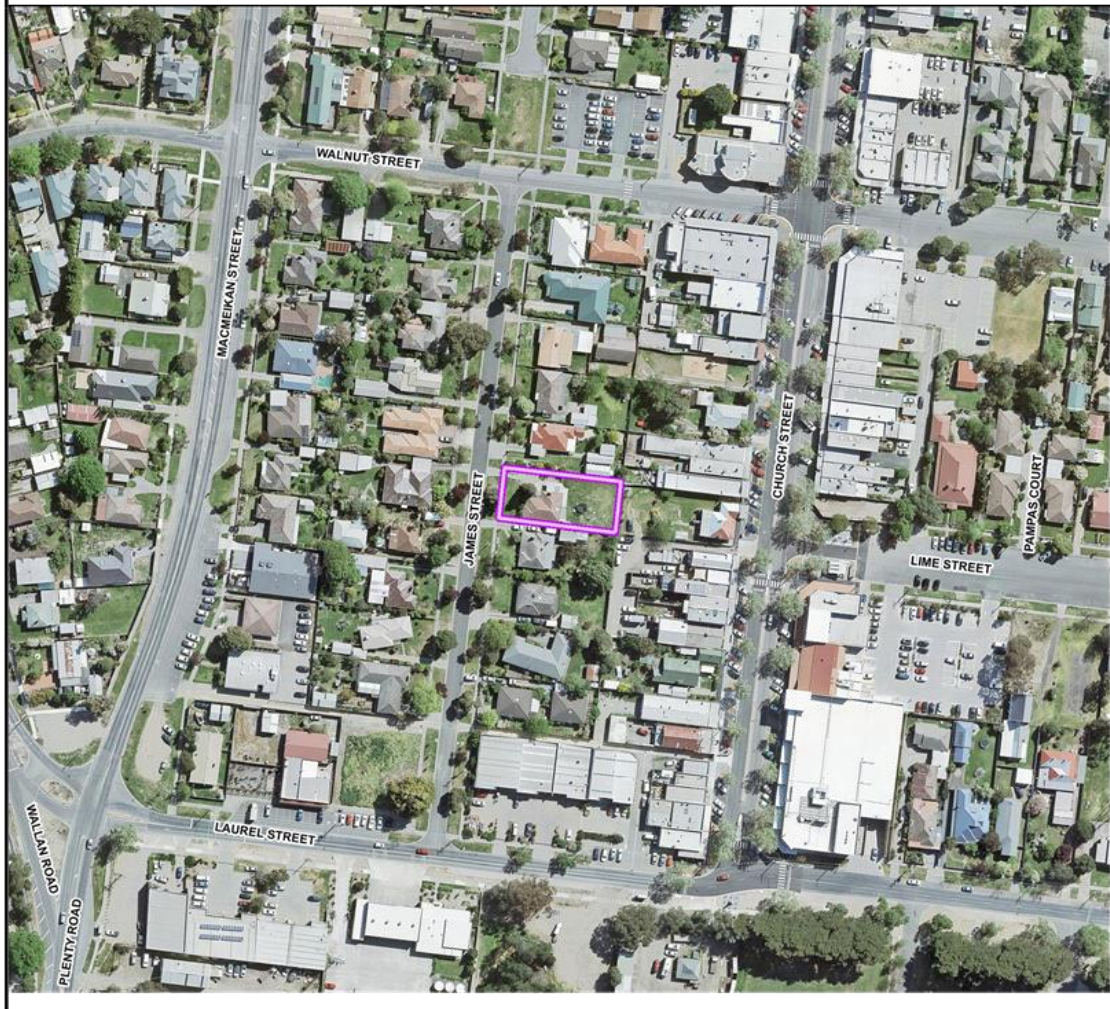




**City of  
Whittlesea**

## **DEVELOPMENT ASSESSMENT REPORT**

**PLANNING APPLICATION NO. 713849**



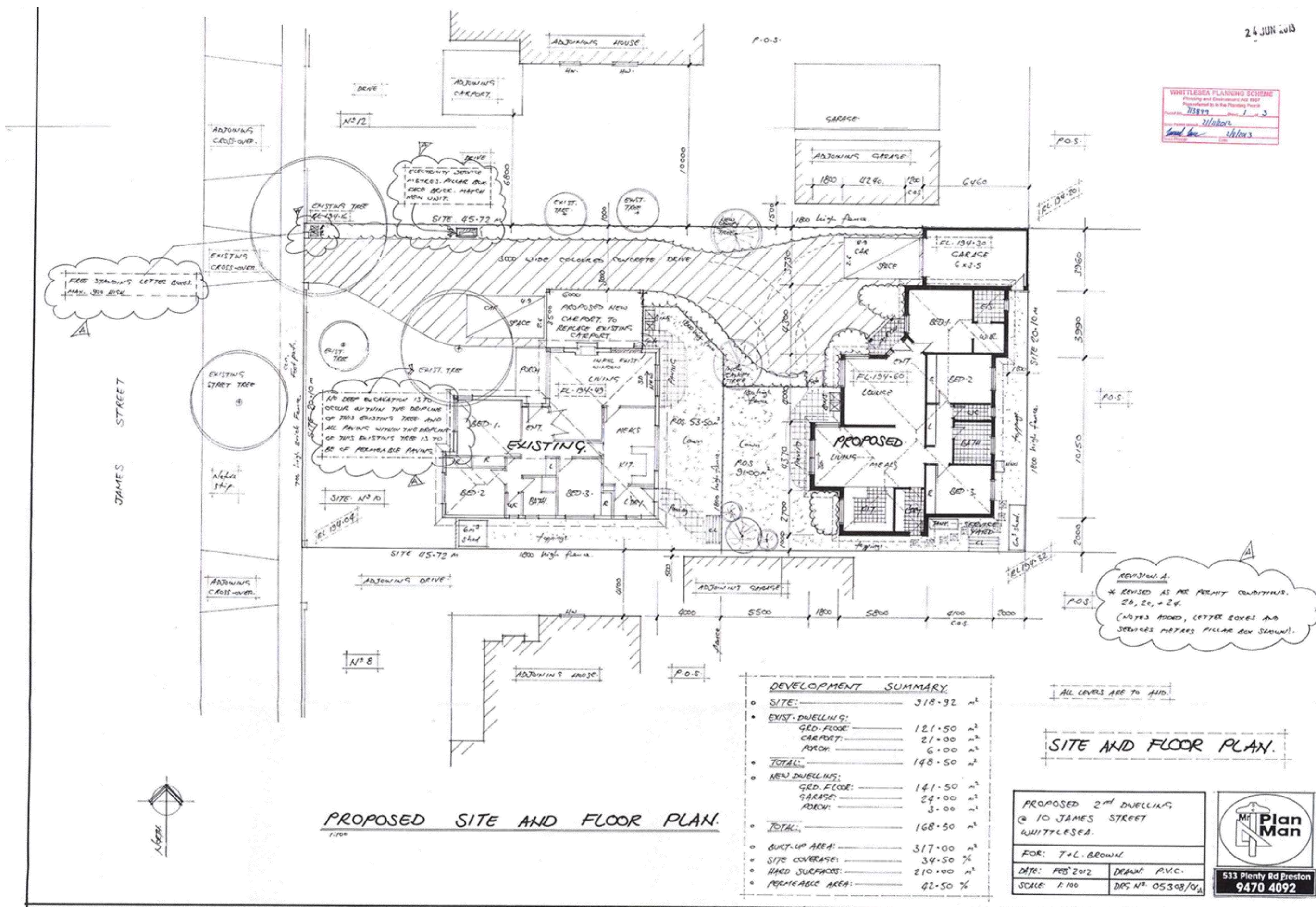
**Subject Land**



**City of  
Whittlesea**

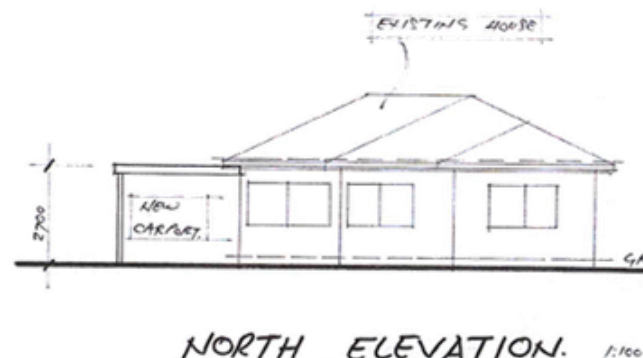
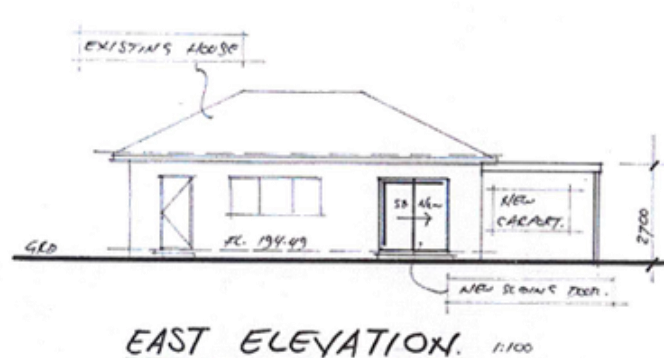
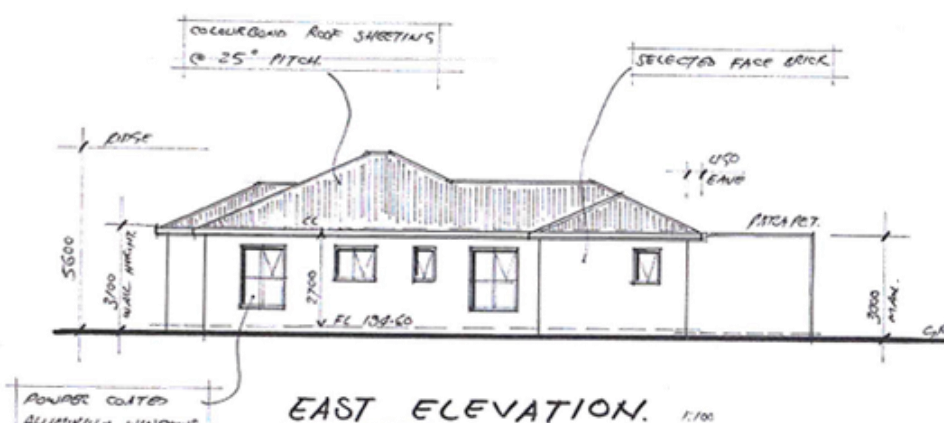
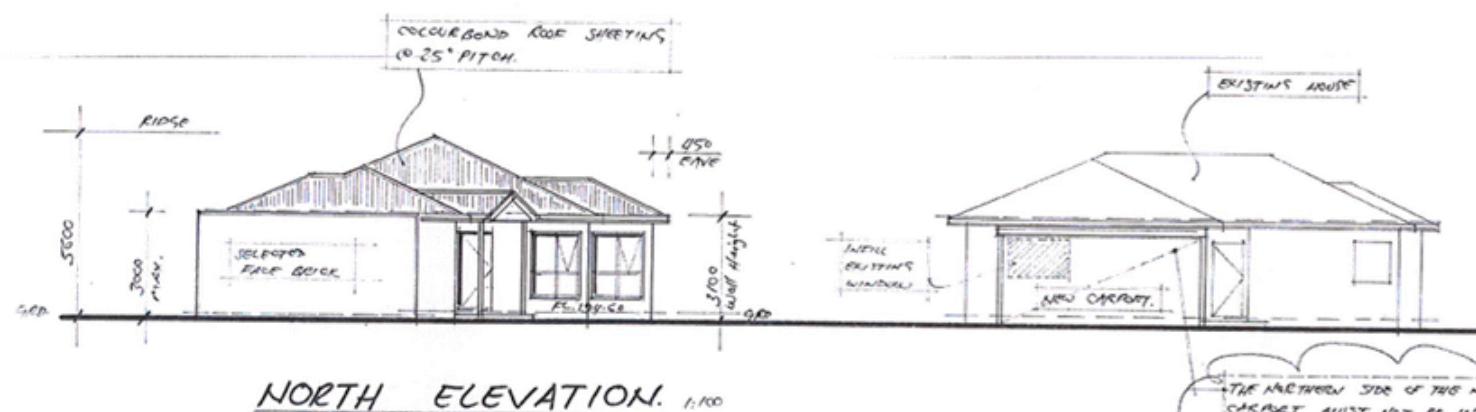
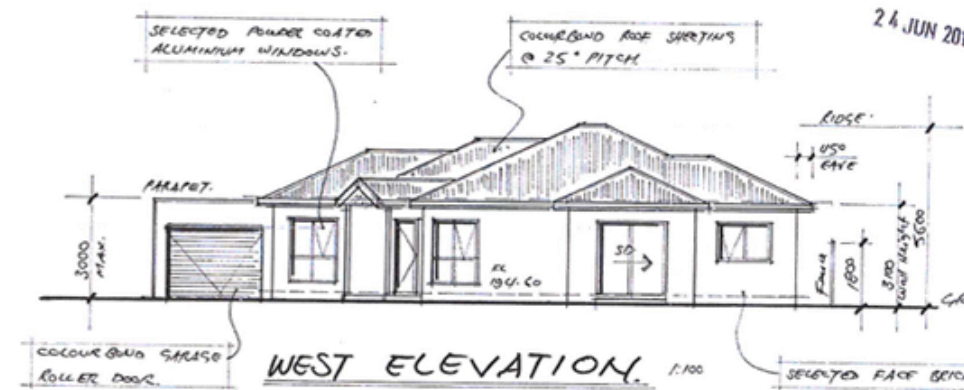
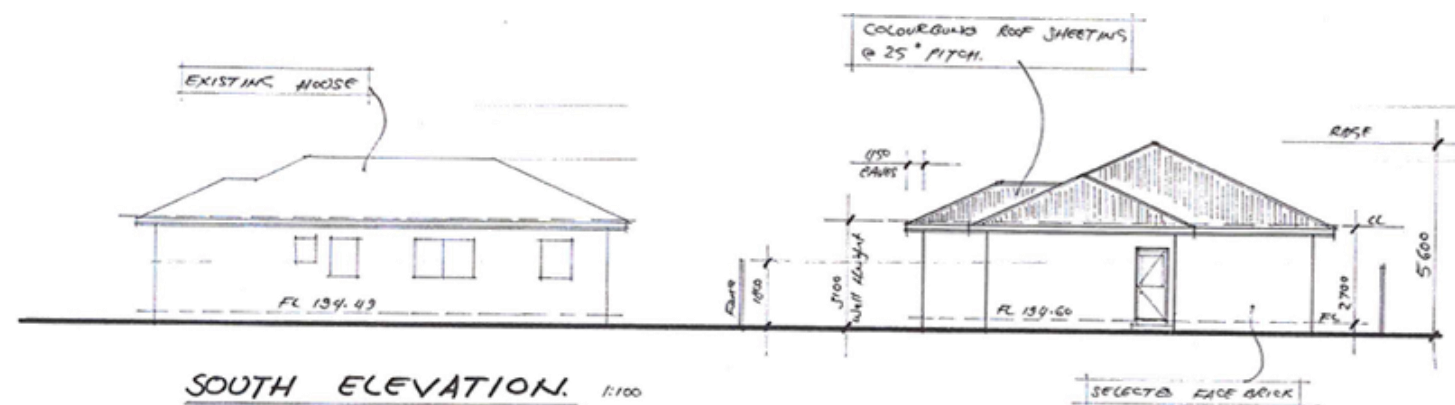
**DEVELOPMENT ASSESSMENT REPORT**







24 JUN 2013



THE NORTHERN SIDE OF THIS NEW CARPORT MUST NOT BE INFILLED AT ANY TIME.

REVISION - A.  
\* REVISED AS PER PERMIT CONDITION 2.  
(NOTE ADDED TO NORTH ELEVATION OF THE NEW CARPORT.)

Table of Proposed Materials & Finishes

ITEM	MATERIAL	FINISH	COLOUR
External Walls	Brick	Face Brick	Austral Wakehurst
Guttering	Metal	Colourbond	Woodland Grey
Windows	Aluminum	Powder coat	Classic Cream
Garage Door	Metal	Colourbond	Classic Cream
Roof	Colourbond	Colourbond	Woodland Grey
Driveway	Concrete	Float	Charcoal

ELEVATION.



PROPOSED 2<sup>ND</sup> DWELLING  
@ 10 JAMES STREET  
WHITTLESEA.  
FOR: T & L BROWN  
DATE: FEB 2012  
SCALE: 1:100  
DRAWN: A.V.C.  
DES: N<sup>0</sup> 05308/02A



ALL LEVEL ARE TO A.D.



**6.1.11 60 SACKVILLE STREET, MERNDA - REMOVAL OF NATIVE VEGETATION****File No:** 716369

**Attachments:**

- 1 Locality Maps [↓](#)
- 2 Vegetation removal plan [↓](#)
- 3 Subdivision layout plan [↓](#)
- 4 Photos of trees to be removed [↓](#)

**Responsible Officer:** Director Planning & Major Projects**Author:** Senior Planning Officer**APPLICANT:** National Pacific Properties Australia Pty Ltd**COUNCIL POLICY:** 22.10 River Redgum Protection Policy**ZONING:** General Residential Zone

**OVERLAY:** Development Contributions Plan Overlay (Schedule 8)  
Development Plan Overlay (Schedule 5)  
Incorporated Plan Overlay (Schedule 1)  
Vegetation Protection Overlay (Schedule 1)

**REFERRAL:** Parks and Open Space

Sustainability Planning

**OBJECTIONS:** Nil

**RECOMMENDATION:** That Council resolve to approve Planning Permit No. 716369 to allow for the removal of native vegetation.

**REPORT****EXECUTIVE SUMMARY**

The subject site is located within the Mernda West Development Plan area and the Mernda Strategy Plan area on the south-west corner of Sackville Street and William Street, Mernda (see *Attachment 1*). According to the Mernda West Development Plan, the site is identified for residential development. A permit for development or use may be granted if it is consistent with the Mernda West Development Plan and if it will not prejudice the future use or development of the land for the purpose of the zone as intended by the Mernda Strategy Plan.

Planning Application No. 716121 is being assessed concurrently by Council and seeks permission for the multi-lot subdivision of the same land (60 Sackville Street, Mernda). This application for subdivision is yet to be determined, however is well advanced and is generally consistent with the Mernda West Development Plan.

A flora and fauna assessment of the vegetation on site has identified the need for the removal of all vegetation from the site including 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), ten (10) planted River Red Gum trees (*Eucalyptus camaldulensis*), 95 planted native Victorian plants and 44 Non-Victorian Australian species in order to facilitate the proposed subdivision of the land. It is noted that only 18 of the 95 planted native Victorian plants proposed to be removed are indigenous to

this part of Victoria and that a planning permit is not required to remove the 44 Non-Victorian Australian species. The assessment also identified that the River Red Gums proposed to be removed were planted and have fair to good health with poor to fair structure.

Council's Sustainability Planning Unit and Parks and Open Space Department support the removal of the vegetation except for six River Red Gums (Tree Nos 73, 83A, 83, 84, 89 and 90) and 11 native Victorian trees comprising Yellow Box and Spotted Gum (Tree Nos 70, 74-78, 80-82, 85 and 86) noting that the subdivision layout could be amended to retain the vegetation within an open space reserve. Three Non-Victorian Australian natives comprising Rusty Gums (Tree Nos 71, 72 and 79) can also be retained within the open space area as they are located in proximity to the other native Victorian vegetation.

In accordance with Council's advice, the applicant amended the subdivision layout plan to reflect the retention of the vegetation as shown in *Attachments 2 and 3*. Accordingly, it is recommended that Planning Permit No. 716369 be approved to allow for the removal of the remainder of the vegetation including 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four planted River Red Gum trees (Trees 15, 16, 65 and 92), 84 planted Victorian native trees (of which only 13 are indigenous to this part of Victoria) and 41 Non-Victorian Australian species from the land. Conditions on any permit that issues will require the provision of native vegetation offsets in accordance with the provisions of the 'Biodiversity Assessment Guidelines (DEPI 2013) and Native Vegetation Gain Scoring Manual (DEPI 2013)'.

## SITE AND SURROUNDING AREA

The subject site is located on the south-west corner of Sackville Street and William Street, Mernda, is rectangular in shape and covers an area of approximately 2.425 hectares (see *Attachment 1*). The site has a frontage to Williams Street (north) of 210.045m, a 114.57m frontage to Sackville Street (east) and a 114.168m frontage to Wellington Street (west).

The locality has undergone significant change over the past five years from rural living and agricultural uses to a more urban character. Surrounding developments include the Fashoda and Cambridge Rise Estates to the north, the Wellington Rise Estate to the south, and the Fairview Estate to the west which is under construction. A series of remnant rural-residential land parcels adjoin the site to the east.

The site contains a dwelling and shed to the east and a small dam towards the north-western corner of the property. A flora and fauna assessment was undertaken of the site which identified that the site supports a number of planted Victorian native and Non-Victorian Australian natives, including:

- Ten (10) River Red Gum trees (*Eucalyptus camaldulensis*) grown as tubestock from non-local provenance seed;
- 95 planted Victorian natives such as Spotted Gum, Blue Gum and Red Ironbark. It was noted that only 18 of the 95 Victorian native plants identified on site are indigenous to this part of Victoria and include Yellow Box, Silver Wattle, Narrow Leaved Peppermint, Blackwood and Manna Gum; and
- 44 Non-Victorian Australian natives such as Lemon-scented Gum and River Oak which do not require a planning permit for their removal.

In addition, the site supports Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125). Ten modified examples of these vegetation types occur on the site as remnant patches, measuring a total area of 0.305 hectares.

## RESTRICTIONS AND EASEMENTS

The site is legally described as Lot 1 on Title Plan 836259G of Volume 08782 Folio 228. There are no restrictions on Title that preclude Council from determining this application.

## BACKGROUND

The subject site is located within the Mernda West Development Plan and Mernda Strategy Plan areas. The Mernda West Development Plan identifies the site for residential use. A permit for development or use may be granted if it is consistent with the Mernda West Development Plan and if it will not prejudice the future use or development of the land for the purpose of the zone as intended by the Mernda Strategy Plan.

Planning Application No. 716121 is being assessed concurrently by Council and seeks permission for the multi-lot subdivision of this same land. This application for subdivision is yet to be determined however is well advanced and is generally consistent with the Mernda West Development Plan.

It should be noted that the initial application to subdivide the land had originally requested the removal of all vegetation from the site, however Council's assessment has identified that the layout plan may be amended so that six River Red Gums (Tree Nos 73, 83A, 83, 84, 89 and 90), 11 native Victorian trees comprising Yellow Box and Spotted Gum (Tree Nos 70, 74-78, 80-82, 85 and 86) and 3 Non-Victorian Australian natives comprising Rusty Gum (Tree Nos 71, 72 and 79) could be retained in an open space reserve.

The applicant subsequently amended the subdivision layout to reflect the retention of this vegetation as shown in *Attachment 2*. The remainder of the vegetation on site comprising 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four River Red Gum trees (Trees 15, 16, 65 and 92) and 84 Victorian native trees (of which only 13 are indigenous to this part of Victoria) are required to be removed in order to allow for the orderly development of the site. Forty one Non-Victorian Australian species are also proposed to be removed, however a planning permit is not required to remove this vegetation.

## PROPOSAL

The applicant proposes the removal of 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four (4) planted River Red Gum trees (*Eucalyptus camaldulensis*) and 84 planted Victorian native trees of which only 13 are indigenous to this part of Victoria containing the subject site (see *Attachments 2 and 4*).

As mentioned above, ten modified examples of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125) occur on the site as remnant patches, measuring a total area of 0.305 hectares. A summary of these habitat zones is described below:

Habitat Zone Identification No.	EVC	Area (ha)
A	Valley Grassy Forest (EVC 47)	0.133
B	Valley Grassy Forest (EVC 47)	0.004
C	Valley Grassy Forest (EVC 47)	0.004
D	Valley Grassy Forest (EVC 47)	0.006

Habitat Zone Identification No.	EVC	Area (ha)
E	Valley Grassy Forest (EVC 47)	0.018
F	Valley Grassy Forest (EVC 47)	0.104
G	Plains Grassy Wetland (EVC 125)	0.007
H	Plains Grassy Wetland (EVC 125)	0.001
I	Valley Grassy Forest (EVC 47)	0.017
J	Valley Grassy Forest (EVC 47)	0.006
Total extent		0.305

Details of the four (4) planted River Red Gums proposed to be removed on the site are outlined in the following table:

Tree Identification No.	Common Name (Species)	Diameter of Trunk over bark at Breast Height (cm)	Height and Width (m)	Health
15	River Red Gum ( <i>Eucalyptus camaldulensis</i> )	49	17 x 8	Good health. Fair/poor structure.
16	River Red Gum ( <i>Eucalyptus camaldulensis</i> )	41	18 x 7	Fair/good condition. Fair structure.
65	River Red Gum ( <i>Eucalyptus camaldulensis</i> )	28	13 x 4	Fair condition. Fair/poor structure.
92	River Red Gum ( <i>Eucalyptus camaldulensis</i> )	23	11 x 4	Fair condition. Poor structure.

The application also proposes the removal of 84 planted Victorian native trees such as Spotted Gum, Blue Gum and Red Ironbark. As mentioned above, only 13 of the 84 planted Victorian natives are indigenous to this part of Victoria and are outlined in the following table:



Tree Identification No.	Common Name (Species)	Diameter of Trunk over bark at Breast Height (cm)	Height and Width (m)
5	Yellow Box ( <i>Eucalyptus melliodora</i> )	32	15 x 9
9	Silver Wattle ( <i>Acacia dealbata</i> )	13, 15 (twin stemmed)	6 x 5
52	Narrow Leaved Peppermint ( <i>Eucalyptus radiata</i> )	23	8 x 5
58	Narrow Leaved Peppermint ( <i>Eucalyptus radiata</i> )	23, 26 (twin stemmed)	6 x 5
112	Blackwood ( <i>Acacia melanoxylon</i> )	14	10 x 8
141 (group of 8)	Manna Gum ( <i>Eucalyptus viminalis</i> ) x 8	28 37 30, 39 (twin stemmed) 37 42 25, 32 (twin stemmed) 33 26	7-11 x 5-7

The Vegetation Retention and Removal Plan submitted with the application also identifies the removal of 41 Non-Victorian Australian species from the land, however a planning permit is not required to remove this vegetation.

## PUBLIC NOTIFICATION

The site is covered by the Development Plan Overlay – Schedule 5 (DPO5) and the Incorporated Plan Overlay – Schedule 1 (IPO1) which both exempt planning permit applications from the notice requirements of Section 52(1)(a), (b) and (d) of the Planning and Environment Act, 1987, provided that the application is generally in accordance with the associated incorporated or approved plan.

## PLANNING CONTEXT

### State Planning Policy Framework

#### Clause 12.01-1 Protection of Biodiversity

Clause 12.01 of the Whittlesea Planning Scheme relates to biodiversity and the protection of Victoria's natural habitat. The objective of this clause is to assist the protection and conservation of Victoria's biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.

### Clause 12.01-2 Native Vegetation Management

This clause seeks to ensure that the permitted clearing of native vegetation results in no net loss in the extent and quality of native vegetation. The strategy to achieve this is to apply the risk-based approach to managing native vegetation as set out in Permitted clearing of native vegetation – Biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013). These are:

- *Avoid the removal of native vegetation that makes a significant contribution to Victoria's biodiversity.*
- *Minimise impacts on Victoria's biodiversity.*
- *Where native vegetation is permitted to be removed, ensure that an offset is provided in a manner that makes a contribution to Victoria's biodiversity that is equivalent to the contribution made by the native vegetation to be removed.*

## **LOCAL PLANNING POLICY FRAMEWORK**

### Clause 22.10 River Red Gum Protection Policy

Clause 22.10 of the Whittlesea Planning Scheme relates to Council's River Red Gum Protection Policy. This policy applies to the protection of River Red Gums located in urban and rural areas. The objective of this policy is "to ensure that the development of urban and rural areas takes into account the presence, retention, enhancement and long term viability of Red Gums in urban areas." The key policy directions are to:

- *Recognise the intrinsic value of River Red Gums in establishing character and identity in urban and rural areas.*
- *Request a comprehensive site analysis and arborist's report with any planning proposal for development on land which contains one or more remnant River Red Gums.*
- *Encourage that the majority of River Red Gums proposed for retention are sited in public open space reserves and/or road reserves.*
- *Ensure that, where a tree is to be located in a lot, the lot is large enough to accommodate a suitable development envelope that does not disturb the tree or its root system.*
- *Ensure that, where feasible, areas of significant River Red Gum regeneration are protected in any development proposal.*
- *Encourage tree removal to be generally limited to only those trees independently assessed as presenting a danger to people and property.*
- *Appropriately protect trees identified for retention during the construction phase, and thereafter ensure that their health is regularly monitored by an appropriate environmental consultant where located on public land.*
- *Ensure that any tree nominated on a development and/or subdivision plan for protection is located within an appropriate tree protection zone. The protection zone must be large enough to ensure that the trunk and canopy remain intact and that the root system is not severely damaged or destroyed during the construction phase.*

When assessed against the relevant decision guidelines of this policy and in the context of the level of remnant River Red Gums being retained across the site as a whole, the proposed removal of the four planted River Red Gum trees and 84 planted Victorian native trees of which only 13 are indigenous to this part of Victoria is considered acceptable. Whilst River Red Gum trees contribute to the landscape character of the surrounding area, Trees 15, 16, 65 and 92, which are proposed to be removed are of fair-poor structure, and have all been determined to be planted for amenity or woodlot purposes which is consistent with the

Mernda West Development Plan, a document which does not identify any remnant trees within the subject site.

Furthermore, as the alignment of the proposed roads is largely set and required under the Mernda West Development Plan, retaining this vegetation would significantly compromise the future development of the site and surrounding area. Notwithstanding, Council's Parks and Open Space Department considers that six River Red Gums (Tree Nos 73, 83A, 83, 84, 89 and 90), 11 native Victorian trees comprising Yellow Box and Spotted Gum (Tree Nos 70, 74-78, 80-82, 85 and 86) and 3 Non-Victorian Australian natives comprising Rusty Gums (Tree Nos 71, 72 and 79) may be retained in an open space reserve as shown in the applicant's proposed subdivision layout.

Consequently, it is considered that the removal of 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four planted River Red Gums and 84 planted Victorian native trees (of which only 13 are indigenous to this area of Victoria) is consistent with the overarching objectives and decision guidelines of Clause 22.10 of the Whittlesea Planning Scheme.

## ZONE AND OVERLAY DECISION GUIDELINES

The subject site is located within the General Residential Zone. The land is also affected by the Vegetation Protection Overlay (Schedule 1), Incorporated Plan Overlay (Schedule 1), Development Contributions Plan Overlay (Schedule 8) and Development Plan Overlay (Schedule 5). Pursuant to Clause 32.08 of the Whittlesea Planning Scheme, a planning permit is not required to remove native vegetation from land within a General Residential Zone.

Of particular relevance to this application is the Vegetation Protection Overlay - Clause 42.02 of the Whittlesea Planning Scheme, which requires a planning permit for the removal, destruction and lopping of native vegetation on land affected by the overlay. Schedule 1 to this overlay relates to the River Red Gum Grassy Woodland region within the Mernda, Doreen and South Morang areas, where the subject site is located. This schedule has the following objectives:

- *To preserve and maintain significant vegetation and the character of the area;*
- *Maintain soil qualities and minimise the impacts of erosion; and*
- *Preserve natural habitat for flora and fauna.*

## Particular Provisions

### Clause 52.17 – Native Vegetation

Pursuant to Clause 52.17 of the Whittlesea Planning Scheme, planning approval is required to remove, destroy or lop native vegetation, including dead vegetation, on land that together with all contiguous land in one ownership, has an area greater than 0.4 hectares. This does not apply:

- *If the table to Clause 52.17-6 specifically states that a permit is not required.*
- *To the removal, destruction or lopping of native vegetation specified in the schedule to this clause.*
- *To an area specified in the schedule to this clause.*

Under the exemptions of Clause 52.17-6, a planning permit is not required for the removal of planted native trees described above. However, a planning permit is required for the removal of the 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125).

## REFERRALS

### Internal

The application was referred internally to Council's Parks and Open Space Department and Sustainability Planning Unit.

Council's Parks and Open Space Department considered the application and offered no objection to the removal of 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four (4) planted River Red Gum trees (*Eucalyptus camaldulensis*) and 84 planted Victorian native trees of which only 13 are indigenous to this part of Victoria as these trees will be significantly impacted upon as a result of road works and service provision associated with the proposed subdivision. Council's Parks and Open Space Department also stated that the trees had all been planted for amenity or woodlot purposes which is consistent with the Mernda West Development Plan which does not identify any remnant trees within the subject site. However, Council's Parks and Open Space Department notes that six River Red Gums (Tree Nos 73, 83A, 83, 84, 89 and 90), 11 native Victorian trees comprising Yellow Box and Spotted Gum (Tree Nos 70, 74-78, 80-82, 85 and 86) and 3 Non-Victorian Australian natives comprising Rusty Gum (Tree Nos 71, 72 and 79) could be retained within an open space reserve.

Council's Sustainability Planning Unit advises that the proposal to remove the vegetation from the land is acceptable subject to the inclusion of conditions on any permit that issues.

## PLANNING COMMENTS

Council acknowledges the importance of native vegetation, and in particular River Red Gum trees, as a visual and environmental feature within the municipality. In this instance, the removal of 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four planted River Red Gum trees (Trees 15, 16, 65 and 92) and 84 planted Victorian native trees (of which only 13 are indigenous to this area of Victoria) is considered acceptable given that it will allow a positive subdivision design outcome and will maximise the longer term protection of six River Red Gums, 11 other native Victorian trees and 3 Non-Victorian Australian natives.

The removal of the vegetation is required to facilitate the proposed subdivision and road layout in accordance with the provisions of the Mernda West Development Plan. It is extremely problematic to produce a development layout that maximises tree retention whilst providing a subdivision layout which ensures appropriate integration, lot size diversity, efficient open space provision, movement, and appropriate streetscape design. In this instance, it is considered that the proposed subdivision layout makes efficient use of the site and produces a positive design outcome which includes the:

- Protection of the most significant trees within the public realm within an open space tree reserve rather than in a body corporate area.
- Provision of a range of residential lot sizes.
- Provision of a subdivision layout which promotes allotment frontage to roads (rather than side/rear fences).
- Provision of a subdivision layout which integrates with the surrounding area.
- Provision for public road connectivity and permeability within and external to the subject site.

A number of trees proposed to be removed are also located within proposed residential allotments. These trees will be significantly impacted by earthworks, road works, crossovers



and filling. Even if these trees could be retained, they will invariably grow very large and may represent a significant hazard to private property and people in the future. The fact that these trees appear to be located in private lots would also mean Council would not be able to access the trees to undertake maintenance, including hazard reduction, pruning etc.

The arboricultural and ecological assessments provided by the applicant confirm that the River Red Gums earmarked for removal are of poor to fair structure. In addition, the four planted River Red Gum trees and 84 planted Victorian native trees have all been determined to be planted for amenity or woodlot purposes, which is consistent with the Mernda West Development Plan which does not identify any remnant trees within the subject site.

The removal of the removal of 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four planted River Red Gum trees (Trees 15, 16, 65 and 92) and 84 planted Victorian native trees (of which only 13 are indigenous to this area of Victoria) is considered appropriate in this instance as it will allow a balanced outcome to be provided by facilitating development that accords with the relevant policies of the Whittlesea Planning Scheme and Mernda West Development Plan.

It is considered that the relevant policy objectives relating to Clauses 22.10 (River Red Gum Protection Policy), 42.02 (Vegetation Protection Policy Overlay Schedule 1), and 52.17 (Native Vegetation Removal) of the Whittlesea Planning Scheme have been appropriately addressed in the planning assessment. Offsets in accordance with the provisions 'Biodiversity Assessment Guidelines (DEPI 2013) and Native Vegetation Gain Scoring Manual (DEPI 2013)' may be required as a condition on any permit that issues.

#### **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

#### **CONCLUSION**

It is considered that the removal of 0.305 hectares of Valley Grassy Forest (EVC 47) and Plains Grassy Wetland (EVC 125), four planted River Red Gum trees and 84 planted Victorian native trees is in accordance with the relevant provisions of the Whittlesea Planning Scheme. The removal of four planted River Red Gum trees of fair to poor structure and 84 planted Victorian native trees is acceptable given the support by Council's Parks and Open Space Department and Sustainability Planning Unit and the retention of six River Red Gums, 11 native Victorian trees and 3 Non-Victorian Australian natives in an open space reserve. The vegetation removal is justified given the need to facilitate the construction of the subdivision and road network in order to provide for efficient access to a planned community.

Accordingly, it is recommended that the application for the removal of native vegetation be supported subject to appropriate conditions.

#### **RECOMMENDATION**

**THAT Council resolve to approve Planning Application No. 716369 and issue a Planning Permit for the removal of native vegetation at 60 Sackville Street, Mernda in accordance with the endorsed plans and subject to the following conditions:**

- 1. No native vegetation may be removed until such time as a planning permit has been issued for the multi-lot subdivision of land at 60 Sackville Street, Mernda (Application No. 716121).**

2. No trees, dead or alive, or remnant vegetation, other than that shown on the endorsed plan, shall be destroyed, felled, lopped, ring barked or uprooted, without the consent of the Responsible Authority.
3. Prior to the commencement of the tree removal works, all scattered trees and remnant vegetation to be retained must be protected in the following manner:
  - a) Trees are to be protected in accordance with the Tree Protection Zone (TPZ) to the standards requirements by the City of Whittlesea (SDL.2.01) and areas of native vegetation to be retained must be temporarily fenced. Fencing must comply with the Australian Standard for the protection of trees/native vegetation on development sites (AS4970-2009).
  - b) Fencing must be signposted as 'Tree Protection Zone' or "No Go Zone" and must remain in place for the entire construction period.
4. In order to offset the removal of native vegetation (habitat hectares and scattered tree) approved as part of this permit, the applicant must provide a native vegetation offset that is in accordance with the Permitted Clearing of Native Vegetation – Biodiversity assessment guidelines and the Native Vegetation Gain Scoring Manual. The offset must contribute a gain of the required general biodiversity equivalence units, be located within the boundary of the Whittlesea municipality or the Port Phillip and Westernport Catchment Management Authority area, and have a strategic score of at least 80 per cent of the strategic biodiversity score of the native vegetation approved for removal. Before any native vegetation is removed, evidence that an offset has been secured must be provided to the satisfaction of the Responsible Authority.
5. Prior to removal, the subject trees must be inspected by a suitably qualified and experienced zoologist to determine the presence of animals living or nesting in the tree. Should any native animals be detected, reasonable steps must be taken to capture and relocate such animals as recommended by the zoologist.
6. Each tree nominated for removal must be suitably marked prior to the commencement of any works and an inspection arranged with an appropriate Council officer to verify that the trees marked accords with this permit.
7. The applicant must contact Council's Parks and Open Space Department to arrange for an appropriate officer to be present on site to supervise the removal of the trees.
8. The project manager is to ensure that tree removal is carried out in a safe manner.
9. The project manager is to locate all services either above or below ground prior to the commencement of any works.
10. Stumps and any surface roots are to be ground down below ground level. Ground and chipped material to a depth of 50mm is to be removed from site at the direction of the project manager. The project manager must supply and replace suitable topsoil and seed the area making certain that the reinstated ground surface is level, even and safe.
11. All stumps not removed immediately after removal of the tree are to be paint marked with a suitable bright yellow reflective marking paint.
12. All stumps must be removed within 14 days of removal of the tree.
13. After a tree has been felled, the tree must be protected from firewood harvesting

- via temporary fencing and signage to the satisfaction of Council until such time as the tree has been relocated for habitat or mulched.
14. Wherever possible and appropriate, native trees to be removed should be retained for use in core conservation areas for habitat purposes or reused in open space as urban art, park furniture and/or other uses determined appropriate by the Responsible Authority.
  15. All timber greater than 300mm in diameter that cannot be reused as habitat, furniture or another use determined as appropriate by the Responsible Authority shall be hammer milled and shredded for reuse as mulch within the subject site.
  16. All timber less than 300mm in diameter and branch/leaf material shall be shredded for re-use as mulch within the subject site.
  17. At the completion of the works, the applicant is to arrange for an appropriate Council officer to inspect the site to ensure compliance with the planning permit.
  18. No buildings or works, including loading and unloading, storage of materials, dumping of waste, vehicle access, parking and other construction activity is to occur within a tree protection zone without the written consent of and to the satisfaction of the Responsible Authority.
  19. The permit for tree removal expires if it is not commenced and completed within two years after the issue of the permit. Before the permit expires or within three months afterwards, the owner or occupier of the land to which it applies may ask the responsible authority for an extension of time. The Responsible Authority may extend the time within which the use or development or any stage of it may be started or any stage of it is to be completed.

**Notes:**

Prior to the removal of the trees, the permit holder must notify all adjacent landholders that the trees are to be removed with Council consent.

A consulting arborist must be employed to supervise works which may impact upon trees marked for retention on the approved plan.

The consulting arborist must conduct an induction of all personnel involved in construction that may impact on tree protection zones.

Any works within the tree protection zone should be completed or supervised by the consulting arborist.

The area inside the tree protection zone should, where considered relevant by the consulting arborist, be modified in the following manner to enhance the growing environment of the tree and to help reduce stress or damage to the tree:

- the area within the tree protection zone may require mulch with wood chips or compost matter to a depth of 150 millimetres.
- trees may require supplementary watering, with the amount to be assessed by the consulting arborist and determined by the extent of disturbance to the trees roots and climatic conditions.
- where severing of roots (greater than 50 millimetres in diameter) is required directly adjacent to the exclusion zone they must be cut cleanly. Where possible this is to be completed at the beginning of development of the site. Roots are not to be left exposed, but back-filled or covered with damp hessian.

The storing or disposing of chemicals or toxic materials must not be undertaken within 10 metres of any tree protection zone. Where the slope of the land suggests these materials may drain towards a tree protection zone, the storing or disposing of these materials is strictly forbidden.

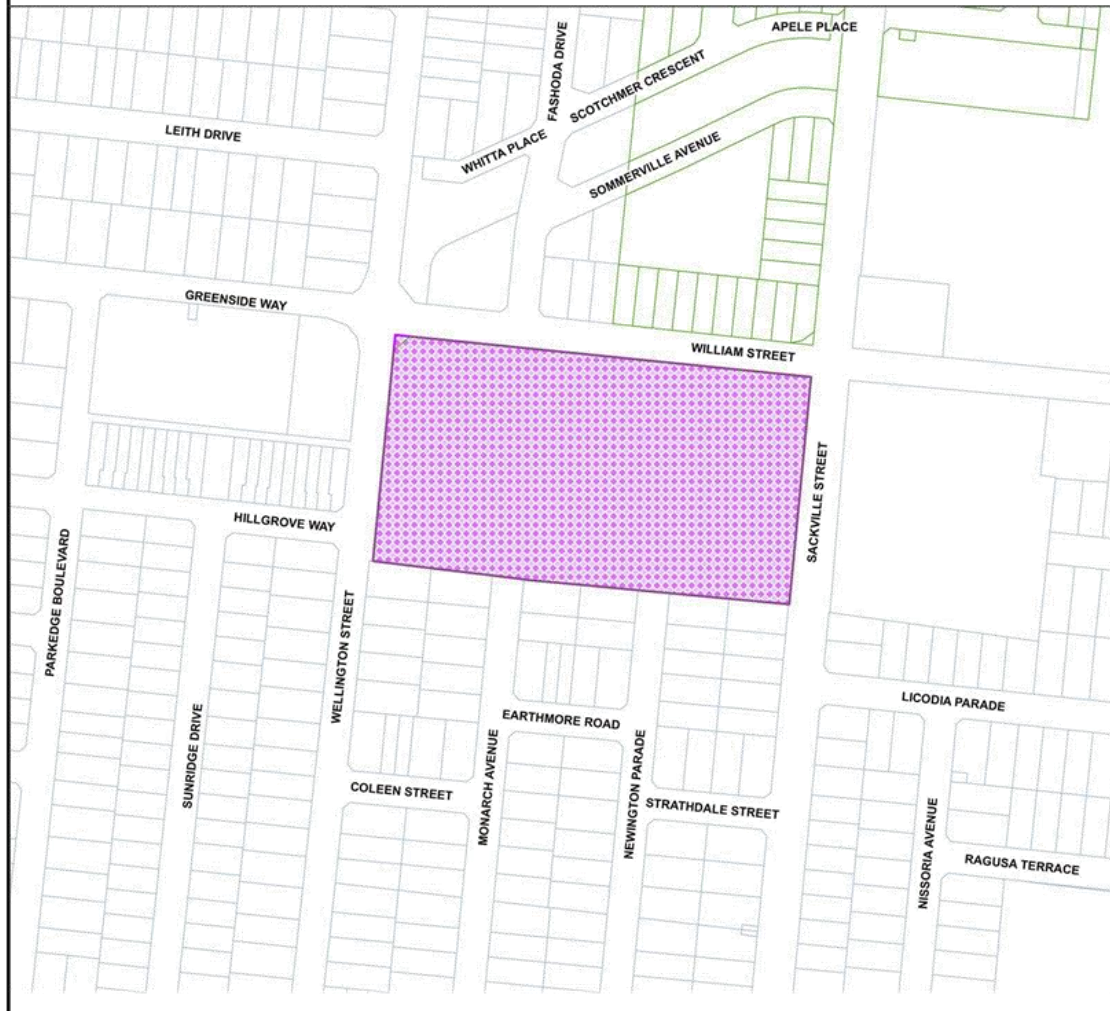
Tree protection envelope fencing is to be constructed to the following requirements:

- Ring lock wire mesh (or equivalent) no less than 1.2 metres high.
- Main posts 100mm treated pine (TP).
- Intermediate posts steel star pickets (SP).
- The corner posts are to be TP with TP stays.
- Every third post is to be TP.
- SP to be placed intermediately between the TP at 3m intervals.
- The ring lock mesh to encircle the structure and be firmly secured at each post.
- Posts must be sunk into the ground by 450mm (there is to be no concrete to secure posts as this may affect p.H. levels).
- The tree protection zone is to be clearly sign posted in accordance with the condition titled Tree Protection Zone fencing.

With the agreement of the responsible authority, tree protection zone fencing may not be provided where permanent reserve fencing is introduced prior to construction. The specification of the permanent fencing must be to the satisfaction of the Responsible Authority.



## PLANNING APPLICATION NO. 716369



**Subject Land**



**City of  
Whittlesea**

## DEVELOPMENT ASSESSMENT REPORT

## PLANNING APPLICATION NO. 716369



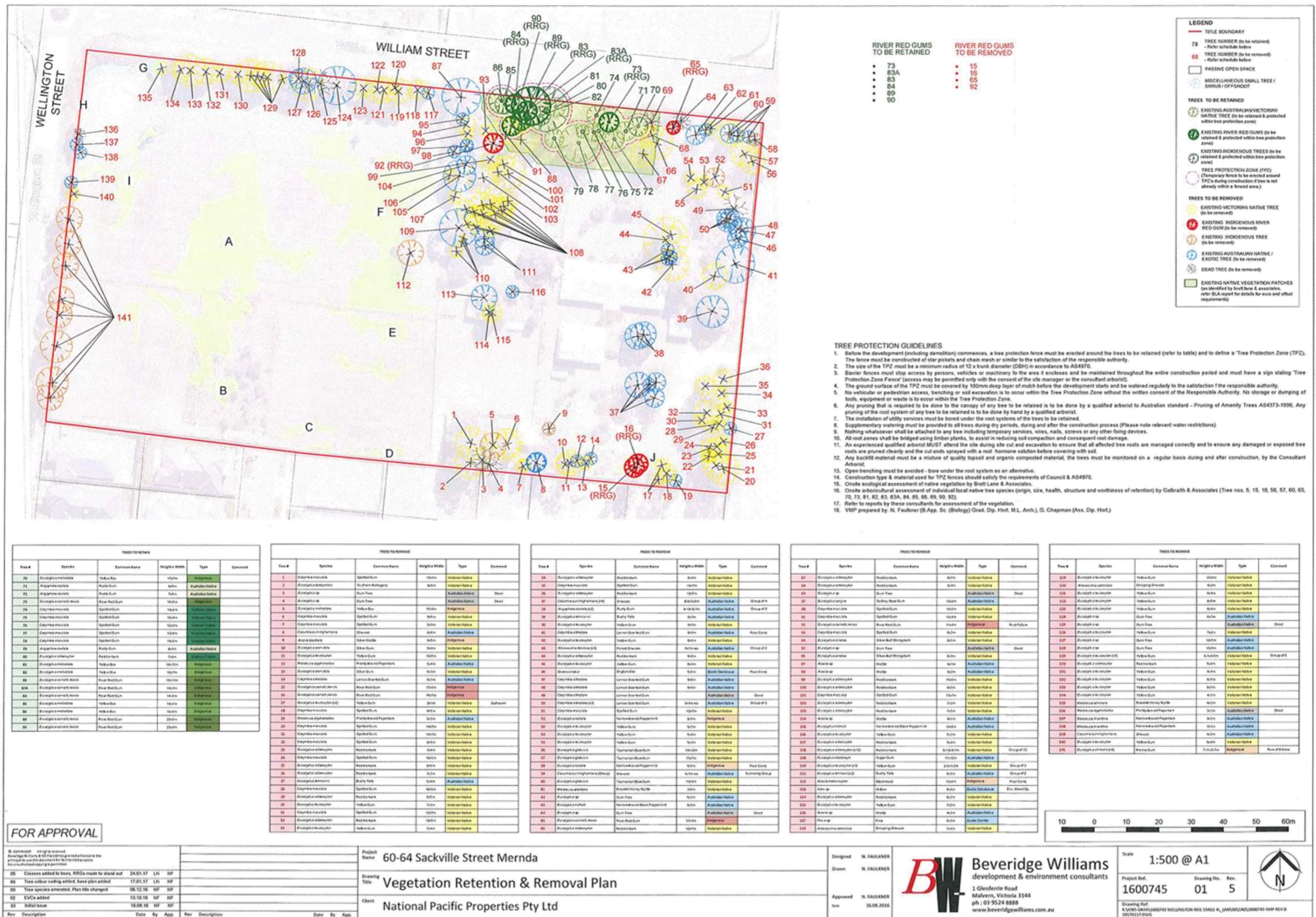
Subject Land



City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT

















Tree Nos. 1-15



Tree Nos 15-19



Tree Nos 20-36



**Tree Nos. 37 and 38**



**Tree Nos 39-41 and 46-50**



**Tree Nos 42-45**





**Tree Nos 51-55**



**Tree Nos 56-69**



**Tree Nos 92- 111**



**Tree No. 112**



**Tree No. 113-116**



**Tree Nos. 117- 128 and 87**





**Tree Nos. 129-135**



**Tree Nos. 136-140**



**Tree No. 141 (group of 8 trees)**







**6.1.12 ROAD RESERVE ADJACENT TO 345W PLENTY ROAD, MILL PARK - REMOVAL OF NATIVE VEGETATION (SINGLE RIVER RED GUM)****File No:** 716389**Attachments:**  
1 Locality Plan [↓](#)  
2 Site Plan [↓](#)  
3 Photo of tree to be removed [↓](#)**Responsible Officer:** Director Planning & Major Projects**Author:** Planning Officer**APPLICANT:** VicRoads**COUNCIL POLICY:** River Redgum Protection Policy**ZONING:** Road Zone (Category 1)**OVERLAY:** Not relevant**REFERRAL:** Nil**OBJECTIONS:** The application was not required to be advertised**RECOMMENDATION:** That the application be approved**REPORT****EXECUTIVE SUMMARY**

An application has been lodged by VicRoads to remove a single mature indigenous River Red Gum within the existing Plenty Road road reserve in Mill Park. The removal of the tree is required to facilitate the upgrade of Plenty Road from four to six lanes between McKimmies Road and Bush Boulevard.

Although planning provisions strongly encourage the retention of indigenous River Red Gums, the removal of this tree is necessary to accommodate critical road infrastructure to service the City's growing population. Engineering and design options to retain the tree are not considered feasible and would result in the project being unviable and would pose unacceptable safety risks to road users.

This report recommends that a planning permit be issued for the removal of the tree. Conditions will ensure that there is an appropriate offset to compensate for the loss.

**SITE AND SURROUNDING AREA**

The tree is located within the Plenty Road road reserve in Mill Park approximately 1.0km north of the Childs Road intersection (see *Attachment 1*). The tree is located between the existing northbound carriageway and a Council-owned tree reserve (345W Plenty Road) (see *Attachment 2*). The Council reserve contains historic significant exotic memorial trees and a shared path running parallel with Plenty Road. The memorial trees are protected within a Heritage Overlay and will be retained as part of the road widening works. Land to the west of the road reserve and Council reserve forms part of the established Mill Park residential area. Existing dwelling back on to the Council reserve.

## PROPOSAL

The application is for the removal of a single indigenous River Red Gum within the existing road reserve (see *Attachment 3*). The removal is required to accommodate the upgrading of Plenty Road from a four lane to six lane divided arterial road (to be undertaken by successful contractors appointed by VicRoads). The upgrade works are associated with a 2.8km section of Plenty Road between McKimmies Road and Bush Boulevard. The works for Stage 1 of the broader Plenty Road upgrade. In addition to the widening of Plenty Road, works will also include new signalised intersections at Mayfield Drive, a new signalised pedestrian crossing between Childs Road and Centenary Drive and the upgrade of four existing signalised intersections.

The above works will involve the removal of previously planted trees within the broader road reserve. However, the tree considered in this report is the only tree that requires planning permission for removal. The subject tree has been assessed by a consulting arborist appointed by VicRoads. The findings from this report confirm that the tree (No. 736) is an indigenous River Red Gum (*Eucalyptus camaldulensis*) with a diameter of 92cm displaying good structure health and form. The tree has a height of 27m and width of 14m.

The tree protection zone and structural root zone characteristics of the tree have been documented in the arborist report. The proposed widening works will occur substantially within these critical zones and for this reason the tree is not capable of retention.

## PUBLIC NOTIFICATION

Advertising of the application was not required as officers formed the view that no persons would be materially affected by the removal.

## PLANNING ASSESSMENT

A planning permit is required for the removal of the tree pursuant to Clause 52.17 of the Whittlesea Planning Scheme. While this provision sets out exemptions from the need to obtain a planning permit for the removal of native vegetation in order to maintain an *existing* road, VicRoads has determined in this instance that the subject tree will require removal as part of proposed new roadworks. An exemption provision is therefore not available.

The State Planning Policy Framework (SPPF) (Clause 12.01) set out provisions for the protection of biodiversity and native vegetation management with an emphasis on avoiding and minimising losses. Where losses are unavoidable offsets are required to contribute to biodiversity gains elsewhere. Other SPPF provisions emphasise the need to improve roads in developing outer suburban areas to cater for car, bicycle and public transport – with an emphasis on providing safe and efficient transport corridors.

Local Planning Policy Framework provisions also require that Council recognise the importance of River Red Gums in providing character and identity to urban areas. Clause 22.10 (River Red Gum Protection Policy) states that tree removal should be limited to only those trees independently assessed as presenting a danger to people and property (which has been demonstrated for the tree in question in the context of the proposed roadworks).

The subject land is included in a Road Zone Category 1 (RDZ1). Council is required to have regard to the views of the relevant road authority (VicRoads) and consider the impact of proposals on the operation of the road and public safety.

Under Clause 52.17 of the Planning Scheme (native vegetation), Council is required to consider the steps that have been taken to minimise impacts and losses. For the current proposal, Council can be satisfied that there are no viable alternatives to retain the tree. The alignment of the road and its widening cannot be deviated around the tree (and the area required for its long term protection) without significant impacts on road function and safety.

Any realignment would also prejudice the ability of Plenty Road to accommodate a light rail extension within the central median at a future date.

VicRoads is committed to providing an offset for the loss of the tree under conditions of permit. In addition, it should be noted that the upgrading of Plenty Road will be accompanied by urban and landscape design treatments which will include supplementary planting (in addition to the offset requirements). Further conditions will ensure that the removed tree continue to be used for habitat purposes where feasible.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

VicRoads, as the responsible road authority, have requested the removal of a single River Red Gum, to facilitate the upgrade of Plenty Road. The authority has demonstrated that the loss is unavoidable and necessary under the provisions of the Whittlesea Planning Scheme. Accordingly, it is recommended that a planning permit be issued, including conditions for an offset to compensate for the loss.

## RECOMMENDATION

**THAT Council resolve to approve Planning Application No. 716389 and issue a Notice of Decision to Grant a Permit for the removal of native vegetation (one River Red Gum) on the road reserve of Plenty Road, Mill Park, subject to the following conditions:**

1. The tree authorised for removal under this permit is Tree No. 736 as identified in the *Aboriginal Construction Impact Assessment* (Greenwood Consulting Pty Ltd, 2017).
2. In order to offset the removal of native vegetation approved as part of this permit, the permit holder must provide a native vegetation offset prior to the removal of the native vegetation. The offset must be in accordance with the *Permitted Clearing of Native Vegetation – Biodiversity assessment guidelines* and the *Native Vegetation Gain Scoring Manual*. The offset must contribute a gain of the required general biodiversity equivalence units, be located within the boundary of the Whittlesea municipality or the Port Phillip and Westernport Catchment Management Authority area, and have a strategic score of at least 80 percent of the strategic biodiversity score of the native vegetation approved for removal. Before the native vegetation is removed, evidence that an offset has been secured must be provided to the satisfaction of the Responsible Authority.
3. The permit holder must ensure that the removal of the tree is carried out in a safe manner to the satisfaction of the Responsible Authority and VicRoads.
4. After a tree has been felled, the tree must be protected from firewood harvesting via temporary fencing and signage to the satisfaction of the Responsible Authority and VicRoads until such time as the tree has been relocated for habitat or mulched.
5. Wherever possible and appropriate, the removed tree should be relocated and placed within nearby conservation areas for habitat purposes or reused in open space as urban art, park furniture and/or other uses determined appropriate by

the Responsible Authority or VicRoads.

6. All timber greater than 300mm in diameter that cannot be reused as habitat, furniture or another use determined as appropriate by the Responsible Authority shall be hammer milled and shredded for reuse as mulch in nearby areas.
7. The permit for tree removal expires if it is not commenced and completed within two years after the issue of the permit. Before the permit expires or within six months afterwards, the permit holder may ask the responsible authority for an extension of time. The Responsible Authority may extend the time within which the native vegetation removal may be started or completed.





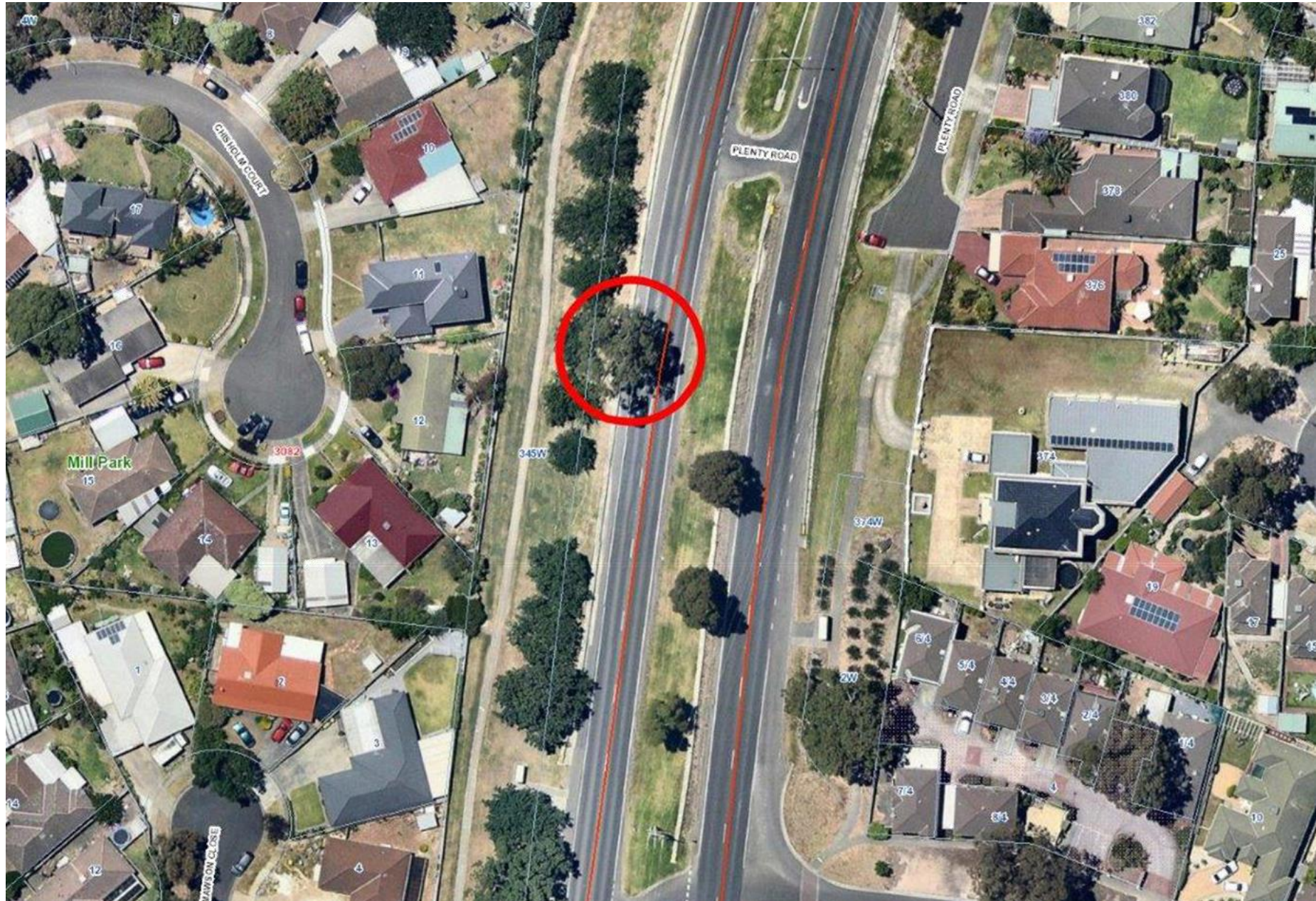
### Tree to be removed

City of  
Whittlesea

## DEVELOPMENT ASSESSMENT REPORT















**6.1.13 95 WILLIAMSONS ROAD, SOUTH MORANG - REMOVAL OF NATIVE VEGETATION (TWO RIVER RED GUMS)**

<b>File No:</b>	<b>716404</b>
<b>Attachments:</b>	<b>1</b> <b>Locality Map</b> <a href="#">↓</a> <b>2</b> <b>Site Plan</b> <a href="#">↓</a> <b>3</b> <b>Photos</b> <a href="#">↓</a>
<b>Responsible Officer:</b>	<b>Director Planning &amp; Major Projects</b>
<b>Author:</b>	<b>Planning Officer</b>
<b>APPLICANT:</b>	<b>City of Whittlesea</b>
<b>COUNCIL POLICY:</b>	<b>River Redgum Protection Policy</b>
<b>ZONING:</b>	<b>Public Use Zone</b>
<b>OVERLAY:</b>	<b>Nil</b>
<b>REFERRAL:</b>	<b>Department of Environment, Land, Water and Planning (DELWP)</b>
<b>OBJECTIONS:</b>	<b>The application was not required to be advertised</b>
<b>RECOMMENDATION:</b>	<b>That the application be approved</b>

**REPORT****EXECUTIVE SUMMARY**

The application seeks approval to remove two mature indigenous River Red Gums on public land under the control of Melbourne Water at 95 Williamsons Road, South Morang. The land currently forms part of a utility installation (water storage reservoirs/ tanks and pump station associated with the Yan Yean Reservoir water main). The subject trees are located on the southern part of the land required for the future extension of Findon Road. This portion of the land is currently not used or proposed to be used for utility purposes. While arrangements for the transfer of the Melbourne Water Land to Council for road purposes is advanced, resolution of the tree removal is required at this time because the trees are located on a section of the proposed road extension in proximity to the Mernda rail corridor and it is necessary that Council and the Victorian Level Crossing Authority (LXRA) coordinate works at this location.

Although planning provisions strongly encourage the retention of indigenous River Red Gums, the removal of the trees is necessary to accommodate critical road infrastructure to service the City's growing population. Engineering and design options to retain the trees are not considered feasible, would result in the project being unviable and would pose unacceptable safety risks to future road users.

This report recommends that a planning permit be issued for the removal of the trees. Conditions will ensure that there is an appropriate offset to compensate for the losses.

**SITE AND SURROUNDING AREA**

The trees are located on public land under the control of Melbourne Water Corporation (MW) (see *Attachment 1*). The public land comprises 95 Williamsons Road (the land on which the

two tree are proposed for removal) and a further land parcel described as 522 McDonalds Road. The above MW land comprises an area of approximately 10ha. The land is used for the purpose of a utility installation and contains four large potable water storage reservoirs. The reservoirs are connected to the Yan Yean to Reservoir water main. Pump stations located on the land assist in the distribution and storage of potable water for the surrounding metropolitan area.

The subject land is bounded by Williamsons Road to the north, the MW pipetrack reservation (historic former Yan Yean aqueduct) to the west, the Mernda rail corridor and former station land to the south and private vacant land to the east. Approximately 2.8ha of the western and southern portion of the MW land has recently been declared surplus to State Government requirements and is in the process of being sold to allow development in and around the proposed Marymede train station. The southwest portion of the land is also surplus to future utility requirements and this land (which contains the two trees proposed for removal) will be transferred to Council and VicRoads for the purpose of the Findon Road alignment.

## PROPOSAL

The Application is for the removal of two indigenous River Red Gums on land proposed for the northern carriageway of the Findon Road extension (*see Attachment 2*). The trees are in very close proximity to the Findon Road overpass of the railway corridor (on which railway works are soon to commence). The two trees have been assessed by ecological consultants appointed by Council who have confirmed that the trees (Nos. 25 and 26) are very large indigenous River Red Gums (*Eucalyptus camaldulensis*) with diameters of 126 and 128cm respectively (*see Attachment 3*). The trees are in good condition.

The alignment of the northern carriageway associated with the Findon Road extension will directly impact on the trees. The reasons why the alignment cannot avoid the trees is set out further in this report.

A number of other native trees within the MW land will also need to be removed to accommodate the future road alignment. However, these additional trees are previously planted trees and their removal is exempt from the need to obtain a planning permit.

## PUBLIC NOTIFICATION AND REFERRAL

Where a responsible authority is also the applicant for a planning permit, the *Planning and Environment Act (1987)* and Clause 67 of the Whittlesea Planning Scheme set out particular notice requirements. In relation to the removal of native vegetation, Council was required to refer the application to the Department of Environment, Land, Water and Planning (DELWP). The authority have indicated that it has no objection to the application subject to appropriate offset requirements.

Advertising of the application more broadly to surrounding property owners and occupiers was not required as officers formed the view that no persons would be materially affected by the removal.

Pursuant to Clause 36.01-3 of the Planning Scheme, an application made on land affected by a Public Use Zone by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager. Council has obtained the consent of MW for the application to be made in relation to the removal of the two trees (subject to Council being responsible for the offsetting and other conditions imposed under any planning permit)

## PLANNING ASSESSMENT

A planning permit is required for the removal of the tree pursuant to Clause 52.17 of the Whittlesea Planning Scheme. While this provision sets out exemptions from the need to



obtain a planning permit for the removal of native vegetation in order to maintain an existing road, the removal in this instance is required for a proposed road. An exemption provision is therefore not available.

The State Planning Policy Framework (SPPF) (Clause 12.01) set out provisions for the protection of biodiversity and native vegetation management with an emphasis on avoiding and minimising losses. Where losses are unavoidable offsets are required to contribute to biodiversity gains elsewhere. Other SPPF provisions emphasise the need to improve roads in developing outer suburban areas to cater for car, bicycle and public transport – with an emphasis on providing safe and efficient transport corridors.

Local Planning Policy Framework provisions also require that Council recognise the importance of River Red Gums in providing character and identity to urban areas. Clause 22.10 (River Red Gum Protection Policy) states that tree removal should be limited to only those trees independently assessed as presenting a danger to people and property (which has been demonstrated for the trees in question in the context of the proposed roadworks).

The subject land is currently included in a Public Use Zone (Schedule 1 – Service and Utility) and at a future date will be included in a Road Zone (Category 1). Under the current zone, Council is required to have regard to the views of relevant public land managers. Both MW and DELWP consent to the application proposal (subject to appropriate offsets). It should also be noted that the Findon Road alignment and its design also accords with the requirements of VicRoads and the LXRA.

Under Clause 52.17 of the Planning Scheme (native vegetation), Council is required to consider the steps that have been taken to minimise native vegetation impacts and losses. For the current proposal, Council can be satisfied that there are no viable alternatives to retain the trees. The alignment of the road cannot in this instance be deviated to the south of the subject trees without significant impacts on road function and safety. The Findon Road extension alignment is highly constrained from an engineering design perspective because of fixed end points, arterial road design speeds, crossings of the MW pipetrack and Mernda rail reservations, the existing MW reservoirs and the location of pylons and overhead wires associated with the high voltage power transmission line easements through which the proposed arterial road must traverse. In this context, it is critical that native vegetation removal be determined at an early stage of the planning process.

Council will be required to provide an offset for the loss of the tree under conditions of permit. In addition, it should be noted that the Findon Road extension will be accompanied by urban and landscape design treatments which will include supplementary planting (in addition to the offset requirements). Further conditions will ensure that removed trees continue to be used for habitat purposes.

#### **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

#### **CONCLUSION**

The removal of two mature River Red Gums is necessary to facilitate the Findon Road extension project. The loss of the two trees has been assessed as unavoidable and necessary under the provisions of the Whittlesea Planning Scheme. Accordingly, it is recommended that a planning permit be issued, including conditions for an offset to compensate for the losses.

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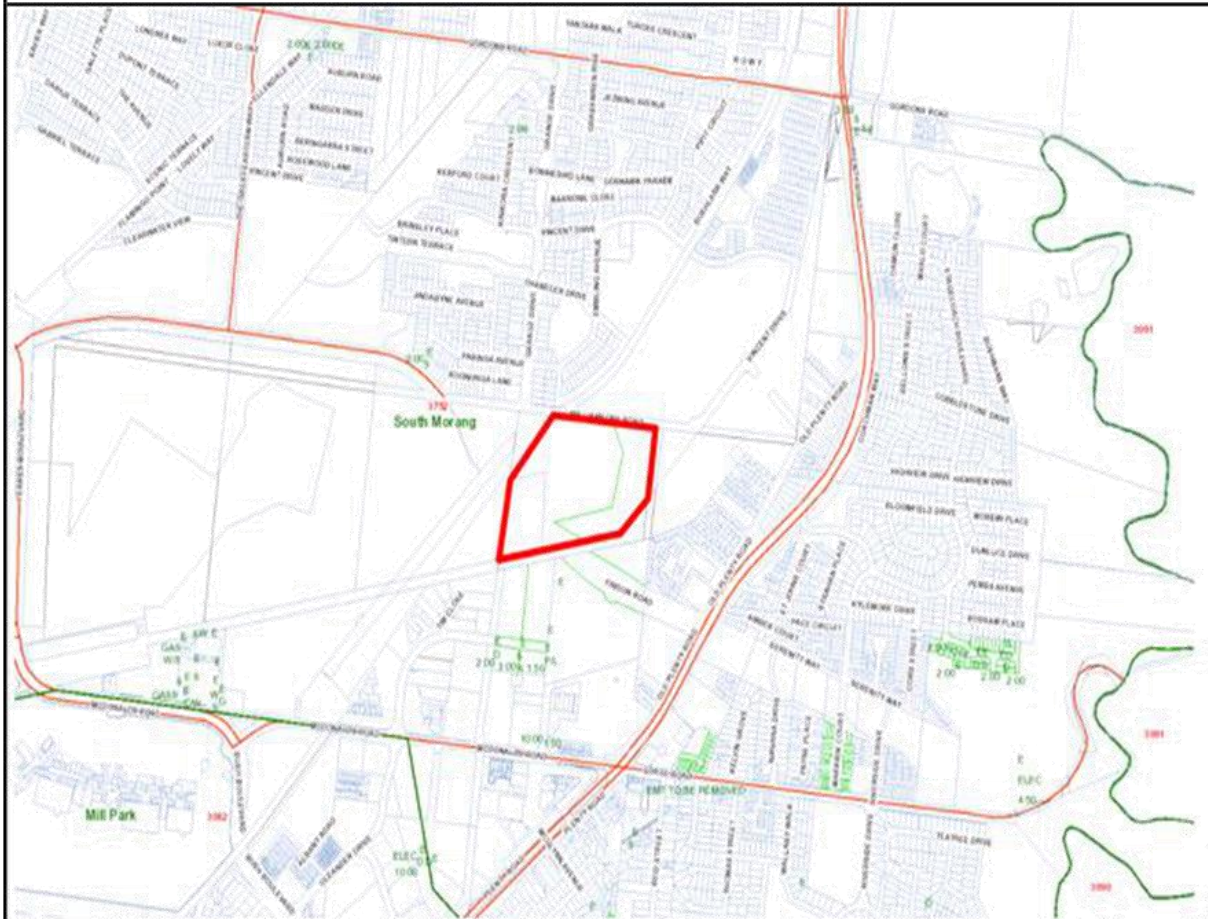
**RECOMMENDATION**

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**THAT Council resolve to approve Planning Application No. 716404 and issue a Notice of Decision to Grant a Permit for the removal of native vegetation (two River Red Gums) on 95 Williamsons Road, South Morang, subject to the following conditions:**

- 1. The tree authorised for removal under this permit are Tree Nos. 25 and 26 as identified in the *Flora and fauna report on land along proposed Findon Road alignment, South Morang (Abzeco, Report 0640, Ver. 1.2, March 2013)*.**
- 2. In order to offset the removal of native vegetation approved as part of this permit, the permit holder must provide a native vegetation offset prior to the removal of the native vegetation. The offset must be in accordance with the *Permitted Clearing of Native Vegetation – Biodiversity assessment guidelines* and the *Native Vegetation Gain Scoring Manual*. The offset must contribute a gain of the required general biodiversity equivalence units, be located within the boundary of the Whittlesea municipality or the Port Phillip and Westernport Catchment Management Authority area, and have a strategic score of at least 80 percent of the strategic biodiversity score of the native vegetation approved for removal. Before the native vegetation is removed, evidence that an offset has been secured must be provided to the satisfaction of the Responsible Authority.**
- 3. The permit holder must ensure that the removal of the tree is carried out in a safe manner to the satisfaction of the Responsible Authority and Melbourne Water Corporation.**
- 4. After a tree has been felled, the tree must be protected from firewood harvesting via temporary fencing and signage to the satisfaction of the Responsible Authority and VicRoads until such time as the tree has been relocated for habitat or mulched.**
- 5. Wherever possible and appropriate, the removed trees should be relocated and placed within nearby conservation areas for habitat purposes or reused in open space as urban art, park furniture and/or other uses determined appropriate by the Responsible Authority or Melbourne Water.**
- 6. All timber greater than 300mm in diameter that cannot be reused as habitat, furniture or another use determined as appropriate by the Responsible Authority shall be hammer milled and shredded for reuse as mulch in nearby areas.**
- 7. The permit for tree removal expires if it is not commenced and completed within two years after the issue of the permit. Before the permit expires or within six months afterwards, the permit holder may ask the responsible authority for an extension of time. The Responsible Authority may extend the time within which the native vegetation removal may be started or completed.**

## PLANNING APPLICATION NO. 716404



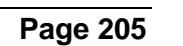
 Subject site



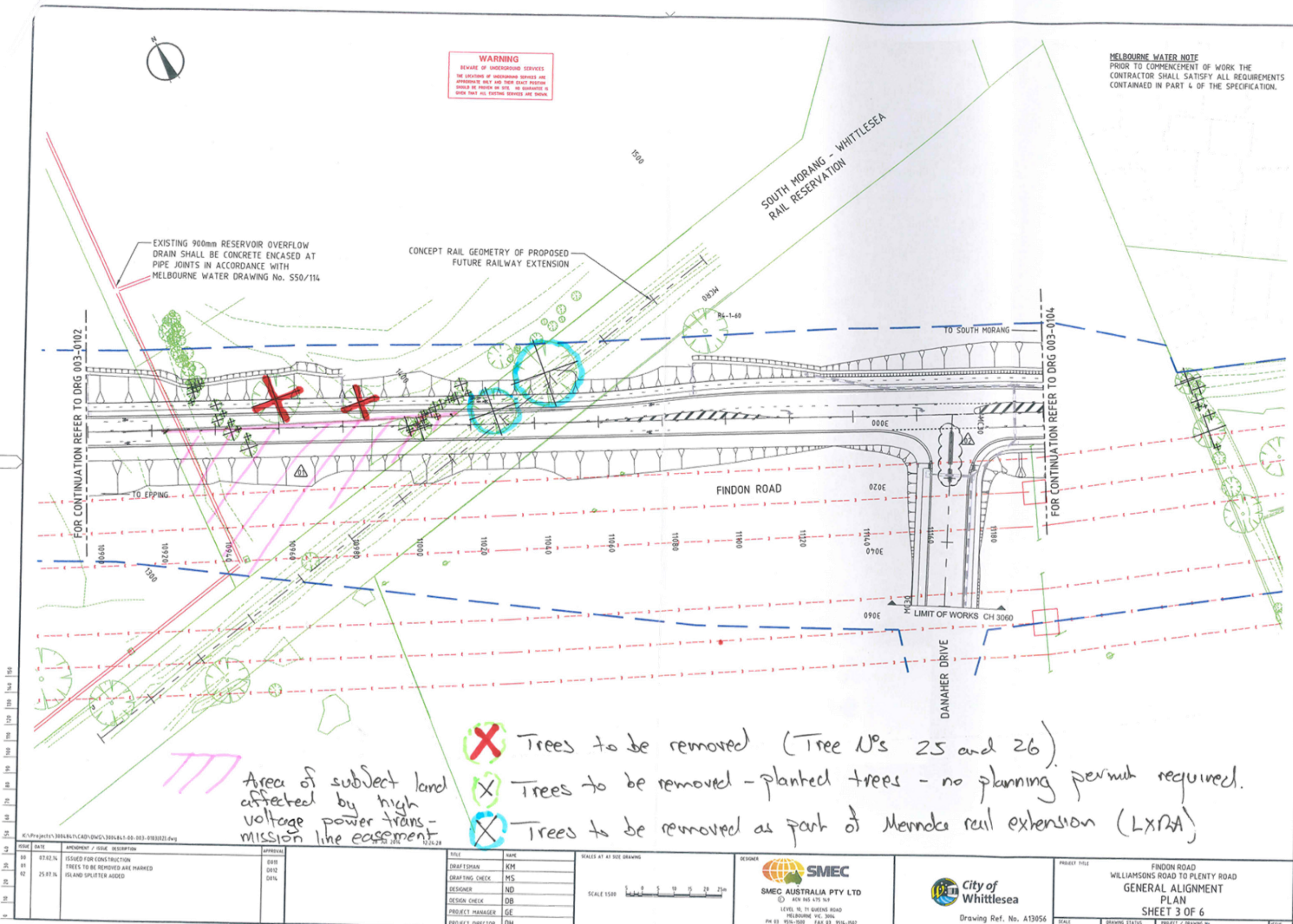
## DEVELOPMENT ASSESSMENT REPORT



















**6.1.14 310 & 290A BRIDGE INN ROAD, MERNDA - USE AND DEVELOPMENT OF A  
CHILDCARE CENTRE****File No:** 715886**Attachments:**  
**1** Locality Maps [↓](#)  
**2** Development Plans [↓](#)  
**3** Development Plan Overlay - Schedule 27 (Fairview  
Development Plan) [↓](#)**Responsible Officer:** Director Planning & Major Projects**Author:** Manager Development Assessment**APPLICANT:** Watersun Homes**COUNCIL POLICY:** Clause 22.05 Child Care Centre Policy**ZONING:** General Residential Zone**OVERLAY:** Incorporated Plan Overlay (Schedule 1)  
Development Plan Overlay (Schedules 5 and 27)  
Development Contributions Plan Overlay (Schedule 5)  
Vegetation Protection Overlay (Schedule 1)**REFERRAL:** Nil**OBJECTIONS:** The application was not required to be advertised.**RECOMMENDATION:** That Council refuse the application.**REPORT****EXECUTIVE SUMMARY**

An application has been received to use and develop land for the purpose of a 107-place childcare centre within an area proposed for future residential subdivision. The subject land, comprising an area of 2,015m<sup>2</sup>, is located on the southwest corner of Bridge Inn Road and Wellington Street, Mernda. The proposed site is located at the western edge of the Mernda urban growth area and adjacent to the current Urban Growth Boundary. The site occupies a gateway location to a Green Wedge area and the proposed Quarry Hills Park.

This report was presented to the Council meeting of 11 October 2016, with Council resolving to defer the application.

This report provides an assessment of the application under provisions of the Whittlesea Planning Scheme. It concludes that the use and development is not generally in accordance with incorporated and development plans forming part of the Whittlesea Planning Scheme. Where an application is found not to be generally in accordance with an incorporated or development plan, Council has no ability to issue a planning permit.

An assessment of the planning merits of the application has also shown that the proposal is unable to adequately comply with planning scheme policies relating to childcare centre use and development. The development is also premature as a subdivision framework is yet to be approved for the area. This report recommends that the application be refused.

## **SITE AND SURROUNDING AREA**

The subject site is located on the southwest corner of the Bridge Inn Road and Wellington Street, Mernda (*see Attachment 1*). The land is located within Stage 9 of the Fairview Estate in which subdivision works have recently commenced (*see Attachment 2*). The subject land comprises three proposed residential lots (2 and 4 Wellington Street and 40 Georgia Drive) comprising a combined area of 2,015m<sup>2</sup>. The land falls 7.7m from the rear of the site (195.0 AHD) towards the front (Wellington Street) at 187.3 AHD. The subject site is currently vacant. There are no trees or native vegetation within the area proposed for development.

The subject land occupies an elevated area and the proposed western boundary of the land is defined by the Urban Growth Boundary (UGB). Land outside the UGB is currently being included within the Quarry Hills Park. The western boundary will abut a small hilltop reserve which will form part of the proposed park.

The UGB extends across Bridge Inn Road directly north of the subject land where it continues along a defined contour level. In this context the subject land occupies a gateway leading into and out of the Mernda/ Doreen growth area - separating the growth area with non-urban Green Wedge land. Land to the north is rural in character and not currently proposed for urban development.

A small number of larger lots and associated dwellings are proposed south of Bridge Inn Road and west of the subject land (between the hilltop park referred to above and the UGB/ Quarry Hills Park interface). These lots will be set back from Bridge Inn Road via a service road arrangement. In contrast, the lots proposed on the subject land will protrude close to the Bridge Inn Road corridor making the site prominent.

Land to the east, opposite Wellington Street, comprises the Fashoda homestead heritage place (1B Wellington Street) which is of State heritage significance and contained within a Heritage Overlay. The extent of the registration area was originally approved having regard to the view lines to the heritage place from the west along Bridge Inn Road. Dwellings recently constructed on 5-13 Wellington Street are within the heritage registration area and a Heritage Overlay and are subject to design requirements. The land between 5 Wellington Street and Bridge Inn Road (directly opposite the subject land) cannot be developed with further dwellings to ensure that view lines into the heritage place are not compromised.

The land to the south of the subject site comprises established dwellings associated with Stage 1 of the Fairview Estate although the immediate lot to the south (No. 8) is currently vacant and in private ownership. This landowner has not been notified of the application proposal because, as discussed, further in this report, planning provisions exempt third party notification.

## **SUBDIVISION CONTEXT**

Planning Permit No. 711997 was issued for the subdivision of Fairview Estate in 2010. At that time the UGB ran through the subject land terminating approximately at the corner of Bridge Inn Road and Wellington Street. Not long after the permit was issued, the UGB was extended to allow further land to be included within a residential zone in lieu of the transfer of other land into the Quarry Hills Park. The additional residential land is known as Stage 9. The proposed development is located within this stage.

The subject land is affected by two development plans. The eastern portion of the land (east of the former UGB) is with Development Plan Overlay Schedule 5 (DPO5) and the western portion of the land (west of the former UGB) is within Development Plan Overlay Schedule 27 (DPO27). Development plans have been approved by Council for each respective schedule area. Because the current proposal straddles both DPO areas, the requirements of each approved plan must be met. The extent to which the application proposal is generally

in accordance with each respective approved development plan is discussed further in this report.

Stage 9 of the Fairview Estate was approved as an amendment to the existing subdivision permit. However, this permit lapsed on 13 April 2016 because as of that date Stage 9 had not been certified. A request to extend this permit was received and following subsequent legal advice indicating an ability to consider the matter, was approved on 22 November 2016 as there had been no change in circumstance and a majority of the subdivision works had been completed out on site.

The permit holder was advised at the same time that the requirements of the subdivision, specifically design and development guidelines for all lots that remained outstanding must be completed prior to the issuing of a Statement of Compliance that may necessitate amending the subdivision permit.

The implications of the subject land not having a title are discussed further in this report.

## **RESTRICTIONS AND EASEMENTS**

A Section 173 agreement AK037024V is registered on the parent title. The agreement relates to transfer of open space relating to the Quarry Hills Park, payment of development contributions and requires that development be in accordance with the approved development plan. Further restrictions are likely to be placed on titles approved under a subdivision permit.

## **PROPOSAL**

It is proposed to use and develop part of the land for the purpose of a childcare centre (see *Attachment 2*). The centre is anticipated to accommodate 107 children and associated staff and will operate between 6.30am and 6.30pm Monday- Friday.

The proposal includes a car park at the front of the site which accommodates 25 parking spaces including one 'access for all' space. A single crossover is proposed from Wellington Street.

Due to the fall of the land, the proposed building will be split level. On the ground level at the front of the site is undercover parking and above that is the main part of the centre, which includes all the playrooms, reception and amenities. On the upper level are 'staff only' areas. Service plant will also be accommodated on the upper level (to avoid the plant being placed in the roof). The outdoor play areas will be provided along the sides and rear of the site with direct access from the playrooms. To achieve level play areas significant fill will be required.

The overall height of the building will vary with extensive site cut and fill to deal with the fall of the land. From the front of the site (Wellington Street) the building will be 10.0m in height. From the north (Bridge Inn Road) the building will appear to be 7.8m in height. The building will result in 48 percent site coverage. The building form includes a pitched roof and external materials including face brickwork on the lower level, render finish for the upper level and sections of painted 'Axon' cladding. At the frontage of the site there will be retaining walls and 3.7m high screening of 'Alucobond' cladding and feature screens provided where the building and undercroft parking commences.

The proposed building will address Wellington Street, with the access point leading to stairs and a lift to the reception area from the parking area (beneath the main floor level).

## **PUBLIC NOTIFICATION**

Pursuant to Clause 43.03-2 and 43.04-2 of the Whittlesea Planning Scheme, an application which is generally in accordance with an incorporated plan and a development plan is

exempt from the notice requirements of Section 52(1)(a), (b) and (c) of the *Planning and Environment Act 1987*.

## PLANNING ASSESSMENT

The following State and local planning policies and particular provisions contained within the Whittlesea Planning Scheme are considered relevant to this application.

### State Planning Policy Framework

Clause 10.04 'Integrated Decision Making' encourages planning authorities and responsible authorities to endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. There is concern that the proposed use and development has failed to achieve a balance as set out below.

Clause 15.01-1 (Urban design) sets out strategies to require that development respond to its context and to ensure that transport corridors are integrated with land use planning. For the reasons further set out in this report, it is considered that the site occupies a gateway location and that the height, scaling and massing of development on the site will be out of keeping with the intended lower density objectives for this area.

### Local Planning Policy Framework

Clause 21-08-1 (Urban design) requires that planning decisions pay particular emphasis to major gateways and main roads in future urban areas where quality outcomes are a key objective. Maintenance of the image in areas that have been excluded from urban development is also of vital importance. Objectives seek to upgrade the image and appearance of the city through strategies which require service road treatments or other frontage treatments and substantial landscape setbacks along main and other significant roads (other than in activity centres) (Strategy 1.5); protection of the visual qualities of the Quarry Hills (Strategy 1.8) and improvements in appearance at major entrances (Strategy 1.9).

### Local Planning Policies

#### Child Care Centre Policy (Clause 22.05)

The objective of this policy is to ensure that childcare centres are appropriately located and well-designed, have a minimal impact on the amenity of the area and serve the needs of the community. An assessment of the proposal under the policy is provided below:

*Encourage child care centres to locate adjacent to or in proximity to other community support facilities such as schools, pre-schools, open space, medical centres, and recreational facilities.*

The nearest features to the subject land are:

- Parkledge Park (400m south)
- Gilson College (350m east)
- St Josephs Primary School (2.1km northeast)
- Mernda Primary School (2.4km northeast)
- Bus Route 572 – University Hill to Doreen (1.8km northeast)



In contrast to the assertions made in the application submission, it is considered the subject land is poorly located to the range of facilities and services (both existing and proposed) referred to in the policy. A significant portion of the proposed catchment will comprise non-urban land. While ultimately some of this land will form part of the Quarry Hills Park, it is not proposed to be developed as a key destination that would support the childcare centre proposal.

*Encourage child care centres to locate in proximity to public transport routes.*

The nearest public transport to the site is Bus Route 572 which travels between University Hill and Doreen (1.8km northeast). While a future route along Bridge Inn Road may be provided at a future date, the subject land, located at the edge of the growth area, will lack appropriate integration with public transport services.

*Minimise impacts on residential amenity and enhance access, corner sites are preferred locations for child care centres. Establishment of child care centres within cul-de-sacs and on main roads is discouraged.*

Bridge Inn Road is a designated arterial road which will accommodate a high volume of traffic within a four lane divided carriageway. As access will not be possible via this main road, all access and parking will be required via a single crossover on Wellington Street (a residential street).

*Ensure that the scale and appearance of purpose built child care centres is consistent with surrounding land use, site characteristics, and site location. In residential areas child care centres should have a residential scale, height and building form, which is sympathetic to the character of adjoining dwellings and the streetscape.*

The scale of the built form is not consistent with surrounding character (existing and proposed). Due to the slope of the site combined with the need/ desire to have all the care rooms on the same level and outdoor play space also on the same level, a very large built form will be visible when viewed from the front and sides of the building. The scale is not respectful of the emerging character of the area. The overall height is in excess of 10m, essentially presenting a triple storey built form on land that protrudes onto the Bridge Inn Road corridor.

The Coordinator Urban Design within Council's Strategic Planning and Design Department has undertaken a review of the proposal and supports the above assessment.

*Ensure that access to and from the site is to be designed in such a way as to allow for the safe and efficient movement of vehicle and pedestrian traffic, including safe set down areas.*

The car park provides for the required number of parking spaces. However there are concerns with the safe and efficient movements of vehicles and pedestrians and there is no continuous pedestrian path provided within the car parking area. Additionally, there is no loading bay provided or turning area. The car parking area has the limitation of low clearance where provided in the form of an undercroft. Additionally, there is no direct separated footpath area for pedestrian or bicycles into the site from the site frontage.

*Ensure proposals fulfil a demonstrated need.*

At this stage there are a number of proposed childcare centres that have been approved in better and more accessible locations within the surrounding growth area. These developments are still yet to commence thus it is difficult to determine whether there is demonstrated need.

Based on the assessment of the criteria above, it is considered that the proposal responds poorly to the Child Care Centre Policy. Opportunities were provided to address a number of these issues as part of requests for further information. However, the applicant response disagreed with the officer position.

## GENERAL RESIDENTIAL ZONE

The subject site is located within the General Residential Zone (GRZ1). Pursuant to Clause 32.08-1 of the Whittlesea Planning Scheme, a childcare centre is a section 2 use (permit required). The relevant decision guidelines for non-residential uses and development under the Zone are outlined below:

*Whether the use or development is compatible with residential use.*

A childcare centre is compatible with residential uses in a general sense. The proposed centre is likely to create some noise (children playing), however given the general nature of childcare centres, the peak times for outdoor play are not in the earlier or later hours of operation. Noise generated from the arterial road corridor is likely to be a greater noise source within this particular context.

*Whether the use generally serves local community needs.*

See previous comments in this report.

*The scale and intensity of the use and development.*

The childcare centre will operate from 6.30am to 6:30pm, Monday to Friday with up to 107 children. Impacts on the area are likely to be experienced in the form of traffic movements. The capacity of 107 children and a likely matching number of parents/carers dropping off and collecting children is a relevant consideration when determining impacts on the residential nature of the site. The subject land is remote from activity centres and there are likely to be higher levels of amenity expected in this area by future residents.

*The design, height, setback and appearance of the proposed buildings and works.*

It is considered the design, overall height, setbacks and general appearance of the building will result in an unacceptable outcome that is inconsistent with the existing and proposed residential character and scale of the area. For reasons discussed earlier, the building design coupled with issues of site fall and need for cut and fill will contribute to an adverse outcome.

*The proposed landscaping.*

A concept landscape plan was submitted as part of the application. Council's Parks and Open Space Department raised concerns about the quality of the plan, however this could potentially be addressed through conditions if any permit were to be issued.

*The provision of car and bicycle parking and associated accessways.*

Details of car and bicycle parking are discussed within later sections of this report.

*Any proposed loading and refuse collection facilities.*

It is anticipated that deliveries to the site will be via smaller vehicles for supplies and food. While most supplies may be via a small van, based on other childcare centres it is considered unlikely that all deliveries will be made in this way. There is no loading bay provided to accommodate larger deliveries and possibly inadequate space for a larger vehicle to turn and leave the site. Additionally, it should be noted that since half the car park is beneath the building there may be limitations in accessing this area due to clearance heights. Pedestrian safety within the site is also a concern with the movement of these vehicles.

Concerns have been raised regarding waste collection. Private waste collection should occur from within the site. Undertaking this activity on the roadway has the potential to result in adverse impacts.

*The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

The application was referred internally to Council's City Design and Transport Department which did not raise concerns about safety issues relating to external movements (apart from the waste collection issue). The concerns about amenity of residents through the number of movements at peak drop off and collection times have been raised earlier in this report.

### **CONSIDERATION OF APPLICATION PRIOR TO SUBDIVISION APPROVAL**

As noted previously in this report, the application has been lodged prior to resolution of a number of key subdivision requirements. The previous subdivision approval relating to Stage 9 has only recently obtained an extension with outstanding requirements relating to design guidelines amongst others. The need to address the preferred design treatment for this prominent location including requirements relating to mass, height, setback, view lines and context are critical and must be resolved before this application can progress. In this respect the application is premature until such time as the broader subdivision approval has been fully resolved including the new titles issued.

Contamination and archaeological investigations and requirements under the subdivision permit are also still yet to be resolved in relation to Stage 9 further demonstrating the premature nature of the application.

### **INCORPORATED PLAN OVERLAY – SCHEDULE 1 (MERNDA STRATEGY PLAN)**

The part of the subject land within the former UGB is subject to the Mernda Strategy Plan (MSP) incorporated document. The use and development of the land must generally be in accordance with this plan. The subject land is designated within a low density residential interface. The MSP also designates the land within a 'visually sensitive design area'. It is a requirement of the MSP that 'visually sensitive areas are to be protected by limiting building height and mass. Building materials and colours should reflect local landscape and environmental character.' The planning permit for subdivision (if extended) is required to address these matters.

While the MSP does not prescribe the location of childcare centres, it is considered the development proposal is not in accordance with the low density interface and does not satisfy the requirement seeking to limit building height and mass.

### **DEVELOPMENT PLAN OVERLAY – SCHEDULE 5 (MERNDA WEST DEVELOPMENT PLAN)**

This Development Plan has been prepared in accordance with the MSP incorporated document. It encourages low density residential development in and around the Quarry Hills interface. General design principles seek to ensure that visually sensitive areas (as defined in the MSP) are protected by limiting building height and mass. Lower density housing is to provide a buffer to surrounding rural land uses and the Quarry Hills (p.28) and protection of

key high points (p. 40). The Development Plan does not prescribe the location of childcare centres.

### DEVELOPMENT PLAN OVERLAY – SCHEDULE 27 (FAIRVIEW DEVELOPMENT PLAN)

A more recent Development Plan has been prepared and approved by Council for Stage 9 of the Fairview Estate and includes the subject land. This plan is more prescriptive in terms of outcomes compared with the Mernda West Development Plan. Relevant details of the approved plan as they relate to the site and surrounds are set out below:

- The plan provides for the creation of 78 lots for *single dwelling* development.
- The plan supports conventional density residential development.
- The development plan responds to the natural topography of the site through preferred orientation of roads and lots to avoid extensive earthworks and reliance on large retaining wall structures.
- The plan designates a large 800m<sup>2</sup>+ lot on the western portion of the subject land and nominates the other proposed lots comprising the subject land as 500-600m<sup>2</sup> lots.
- Schedule 27 of the DPO requires that the Development Plan show the 'designation of specific land uses, including non-residential land uses and their integration with existing or future development on land abutting the site.' The approved Development Plan 'supports the creation of residential and public open space land uses'. It does not designate a non-residential land use on the subject land.
- The Development Plan (section 5) states: 'The site is not located in close proximity to a neighbourhood activity centre or other activity node which supports an increased density but is located to adjoin an Urban Growth Boundary on the western fringe of the Mernda growth area.'
- The plan 'clearly details the intended subdivision layout.' (Section 5).
- The proposed road network will not support any level of public transport provision.

It is considered the proposed use and development is not in accordance with the detailed Fairview Development Plan (see *Attachment 3*). This plan would need to be amended to allow consideration of the outcome sought. Such a request has not been made either as part of, or subsequent to, the application being made. (It is the view of the applicant that the current proposal is in accordance with an approved Development Plan). Where an application is not in accordance with a development plan, Council has no discretion to grant a planning permit.

Because there is an exemption from notification of an application on land affected by a DPO, It is reasonable that existing and future residents have some certainty about the form and conditions of use and development under an approved development plan such as that approved under DPO27.

It is the recommendation of this report that the application be refused primarily on the basis that the proposal is not generally in accordance with approved incorporated and development plan. However, because what constitutes 'generally in accordance with' is subject to legal challenge, it is considered appropriate that the application also be refused on secondary grounds relating to the merits of the proposal which in summary are:

- Non-compliance with Child Care Centre Policy.
- Detrimental impact on the amenity of the area because of the location, scale and height of the proposed development.
- Inadequate space for refuse collection.
- Non-compliance of State and local planning provisions relating to urban design and protection of gateway locations.



**DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY – SCHEDULE 8**

Planning approval is not required pursuant to this Overlay, however contributions would be payable in the event that a use and development was approved prior to any subdivision approval.

**CAR PARKING**

Pursuant to Clause 52.06 of the Whittlesea Planning Scheme, the following car parking rates are required for the proposed development:

Proposed Use	Clause 52.06 Car Parking Rate	Size/No.	No. of Spaces required	No. of Spaces provided	Total Planning Scheme Shortfall
Child care	0.22 spaces per child	107 children	23	25	nil

The proposal meets the onsite parking requirement in terms of number of spaces provided.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**CONCLUSION**

refused.

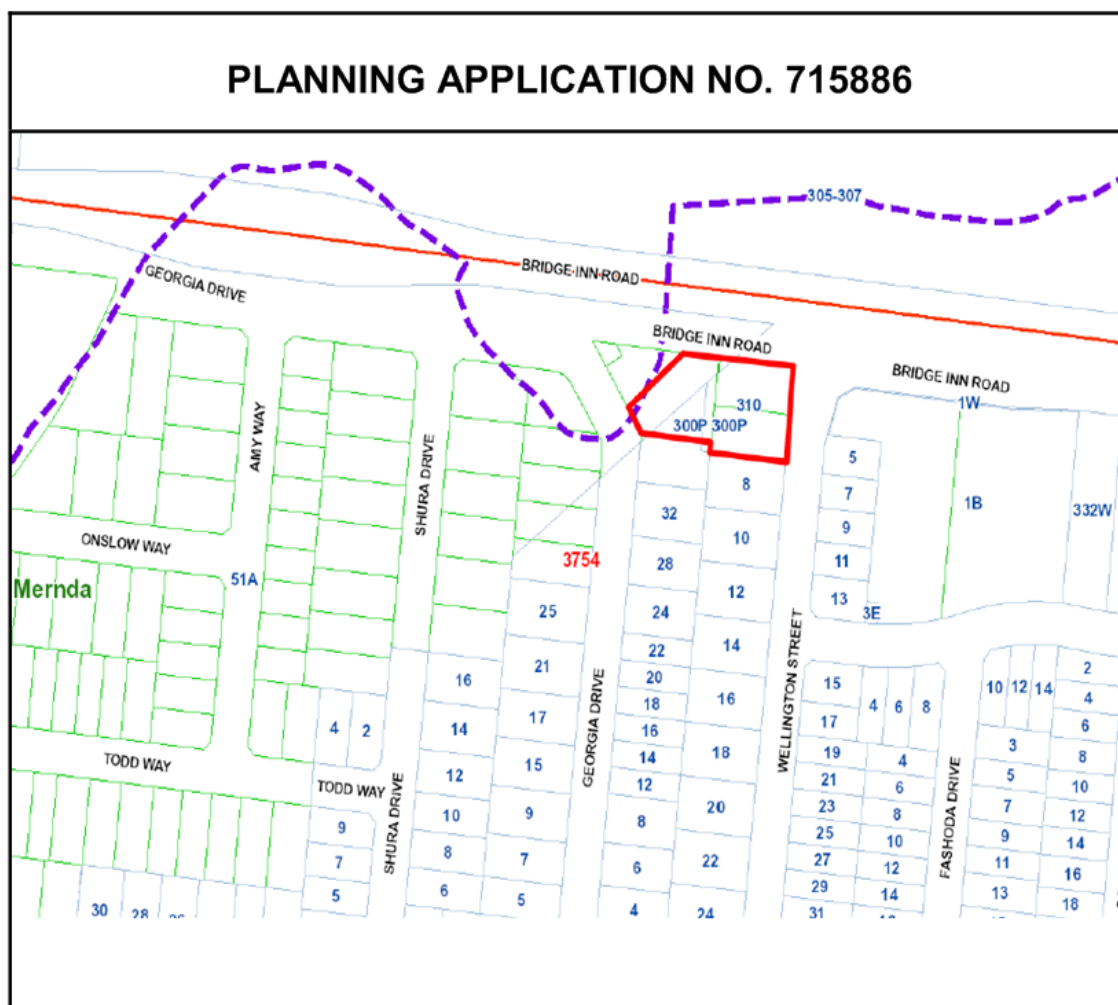
**RECOMMENDATION**


**THAT Council resolve to Refuse Planning Application No. 715886 and issue a Refusal to Grant a Planning Permit for use and development of a child care centre at 290A and 310 Bridge Inn Road, Mernda on the following grounds:**

- 1. The use and development is not in accordance with the Mernda Strategy Plan incorporated document which designates the area for low density development and requires that visually sensitive areas be protected by limiting building height and mass.**
- 2. The use and development is not in accordance with the approved Fairview Development Plan approved pursuant Clause 43.04 (Schedule 27) of the Whittlesea Planning Scheme.**
- 3. The proposal does not adequately demonstrate compliance with Clause 22.05 (Child Care Policy) of the Whittlesea Planning Scheme. In particular the proposal is:**
  - a. Not located in reasonable proximity to other community facilities.**
  - b. Not located in proximity to or adequately connected with existing or proposed public transport infrastructure.**
  - c. Of a scale, mass and appearance that is not consistent with the existing**

and preferred character of surrounding land uses and streetscape.

- d. Not designed to provide for safe and efficient vehicle and pedestrian movements.
- 4. The development will have a detrimental impact on the amenity of the residential area contrary to the decision guidelines at Clause 32.08 relating to non-residential uses, particularly in relation to the scale and intensity of the proposed development and having regard to the context of the land.
- 5. The proposal does not provide adequate space for refuse collection within the site; or for delivery vehicles to park, unload and leave the site in a forward direction without causing internal traffic and parking issues.
- 6. The development is inconsistent with State (Clause 15.01-1) and Local (Clause 21-08-1) frameworks relating to good urban design and does not have adequate regard to the context of the site within a gateway and rural-urban interface location.
- 7. The proposal is premature until such time as the existing subdivision permit relating to Stage 9 of the Estate has been resolved including resolution of all conditions and requirements, especially relating to design and development guidelines and new titles being issued.



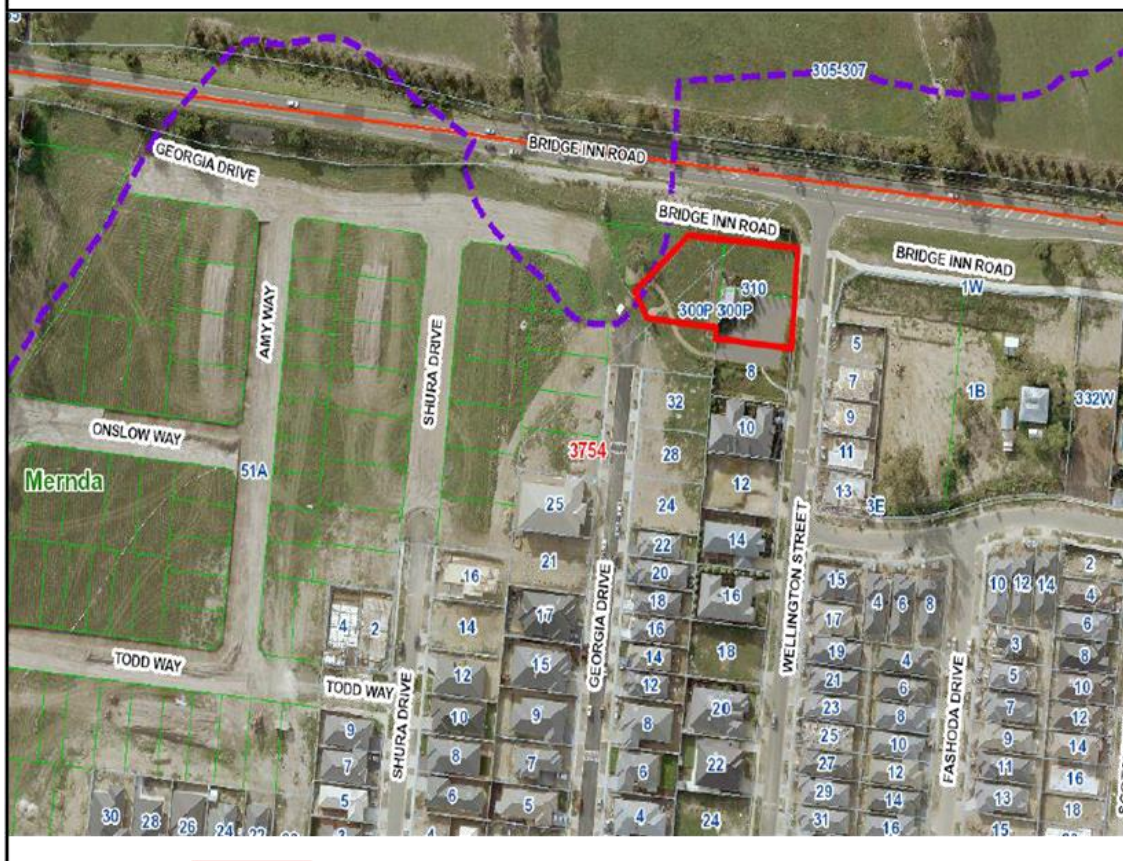
 **Subject Land**



**City of  
Whittlesea**

**ESTABLISHED AREAS PLANNING REPORT**

# PLANNING APPLICATION NO. 715886




 Subject Land



City of  
Whittlesea

ESTABLISHED AREAS PLANNING REPORT





Watersun

More than a home builder

58 Queensbridge Street, Southbank VIC 3006 T +61 3 9693 6222

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CLIENT :

PROJECT :

DESIGN:

PROJECT No.

ISSUE DATE

REV #

BRADEN ELLIS

CHILDCARE CENTRE  
310 BRIDGE INN ROAD  
MERNDA

-

5173A

09-06-16

03

#	DRAWING NAME/AMENDMENTS/REVISIONS	DRAWN BY	DATE
01	ISSUED FOR TOWN PLANNING APPROVAL	KI	08-02-2016
02	AMENDED AS PER PL	KI	21-04-2016
03	REMOVED SIGNAGE SIGNE	KI	09-06-2016
-	-	-	-
-	-	-	-
-	-	-	-
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-	-	-	-
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SHEET INDEX :	
PLANS	
TP.01	1:200 SITE CONTEXT
TP.02	1:200 DESIGN RESPONSE
TP.03	1:200 PROPOSED SITE PLAN
TP.04	1:100 CHILD CARE CENTRE BASEMENT PLAN
TP.05	1:100 CHILD CARE CENTRE GROUND FLOOR PLAN
TP.06	1:100 CHILD CARE CENTRE FIRST FLOOR PLAN
TP.07	1:100 CHILD CARE CENTRE ROOF PLAN
TP.08	1:100 ELEVATIONS
TP.09	1:100 LANDSCAPE PLAN
TP.10	1:200 SHADOW DIAGRAMS



**NOTES**  
Check and verify all dimensions and annotations of work. The drawing shall be used in accordance with all other contract documents including but not limited to, specifications and schedules. All dimensions shall take precedence over verbal instructions.

THIS IS SHEET TP.00 REFERRED TO IN THE CONTRACT  
DATE: 1 / 1 20  
Signed: \_\_\_\_\_  
Date: \_\_\_\_\_  
Signed: \_\_\_\_\_  
Date: \_\_\_\_\_

REVISIONS	
NO.	DESCRIPTION
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2	AMENDED AS PER PL
3	REMOVED SIGNAGE SIGNE

REVISIONS	
NO.	DESCRIPTION

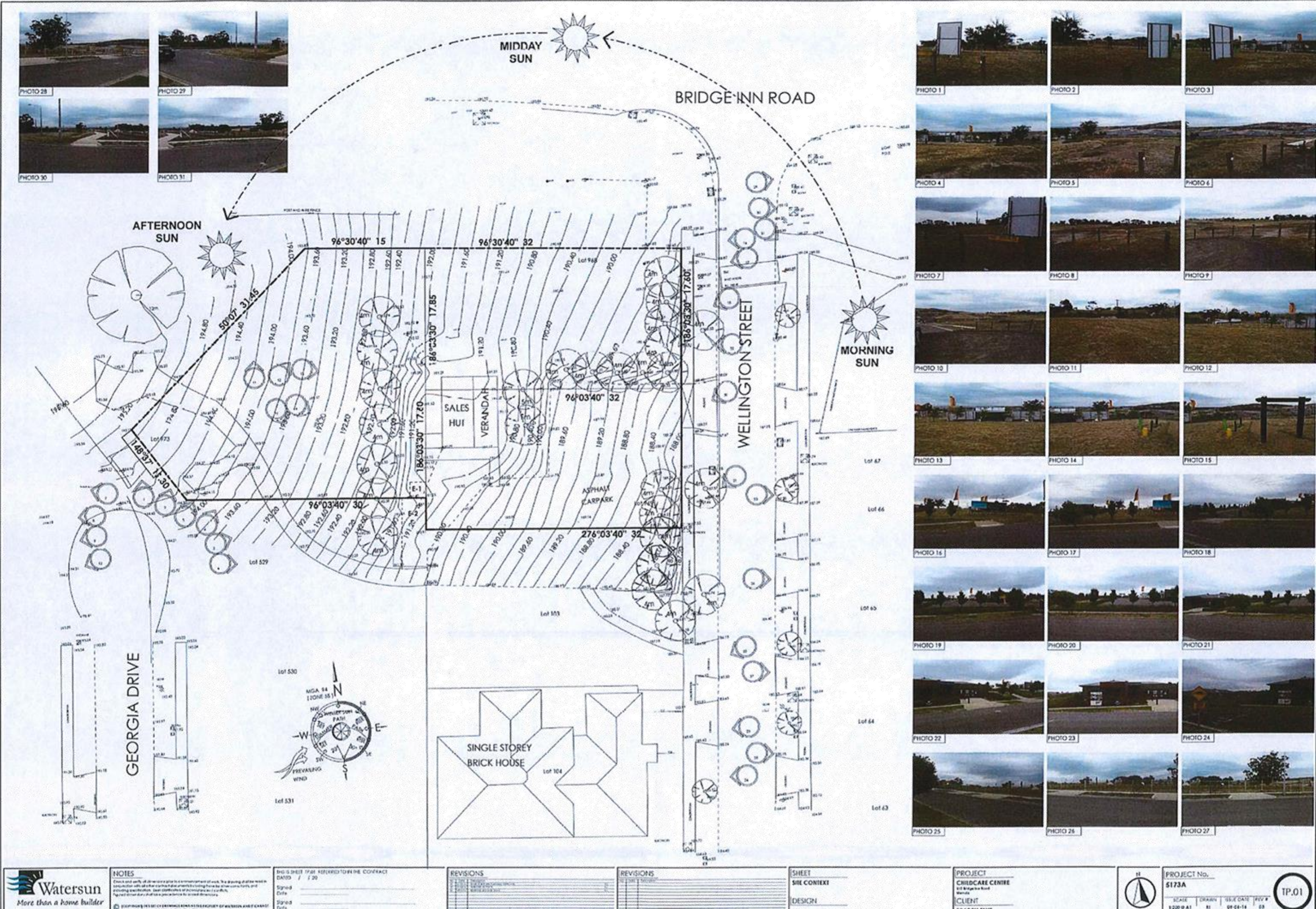
SHEET  
COVER SHEET  
DESIGN

PROJECT  
CHILDCARE CENTRE  
310 Bridge Inn Road  
Mernnda  
CLIENT  
BRADEN ELLIS

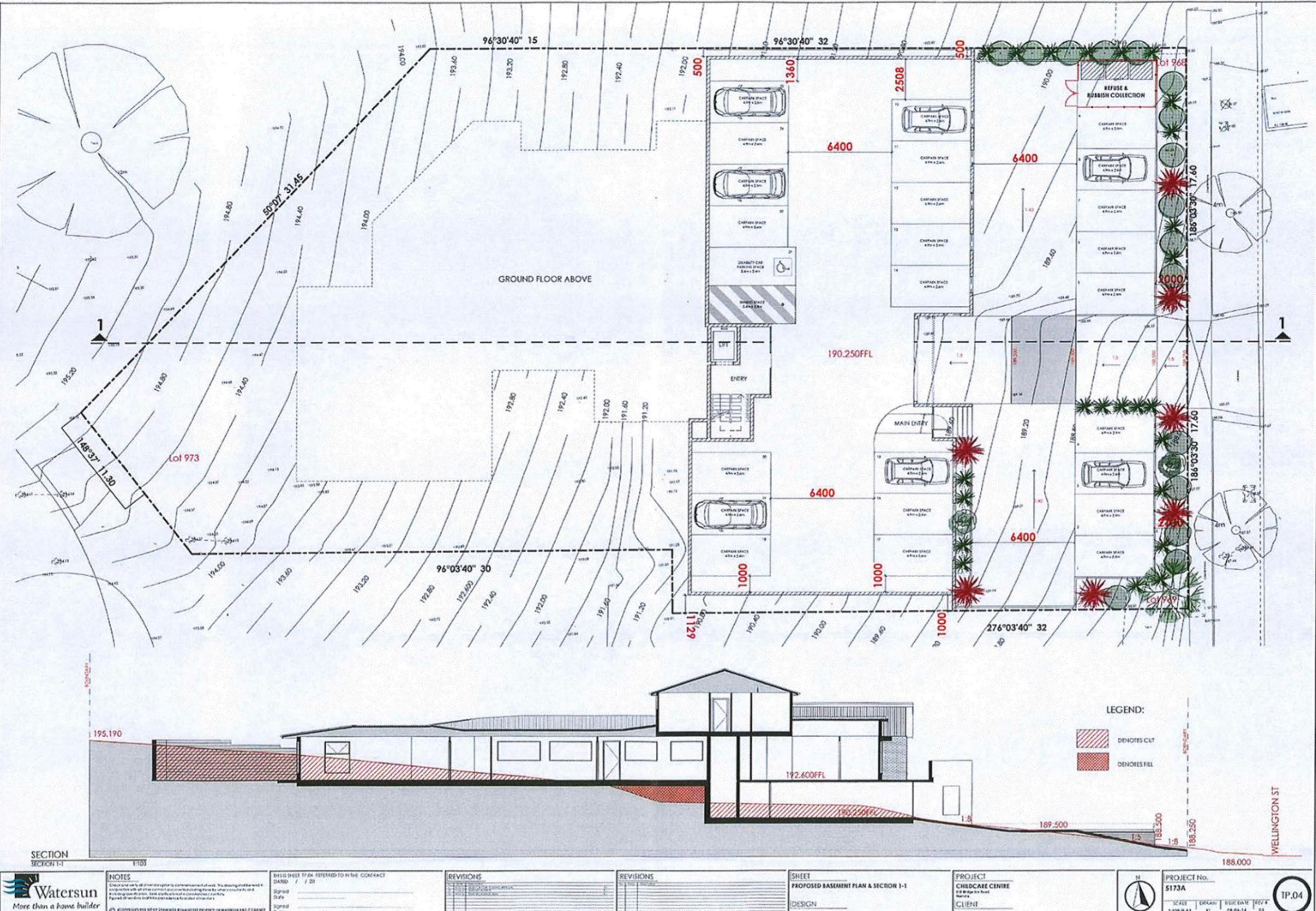


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5173A  
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DRAWN: KI  
ISSUE DATE: 09-06-16  
REV: 03  
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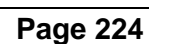




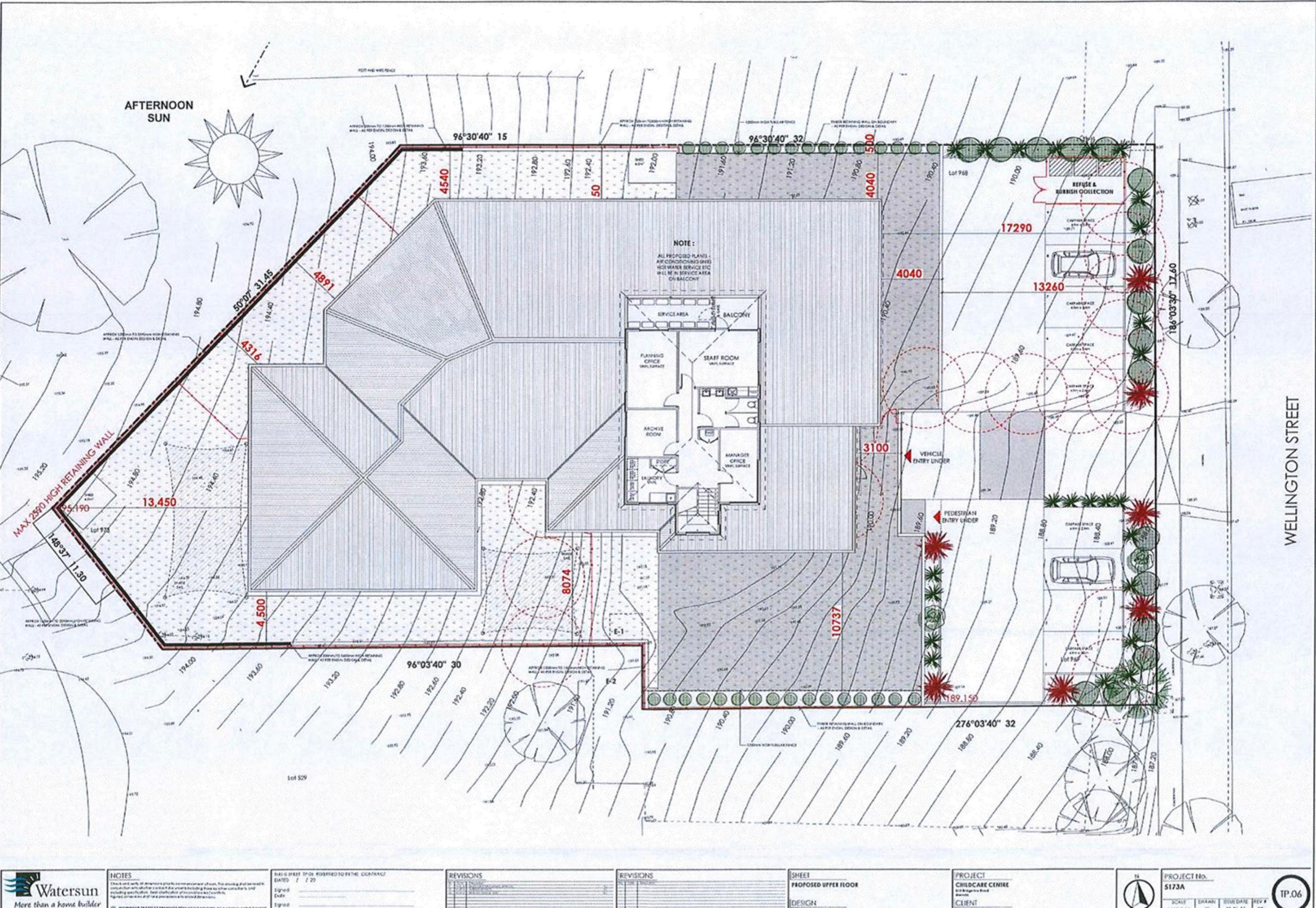




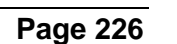




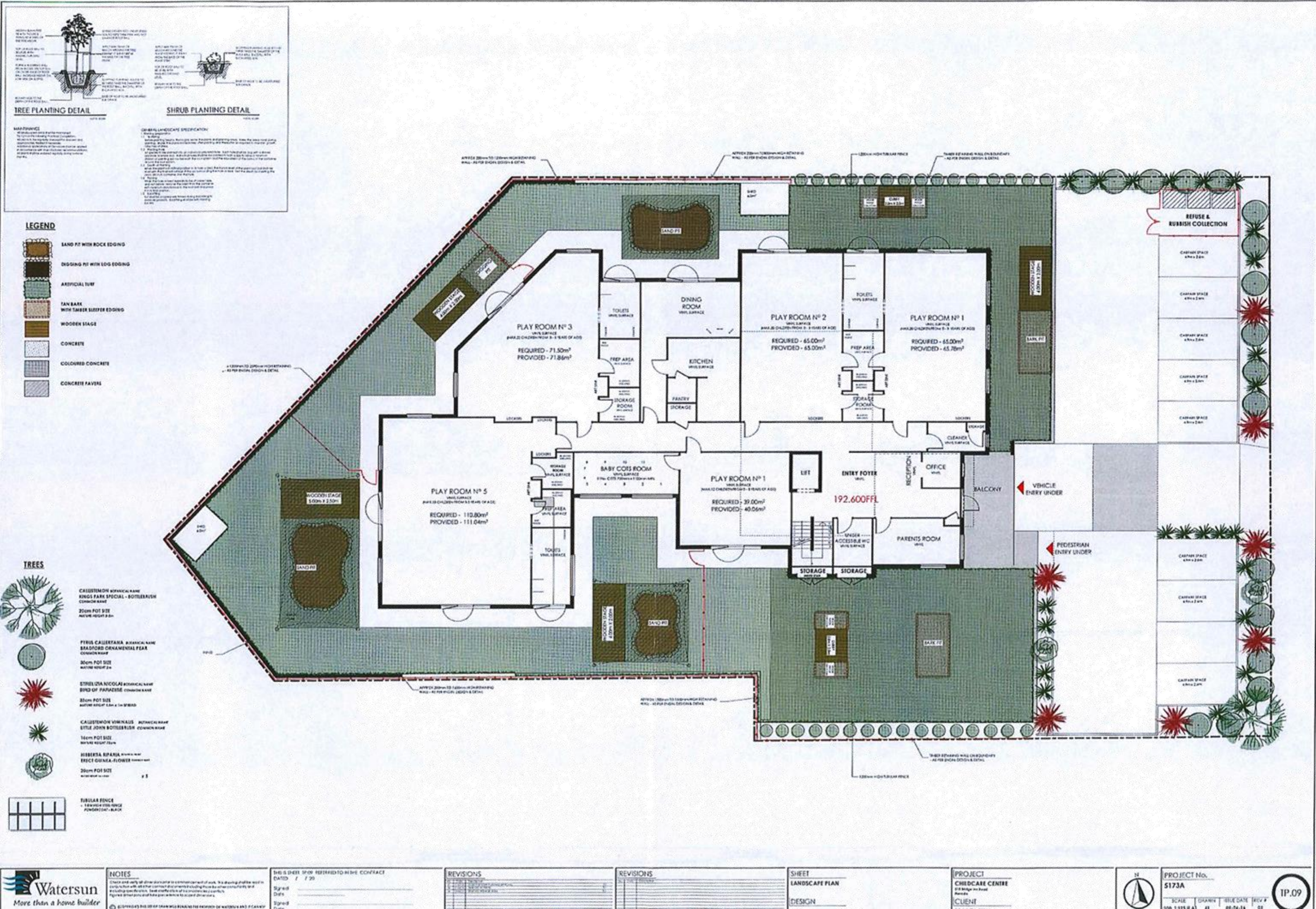








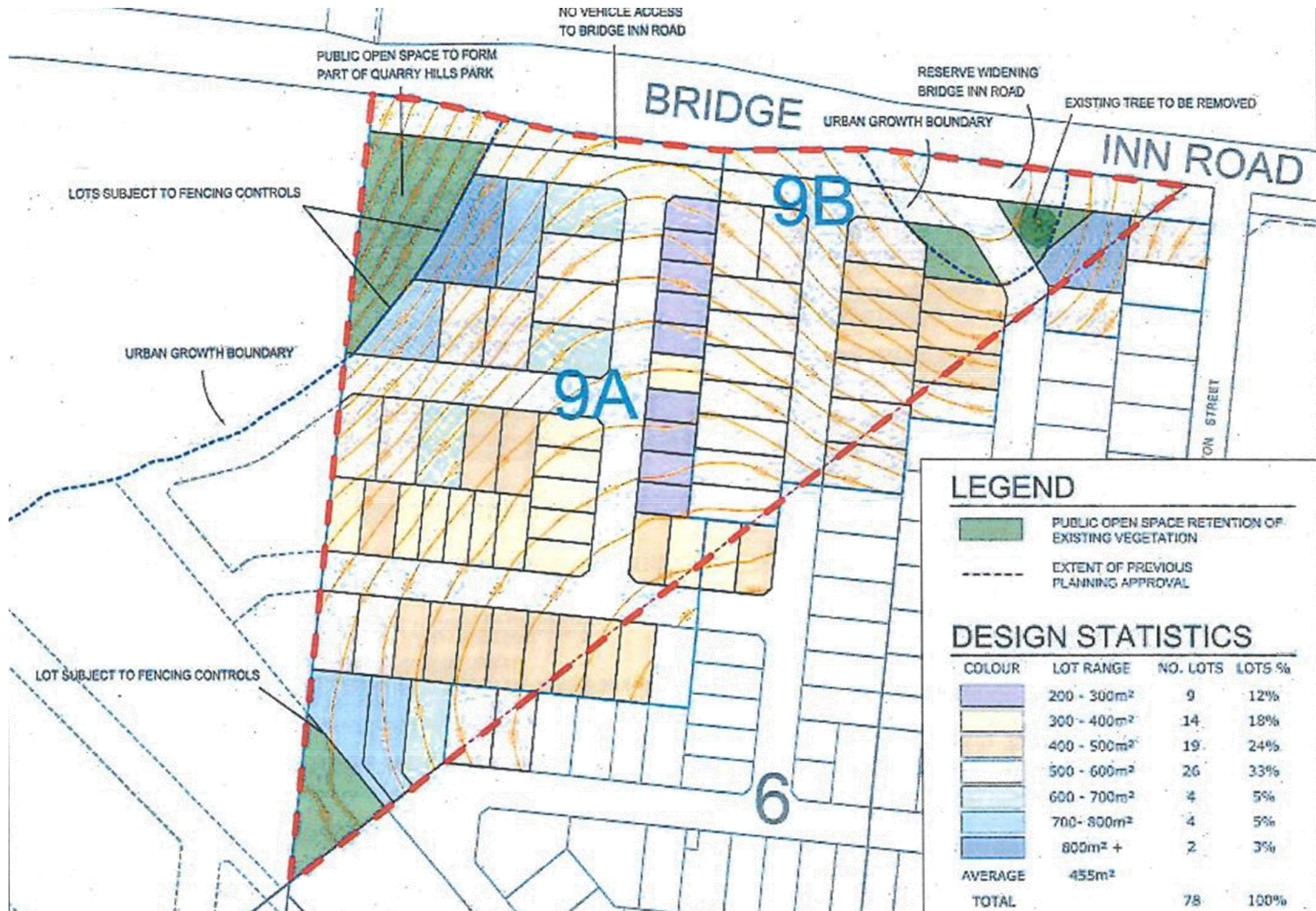














**6.1.15 1-3 & 5 ALLAN AVENUE, SOUTH MORANG - USE AND DEVELOPMENT OF A VETERINARY CENTRE AND THE DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE**

**File No:** 716124

**Attachments:** 1 Locality Maps [↓](#)  
2 Development Plans [↓](#)

**Responsible Officer:** Director Planning & Major Projects

**Author:** Planning Officer

**APPLICANT:** Mill Park Animal Hospital Pty Ltd

**COUNCIL POLICY:** Medical Centre Policy

**ZONING:** General Residential Zone

**OVERLAY:** Development Contributions Plan Overlay

**REFERRAL:** AusNet Transmission Group Pty Ltd

**OBJECTIONS:** Two

**RECOMMENDATION:** That Council approve the application

**REPORT****EXECUTIVE SUMMARY**

It is proposed to demolish an existing veterinary centre located at 1-3 Allen Avenue, South Morang and construct a new purpose built veterinary centre on the land. The existing centre was approved under Planning Permit No. 704104 on 22 January 1998. It is proposed to expand the use to the adjoining land at 5 Allen Avenue which is currently vacant. The proposal also includes business identification signage along the site's two street frontages to Allen Avenue and the Plenty Road service road.

Advertising of the proposal resulted in two objections being received. The grounds of objection relate to traffic and on street car parking issues along Allen Avenue.

The proposal demonstrates a satisfactory level of compliance with the provisions of the General Residential Zone, Clause 52.05 (Advertising signs), Clause 52.06 (Car parking) and is consistent with both State and local planning policies and on this basis, it is recommended that Council approve the application.

**SITE AND SURROUNDING AREA**

The subject site comprises two adjoining properties located at 1-3 and 5 Allen Avenue, South Morang. The site is situated on the southwest corner of Allen Avenue and Plenty Road approximately 460m southwest of McDonalds Road, South Morang (*see Attachment 1*). The site has a combined site area of 1,489m<sup>2</sup> with a primary street frontage to Allen Avenue of 41.76m and 21.20m along the secondary frontage to Plenty Road. The land at 1-3 Allen Avenue contains an established veterinary centre use with six car parking spaces on site. Vehicular access is provided via two existing concrete crossings along each of the two street frontages. Three native trees are located within the site's landscape buffer along the two street abutments. The land at 5 Allen Avenue is currently vacant.

The surrounding area is generally characterised by residential development comprising single and double storey dwellings to the northeast and southeast of the site. Two medical centres are located directly opposite the site along the Plenty Road service road at 774 and 776 Plenty Road, South Morang. Abutting the site to the south is a high voltage electricity transmission line corridor and a plant nursery (Aumann's Building and Garden Supplies). The wider surrounding area to the south and west is occupied by various commercial land uses.

## **RESTRICTIONS AND EASEMENTS**

The Certificate of Title for the property shows that the site is not affected by any registered Covenants or 173 Agreements. The land is however encumbered by a 2.4m wide drainage and sewerage easement. There are no buildings and works proposed within this easement.

## **PROPOSAL**

### **Use**

It is proposed to demolish the existing veterinary centre and construct a new purpose built centre on the subject land at 1-3 Allen Avenue and 5 Allen Avenue, South Morang. The centre will operate with two veterinarians and one veterinary nurse on site at any one time and provide a full range of services and facilities associated with the treatment of animals.

The existing operating hours approved under Planning Permit No. 704104 for the established veterinary centre use at 1-3 Allen Avenue are to be maintained for the expanded site. These operating hours are:

Monday to Friday	7.00am to 8.00pm
Saturday	8.00am to 6.00pm
Sunday and Public Holidays	9.00am to 5.00pm

### **Buildings and works**

The proposed building will maintain a residential appearance and will provide a single storey built form with an overall height of 5.4m. In terms of siting, the building will be set back 7.6m from the northeast (front) boundary along Allan Avenue, approximately 30m from the northwest (side) boundary along the Plenty Road service road, 1.2m from the southeast (side) boundary and 2.7m from the southwest (rear) property boundary. The external walls will be constructed using face brickwork and rendered features to the façade and the hipped roof form will be constructed using Colorbond materials with an 18° pitch.

The proposed internal layout includes a waiting room, office, four veterinary rooms, a surgery, a dispensary, x-ray room, dog and cat kennels (for recovery of animals under treatment), a pre-operation area, a laboratory, indoor rehabilitation area, storage, a lunchroom and toilet facilities (including one accessible toilet).

An outdoor rehabilitation area comprising synthetic grass and a pool is proposed to the northwest of the building and will be enclosed by a 2.1m high internal aluminium 'slat' style fence.

### **Car parking**

It is proposed to provide a total of 12 car spaces on site. Eleven car spaces are to be located within the side (northwest) setback that will be accessible via the existing crossings along Allan Avenue and the Plenty Road service road. One car space is to be provided along an internal driveway with access provided via a newly constructed crossing along Allen Avenue and to the east of the proposed building. The established landscaping including the large canopy trees located along the street abutments will be maintained and enhanced with additional landscaping throughout the site. An assessment against the relevant car parking requirements is provided further in this report.



**Advertising signs**

Two business identification signs are proposed to be displayed on site. One sign is to be oriented towards the Allan Avenue street frontage and the other sign towards the Plenty Road service road. The signs will be mounted on supporting structures in a 'V' form and will be elevated 1.4m above the existing landscape buffer on site. An assessment against the relevant provisions for advertising signs is provided further in this report.

**PUBLIC NOTIFICATION**

Advertising of the application has resulted in two objections being received. The grounds of objection relate to traffic and on street car parking issues.

**PLANNING ASSESSMENT****State and Local Planning Policy Framework**

The following State and Local Planning Policies are considered relevant to the application.

*Clause 17.01-1 - Business*

The objective of this clause is 'to encourage development which meets the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities'.

The proposal will provide a purpose built veterinary centre that will benefit the local community by way of delivering a comprehensive range of services for the treatment of animals.

While the planning scheme does not include a local policy for veterinary centres, Council's Medical Centre Policy (Clause 22.07) can be used as a guide in assessing the design and location of the proposed Veterinary centre.

*Clause 22.07 – Medical Centre Policy*

The objective of this policy is 'to achieve well designed, quality medical centres, which are suitably located and do not have a negative impact on residential amenity'.

An assessment of the proposal against the requirements of this policy is detailed below:

- **Medical Centres that serve the local population are encouraged to locate within residential areas. Larger multi practice medical centres that serve a broader population catchment are encouraged to locate within or near activity centres.**

The veterinary centre is of a residential scale and will serve the local population. The site is within close proximity to the Axis Homemaker Centre, the South Morang Activity Centre and surrounding retail and commercial land uses along Plenty Road.

- **Co-location and integration of medical centres with local activity centres and other non-residential land uses in residential areas is encouraged. Medical Centres are encouraged to locate adjacent to or in proximity to other community support facilities such as schools, pre-schools, open space, child care centres, and recreational facilities.**

The site is located in proximity to a range of services and facilities.

- **24 hr Medical Centres are not encouraged within residential areas but rather should be part of an activity centre.**

The proposal is not for a 24 hour veterinary centre. The existing operating hours will be maintained and include; 7.00am to 8.00pm Monday to Friday, 8.00am to 6.00pm Saturday and 9.00am to 5.00pm Sunday and Public Holidays.

- **To minimise impacts on residential amenity and enhance access, establishment of Medical Centres on main roads and collector roads are encouraged. Establishment of Medical Centres within cul-de-sacs is discouraged.**

The proposed veterinary centre is located on the corner of an arterial road and main road i.e. Allan Avenue and Plenty Road.

- **Medical Centres should be located in proximity to public transport routes.**

The veterinary centre is located in proximity to a number of bus routes namely 386 and 387 along Bush Boulevard, 383 along Plenty Road and 901 along McDonalds Road.

- **The scale and appearance of the Medical Centre is to be consistent with the site characteristics and location and surrounding land uses. In residential areas medical centres should have a residential scale, height and building form, which is sympathetic to the character of adjoining dwellings and the streetscape.**

The single storey element of the medical centre is consistent with the single storey residential scale, height and building form of the surrounding land uses.

- **Access to and from the site is to be designed in such a way as to allow the safe and efficient movement of vehicle and pedestrian traffic.**

It is proposed to use the existing concrete crossings along the Allan Avenue street frontage and the service road along Plenty Road. A new concrete crossing is proposed to the east of the building and will provide access to an additional car space along the internal driveway.

- **Adequate car parking for staff and patients is to be provided on-site to eliminate any demand for off-site and on-street car parking.**

Pursuant to Clause 52.06 (Car Parking) of the Scheme, a veterinary centre requires five car spaces for the first person providing animal health services plus three car spaces to every other person providing animal health services. The veterinary centre will operate with two veterinarians and one nurse on site at any one time. The veterinary centre will provide a total of 12 car spaces and therefore provides sufficient car parking on site.

- **Landscaping be provided to protect the amenity of adjoining and nearby residential dwellings. Landscaping of car parking areas should also aim to screen any car parking areas adjacent to residential boundaries.**

It is proposed to retain the existing native vegetation on site and provide additional landscaping throughout to soften the appearance of the proposed hard surface areas on site. The existing low level steel fence along the site's street frontages to Allan Avenue and Plenty Road is to be removed and will not be replaced.

- **Car parking is encouraged to be located in the front setback of the medical centre.**

It is proposed to contain the principal car parking within the street setbacks to Allan Avenue and Plenty Road and away from the sensitive interface with the existing residential development to the northeast and southeast of the veterinary centre.

- **Any signage is to be sympathetic to the surrounding area.**

The existing business identification signage along the street frontages to Allan Avenue and Plenty Road will be removed and replaced with two new signs. The signs will continue to be mounted on supporting structures at a height of 1.4m above established landscaping and will not be internally illuminated or floodlit signs.

- **Proposals should fulfil a demonstrated need.**

There is an established demand for the veterinary centre within the local community. The centre has been operating on the subject site for approximately 15 years and is expanding its services with an additional veterinarian on site.

## Zoning

The subject site is located within the General Residential Zone (GRZ1). Pursuant to Clause 32.08-1 of the Whittlesea Planning Scheme, a veterinary centre is an unspecified Section 2 use and requires a planning permit.

While Planning Permit No. 704104 for the use and development of a veterinary centre at 1-3 Allan Avenue remains current, it does not extend to the land at 5 Allan Avenue. Therefore, a fresh permit is required to use 5 Allan Avenue for a veterinary centre. All permit conditions associated with Planning Permit No. 704101 will be superseded and will be replaced with new conditions should a planning permit be issued for this current application.

Pursuant to Clause 32.08-6 of the Scheme, a permit is required to construct a building or construct or carry out works for a Section 2 use. Therefore, the proposed buildings and works also require a planning permit.

The General Residential Zone provisions specify that Category 3 advertising controls apply. An assessment of the proposed business identification signage against the requirements of Clause 52.05 (Advertising signs) is provided further in this report.

## Overlay Controls

### *Clause 45.06 – Development Contributions Plan Overlay (DCPO3)*

The Development Contributions Plan Overlay enables the levying of contributions for the provision of works, services and facilities prior to development commencing. Schedule 3 to the overlay requires contributions for drainage infrastructure for non-residential development at a rate of \$4.02 per square metre of any additional impervious floor area created. This rate is subject to the Consumer Price Index at the time of payment. As additional floor area is to be created, this levy is applicable to this proposal and will be addressed via a condition on any permit that is issued.

## Particular provisions

### *Clause 52.05 – Advertising Signs*

The purpose of the Advertising Provision is:

- *To regulate the display of signs and associated structures.*
- *To provide for signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

The General Residential Zone provisions specify that Category 3 – High amenity areas, advertising controls apply.

### Category 3 – High Amenity Areas (Medium Limitation)

The purpose of this category is to ensure that signs in high amenity areas are orderly, of good design and do not detract from the appearance of the building on which a sign is displayed or the surrounding area.

The proposed advertising consists of the following:

Sign type	Description	Size
Business Identification (non-illuminated)	Single sided and mounted on supporting structures with a height of 1.4m oriented towards Allan Avenue/Plenty Road service road.	2.75m x 1.50m = 4.12m <sup>2</sup> .



Sign type	Description	Size
Business Identification (non-illuminated)	Single sided and mounted on supporting structures with a height of 1.4m oriented towards Plenty Road.	2.75m x 1.50m = 4.12m <sup>2</sup> .
<b>Total advertisement area</b>		<b>8.24m<sup>2</sup></b>

Pursuant to Clause 52.05-9 of the Whittlesea Planning Scheme a business identification sign in a high amenity area (General Residential Zone) requires a planning permit.

The proposed (replacement) signage is of an appropriate scale and form and will not cause any visual detriment to the surrounding land uses. The signage will not compromise any important views and vistas and will not be illuminated or floodlit so as to cause any detrimental glare/illumination particularly to the surrounding residential properties located to the northeast and southeast of the site. The proposed signage should therefore be supported subject to appropriate conditions being included on any permit that is issued.

#### *Clause 52.06 – Car Parking*

Pursuant to clause 52.06 of the Whittlesea Planning Scheme, the following car parking rates are required for the proposed development:

Proposed Use	Clause 52.06 Car Parking Rate	Size/No.	No. of Spaces required	No. of Spaces provided	Total Planning Scheme Shortfall
Veterinary centre	5 spaces to the first person providing animal health services plus 3 spaces to every other person providing animal health services	Two veterinarians and one nurse	11	11	0

Based on the above assessment, the proposal will provide adequate on-site car parking.

Pursuant to Clause 52.06-8 of the Scheme, accessways must have a corner splay or area at least 50% clear of visual obstructions extending at least 2.0m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height. A revised plan must be submitted showing a visibility splay on either side of the accessways. This requirement can be addressed via a condition on any permit that is issued.

## REFERRALS

### AusNet Transmission Group

The application was referred to AusNet Transmission Group pursuant to Clause 66.02-4 of the Whittlesea Planning Scheme as the proposed buildings and works are within 60 metres of a high voltage electricity transmission line. The determining authority offered no objection to the proposal subject to appropriate conditions being included on any permit that is issued.

## COMMENTS ON GROUNDS OF OBJECTION

### Traffic and on street car parking issues

Concerns have been raised with respect to an increase in traffic and a lack of on street car parking along Allen Avenue, as a result of the established medical centres located within the immediate area. Along with the established veterinary centre at 1-3 Allen Avenue, two medical centres operate within the immediate locale at 774 and 776 Plenty Road, South Morang. These centres are currently occupied by a chiropractor and podiatrist and each

provide car parking on site however patrons associated with these medical centres have been utilising the on street car parking within the surrounding road network instead of the parking provided on site causing traffic flow and car parking issues for the local residents.

The proposal provides adequate car parking on site in accordance with the requirements of Clause 52.06-5 of the Whittlesea Planning Scheme and is therefore not expected to cause any adverse amenity impact to the surrounding land uses or road network. Additionally, Council's traffic engineers have advised that there is no record of traffic or on street car parking issues within this area and any such issues can be addressed as a separate matter by Council's traffic engineers.

## **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## **CONCLUSION**

The application has been assessed against the planning zone provisions and other relevant planning provisions, including the State and Local Planning Policy Frameworks of the Whittlesea Planning Scheme, and is considered to be consistent with the relevant policies and strategies of the Planning Scheme. It is considered that the proposed use and development and business identification signage will not cause any adverse amenity impact on the surrounding land uses and will deliver a purpose built veterinary centre that will benefit the local community by providing a comprehensive range of services for the treatment of their animals. Therefore, it is recommended that a Planning Permit be issued, subject to appropriate conditions.

## **RECOMMENDATION**

**THAT Council resolve to approve Planning Application No. 716124 and issue a Notice of Decision to Grant a Permit for the use and development of a Veterinary centre and the display of business identification signage at 1-3 and 5 Allen Avenue, South Morang in accordance with the endorsed plans and subject to the following conditions:**

- 1. Prior to the endorsement of the plans required under Condition No. 3 of this permit, the permit holder must pay to Council a contribution for drainage pursuant to Clause 45.06 (Schedule 3) of the Whittlesea Planning Scheme. The drainage contribution will be subject to the Consumer Price Index (CPI) applicable at the time of payment.**
- 2. Within two months from the date of issue of this Permit, or at such later date as the Responsible Authority may approve in writing, there must be lodged with the Responsible Authority an amount of \$1,000.00 as security deposit for the satisfactory completion and maintenance of the landscaping works hereby permitted.**

**Upon completion of the landscaping works to the satisfaction of the Responsible Authority, the Responsible Authority will refund up to 50% of the security deposit to the payee;**

**Subject to satisfactory maintenance of the landscaping works for a period of two years after the completion of such works, the Responsible Authority will refund**

to the payee the balance of the security deposit; and

In the event that the landscaping works are not completed or maintained to the satisfaction of the Responsible Authority, the Responsible Authority may complete and / or maintain the landscaping work and deduct the cost thereof (including supervision) from any security deposit lodged pursuant to this permit.

3. Before the use and development starts, three copies of a revised plan must be submitted to and approved by the Responsible Authority showing visibility splays along each accessway in accordance with Clause 52.06-8 of the Scheme.
4. Before the use and development commences, Lot 82 and Lot 83 on Plan of Subdivision 082069 must be consolidated under the Subdivision Act 1988.
5. Before the use and development commences, three copies of a landscape plan prepared by a suitably qualified landscape designer 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 this permit. The plan must show:
  - (a) Details of landscaping for the front, side and rear setback including a schedule of all proposed trees, shrubs and ground covers;
  - (b) Designation of areas throughout the site for garden beds, grass, paths, decks paved areas;
  - (c) The identification of any vegetation to be retained including tree protection zones;
  - (d) The provision of canopy trees with a mature height of two metres planted at a semi-advanced state within the front and rear setback;
  - (e) Paving, retaining walls, fence design details and other landscape works including areas of cut and fill;
  - (f) Consistency with the City of Whittlesea Landscape Guidelines (Non-Residential Use in residential area).
6. The use and development allowed by this permit and shown on the plans and/or schedules endorsed to accompany this permit shall not be amended for any reason without the consent of the Responsible Authority.
7. Once the use and development has commenced it must be continued and completed to the satisfaction of the Responsible Authority.
8. The use may operate only between the hours of:

Monday to Friday	7.00am to 8.00pm
Saturday	8.00am to 6.00pm
Sunday and Public Holidays	9.00am to 5.00pm
9. The use hereby permitted shall be restricted to a maximum of two veterinarians and one veterinary nurse on the premises at any one time, unless with the prior written consent of the Responsible Authority.
10. The amenity of the area must not be detrimentally affected by the use or development through the:
  - (a) Transport of materials, goods or commodities to and from the land;
  - (b) Appearance of any building, works or materials;
  - (c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
  - (d) Presence of vermin.



11. The permit holder should be aware that the operation of the use is at all times required, pursuant to the Environmental Protection Act 1970, to meet the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1. The onus to demonstrate compliance with this policy in the event of request will lie with the permit holder.
12. Noise emissions from any equipment for refrigeration, air conditioning, heating, ventilation and the like must comply with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 and/or Environment Protection (Residential Noise) Regulations 1997 and/or Environment Protection Authority Noise Control Guidelines TG 302/92, whichever is deemed to be appropriate by the Responsible Authority.
13. Before starting any buildings or works, engineering plans showing a properly prepared design (with computations) for the internal drainage and method of disposal of stormwater from all roofed and sealed areas must be submitted to Council for approval. These internal drainage works must be completed to Council's satisfaction prior to using or occupying any building on the site.
14. Prior to using or occupying any building on the site, the permit holder is required to construct at no cost to Council, drainage works between the subject site and the Council nominated point of discharge. Such drainage works must be designed by a qualified engineer and submitted to and approved by Council. Computations will also be required to demonstrate that the drainage system will not be overloaded by the new development. Construction of the drainage system must be carried out in accordance with Council specifications and under Council supervision.
15. Before the use commences, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
  - (a) Constructed;
  - (b) Properly formed to such levels that they can be used in accordance with the plans;
  - (c) Surfaced with an all-weather sealcoat or treated to the satisfaction of the Responsible Authority to prevent dust and gravel being emitted from the site;
  - (d) Drained and maintained;
  - (e) Line marked to indicate each car space and all access lanes;
  - (f) Clearly marked to show the direction of traffic along access lanes and driveways;

to the satisfaction of the Responsible Authority. Car spaces, access lanes and driveways must be kept available for these purposes at all times, to the satisfaction of the Responsible Authority.
16. In areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas.
17. A sign to the satisfaction of the Responsible Authority must be provided directing drivers to the area set aside for car parking and must be maintained to the satisfaction of the Responsible Authority. The sign must not exceed 0.3 square metres in area.
18. Vehicular access to the site must be by way of a vehicle crossing constructed in accordance with Council's Vehicle Crossing Specifications to suit the proposed driveway(s) and the vehicles that will be using the crossing(s). The location, design and construction of the vehicle crossing(s) must be approved by the

- Responsible Authority. Any existing unused or redundant crossing(s) must be removed and replaced with concrete kerb, channel and naturestrip to the satisfaction of the Responsible Authority. All vehicle crossing works are to be carried out with Council supervision under a Road Opening Permit.
19. Vehicles under the control of the operator of the use or the operator's staff must not be parked on nearby roads.
  20. The loading and unloading of goods from vehicles must at all times be carried out within the specified loading area on the site.
  21. At all times during the construction phase of the development, the permit holder must take measures to ensure that pedestrians are able to use with safety any footpath along the boundaries of the site.
  22. The site shall at all times be kept in a neat and tidy condition to the satisfaction of the Responsible Authority. Any litter shall be immediately removed from the site and surrounding area at the written direction of the Responsible Authority.
  23. Any litter generated by building activities on the site shall be collected and stored in an appropriate enclosure, which complies with Council's Code of Practice for building/development sites. The enclosures shall be regularly emptied and maintained such that no litter overflows onto adjoining land. Prior to occupation and/or use of the building, all litter shall be completely removed from the site.
  24. During the construction phase, no mud or other material is to be deposited on roadways by vehicles leaving the site. Any mud or other materials deposited on roadways as a result of construction works on the site must be cleaned to the satisfaction of the Responsible Authority within two hours of it being deposited.
  25. The permit holder must promptly remove or obliterate any graffiti on the subject site which is visible to the public and keep the site free from graffiti at all times to the satisfaction of the Responsible Authority.
  26. All external lighting must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the Responsible Authority.
  27. Air-conditioning and other plant and equipment installed on the subject building(s) shall be positioned and baffled so that noise disturbance is minimised, to the satisfaction of the Responsible Authority.
  28. All swimming pool equipment (including pumps and filters) shall be positioned, screened and baffled so that noise disturbance is minimised to neighbouring land, to the satisfaction of the Responsible Authority.
  29. All security alarms or similar devices installed on the land must be of a silent type approved by the Standards Association of Australia and be connected to a registered security service.
  30. Adequate provision shall be made for the storage and collection of garbage and other solid wastes within the curtilage of the site. This area shall be properly graded and drained, and screened from public view to the satisfaction of the Responsible Authority.
  31. The permit holder must ensure that all prescribed medical waste be disposed of via an authorised collection/disposal agency, to the satisfaction of the Responsible Authority.

**Signage Conditions (Conditions 32 to 37)**

32. The location and details of the signs, including supporting structures, as shown on the endorsed plans, must not be altered unless with the prior written consent of the Responsible Authority.

33. The signs must not contain any flashing or moving light, to the satisfaction of the Responsible Authority.
34. The signs must not be illuminated by external or internal light.
35. The signs must be constructed and maintained to the satisfaction of the Responsible Authority.
36. No bunting, streamers, windvanes or the like shall be displayed unless with the prior written consent of the Responsible Authority.
37. This permit so far as it relates to the signage expires 15 years from the date of issue.

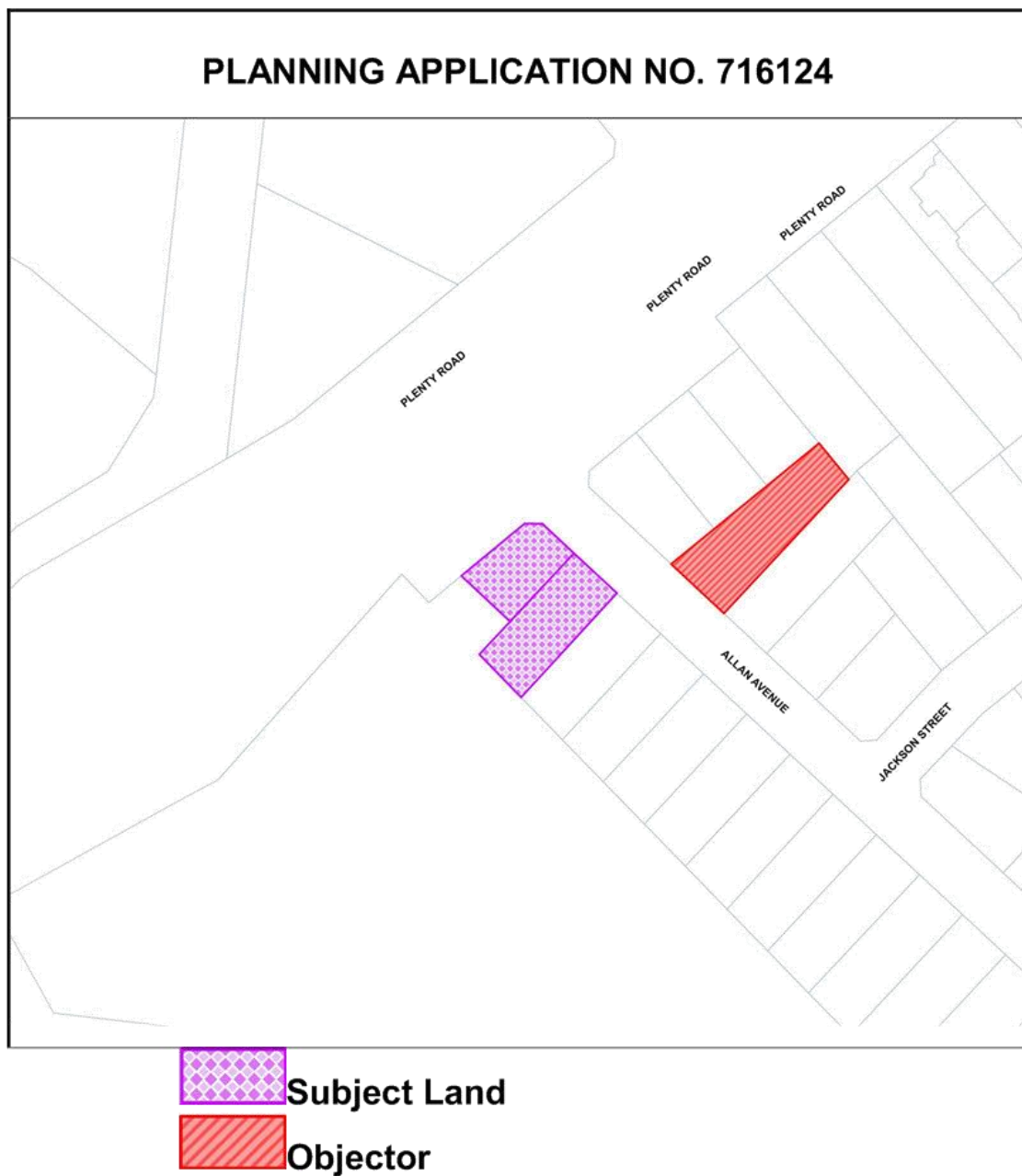
**AusNet Transmission Group Conditions (Conditions 38 to 45)**

38. No part of the proposed buildings, including eaves, awnings, canopies, shelters and the like, is permitted on AusNet Transmission Group's easement.
39. Any services traversing the easement must be installed underground.
40. All trees and shrubs planted on the easement must not exceed 3 metres maximum mature growth height.
41. The storage of flammable materials is not permitted on the easement.
42. Natural ground surface levels on the easement must not be altered by the stockpiling of excavated material or by landscaping without prior written approval from AusNet Transmission Group.
43. Vehicles and equipment exceeding 3 metres operating height are not permitted on the easement without prior written approval from AusNet Transmission Group.
44. Scaffolding is not permitted on the easement.
45. Details of all future works within the easement must be submitted to AusNet Transmission Group and approved in writing prior to the commencement of work on site.
46. In accordance with the Planning and Environment Act 1987, this permit will expire if:
  - (a) the approved development does not start within two years of the date of this permit; or
  - (b) the approved development is not completed within four years of the date of this permit and/or
  - (c) the approved use is not commenced within two years of the completion of the development.
  - (d) the use is discontinued for a period of two years.

The responsible authority may extend the periods referred to above if a request is made in writing. This request must be made before or within 6 months after the permit expiry date where the development has not yet started and within 12 months after the permit expiry date where the development allowed by the permit has lawfully started before the permit expires.

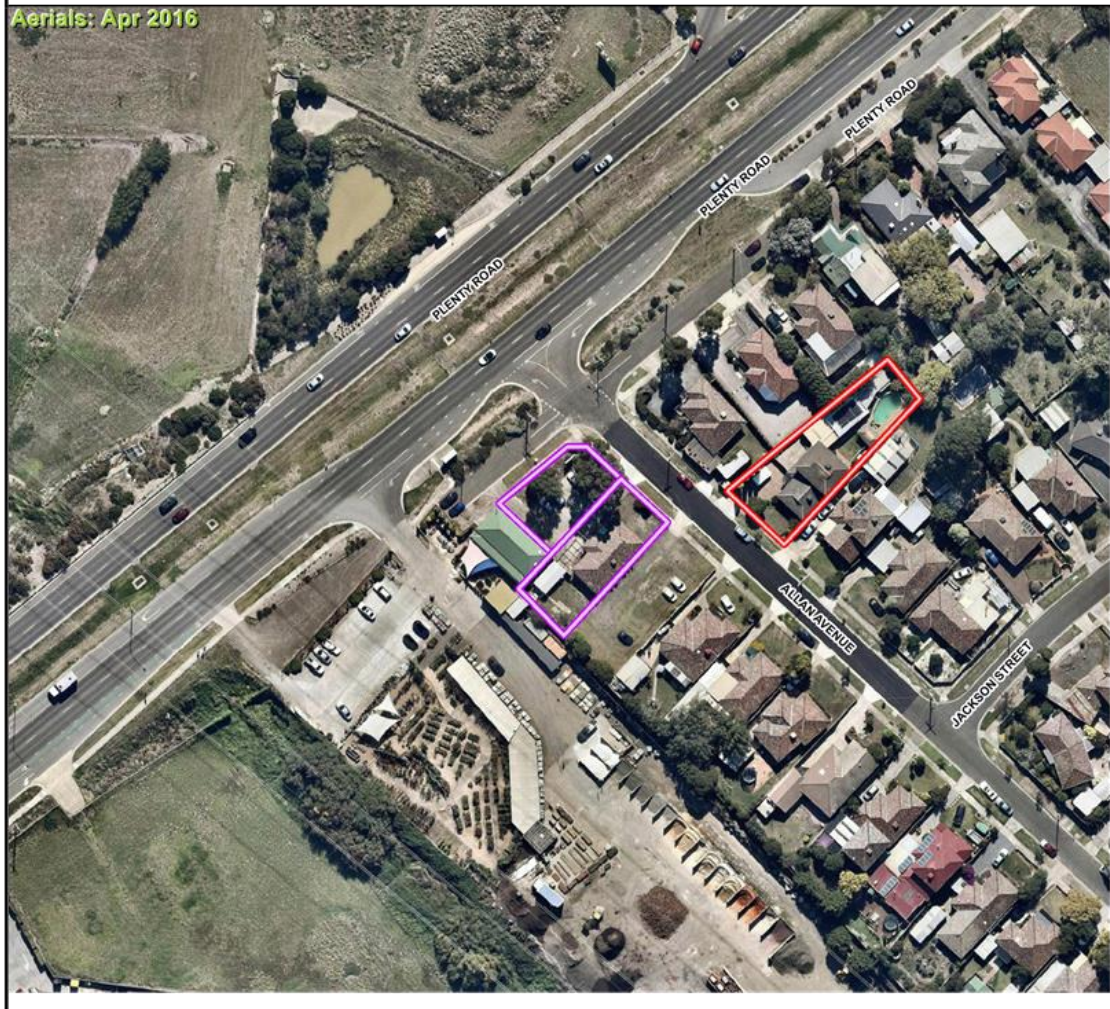








PLANNING APPLICATION NO. 716124

Aerials: Apr 2016



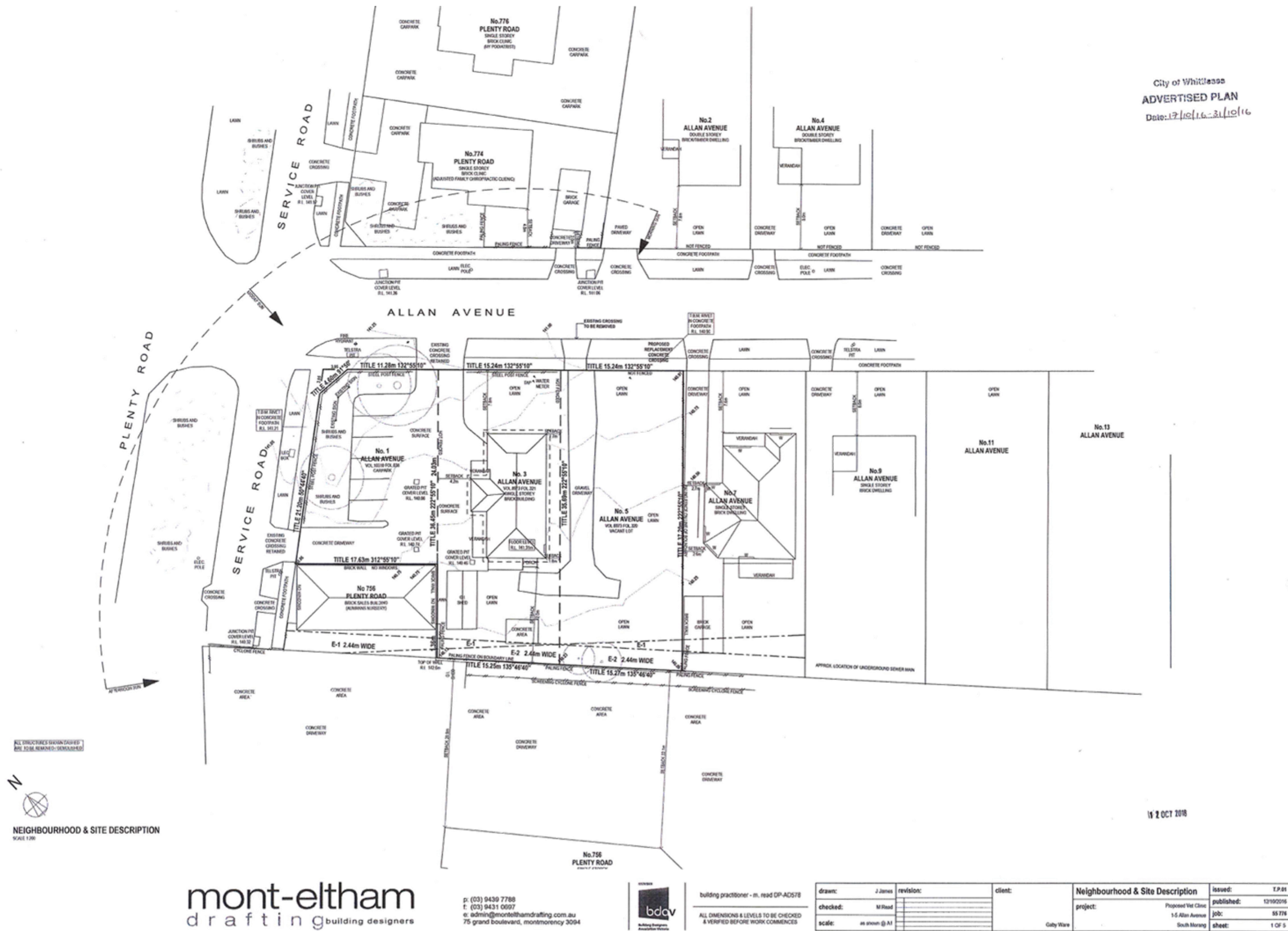
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-  Objector

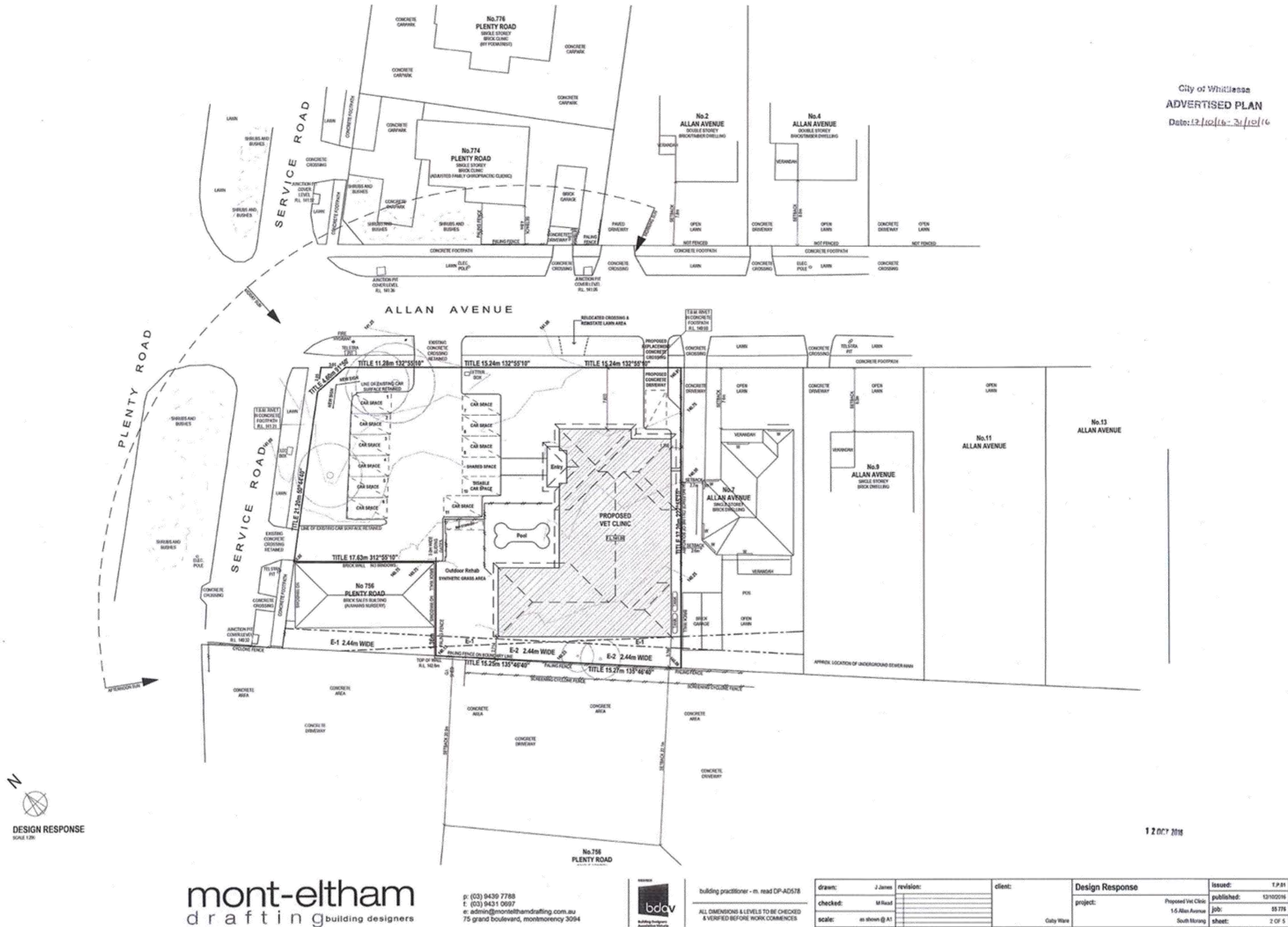


City of  
Whittlesea

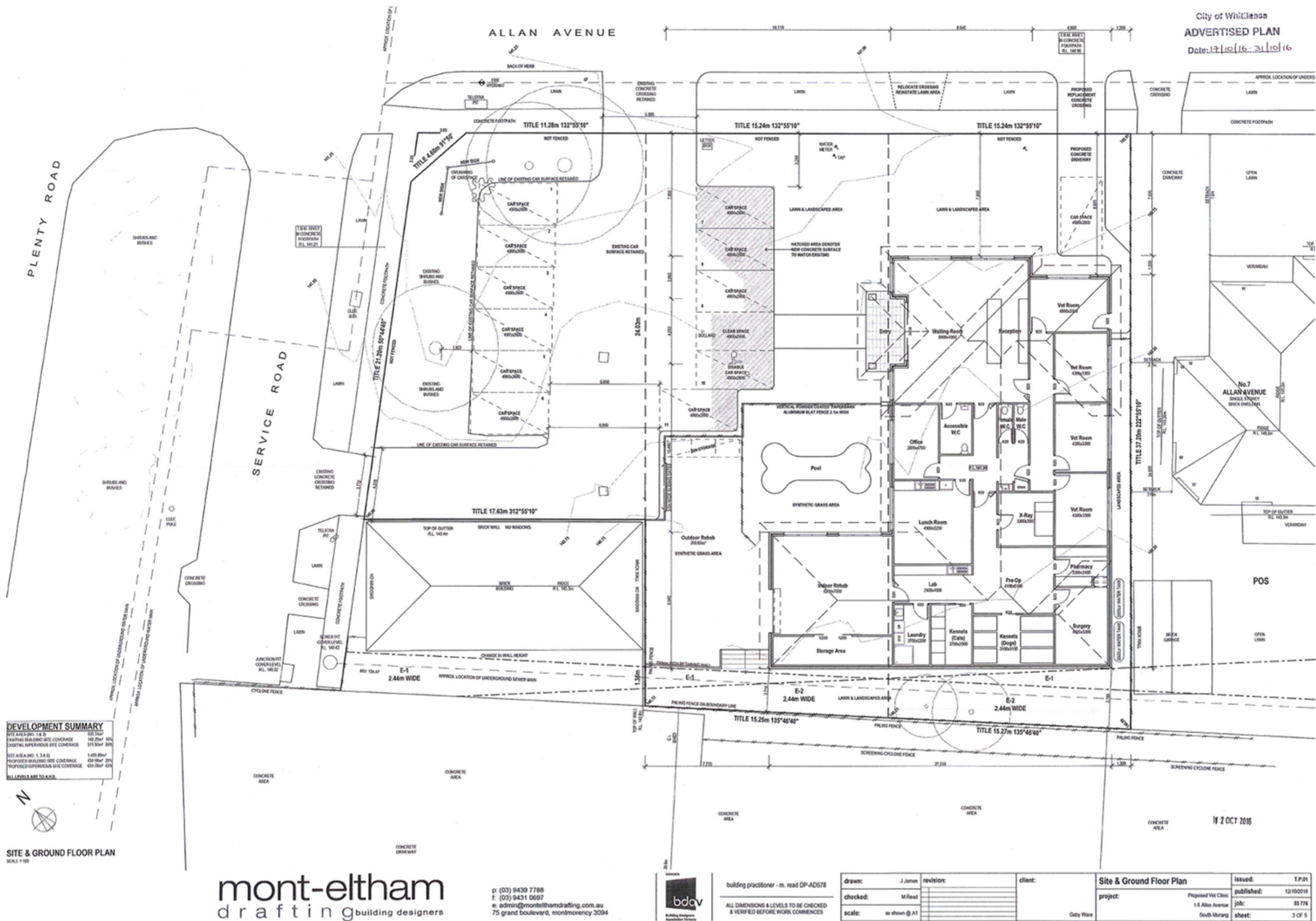
DEVELOPMENT ASSESSMENT REPORT



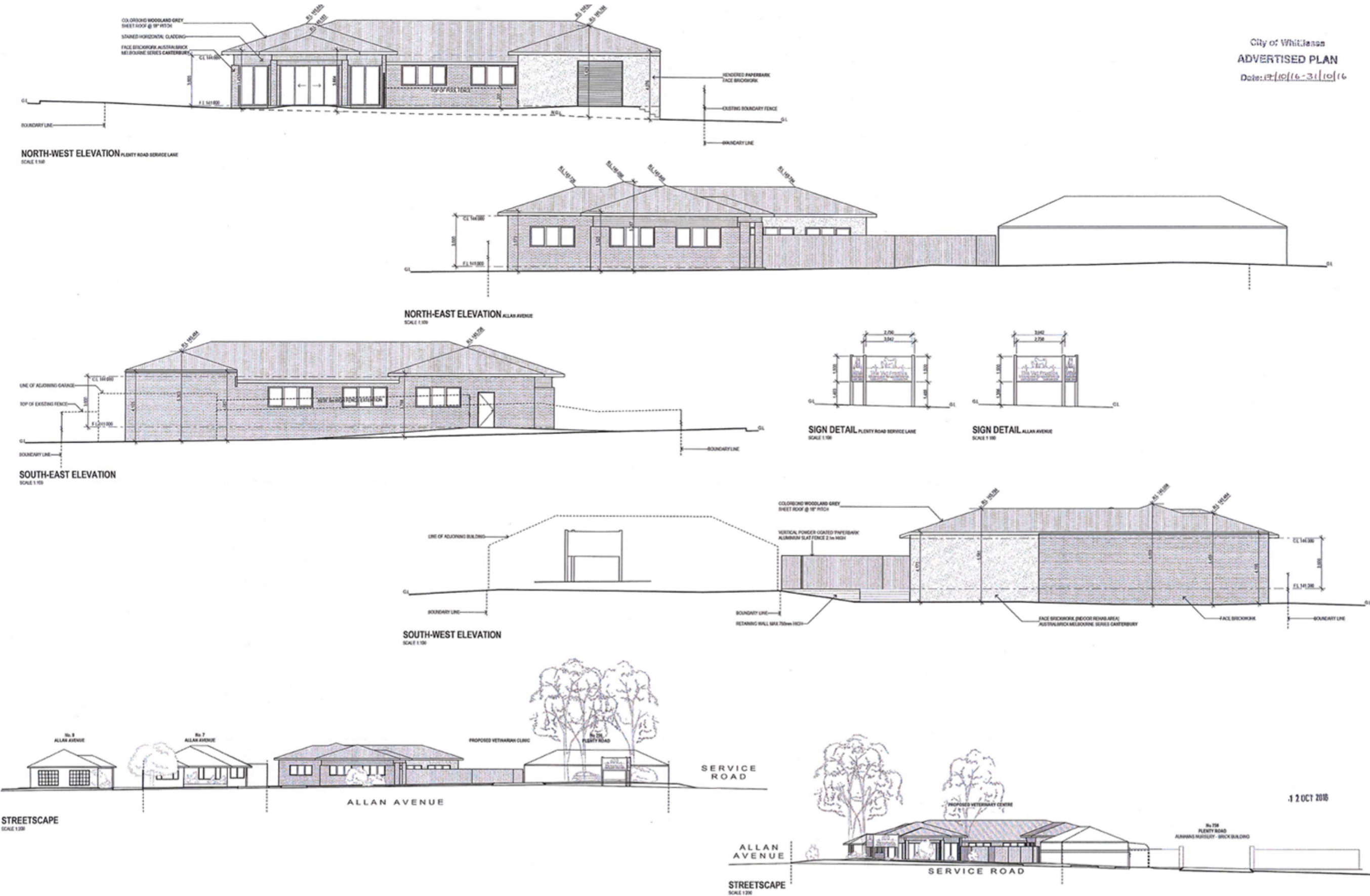












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drafting building designers

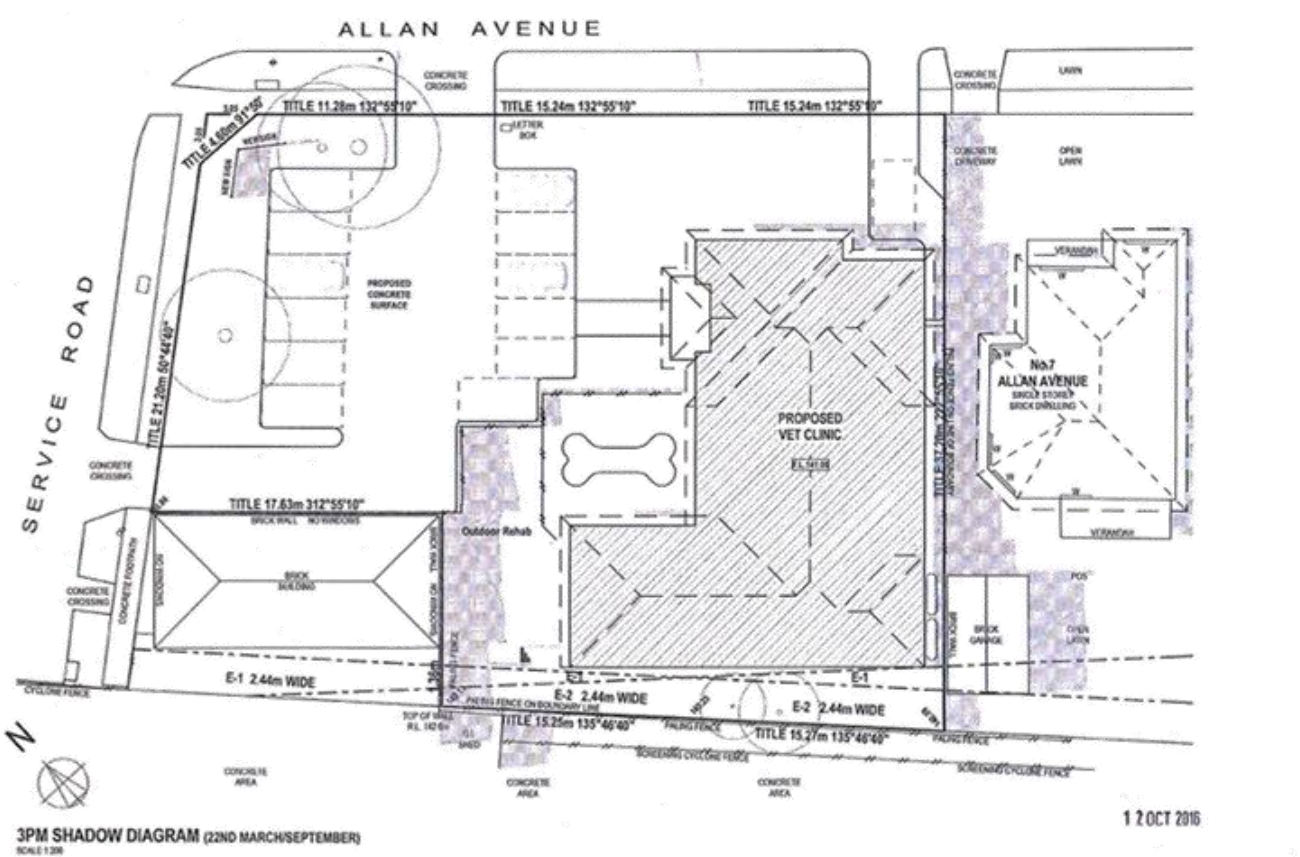
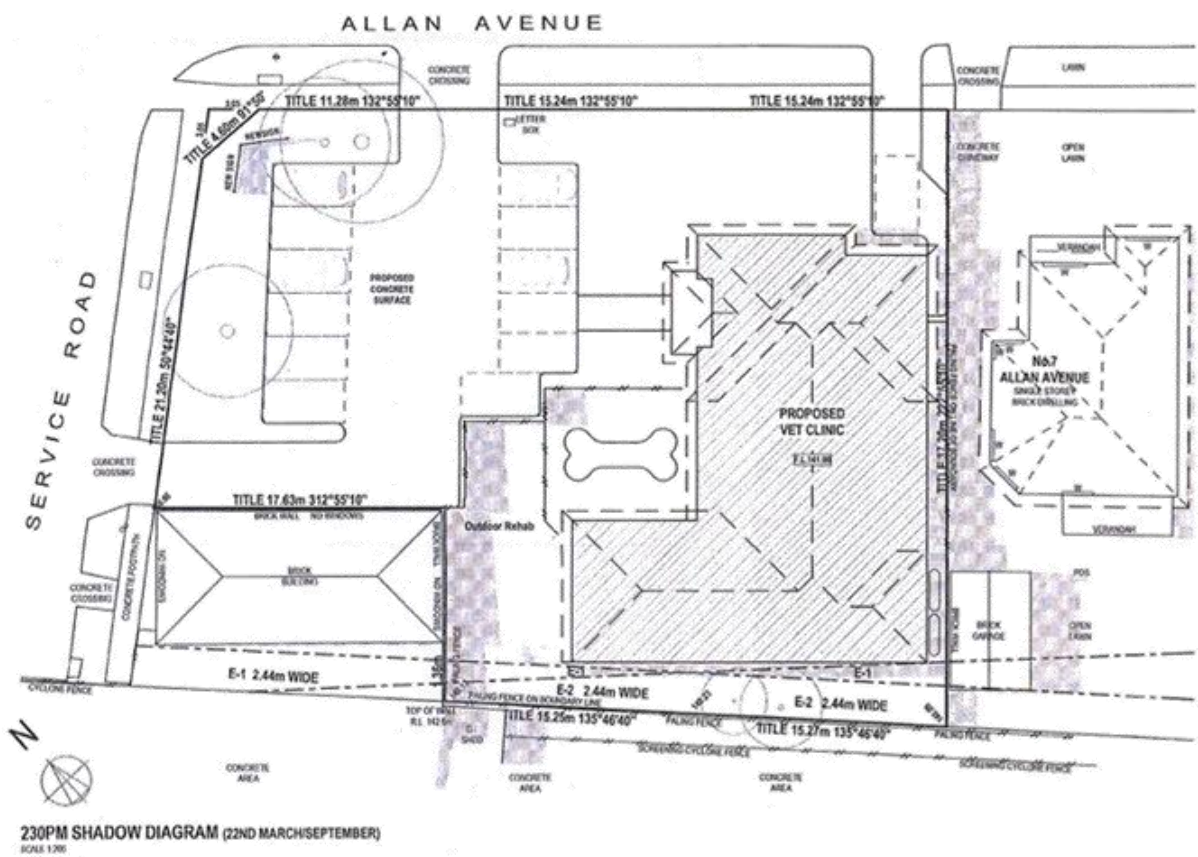
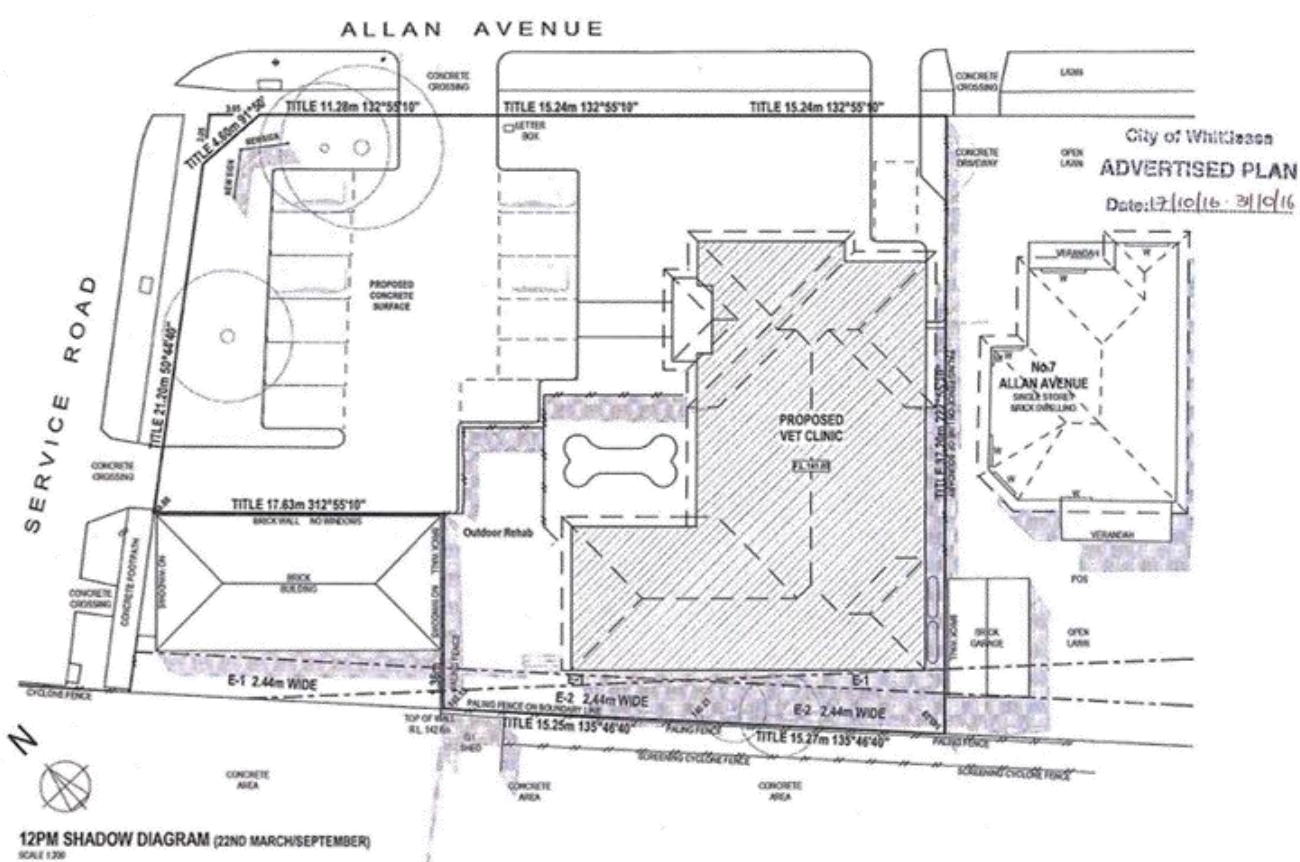
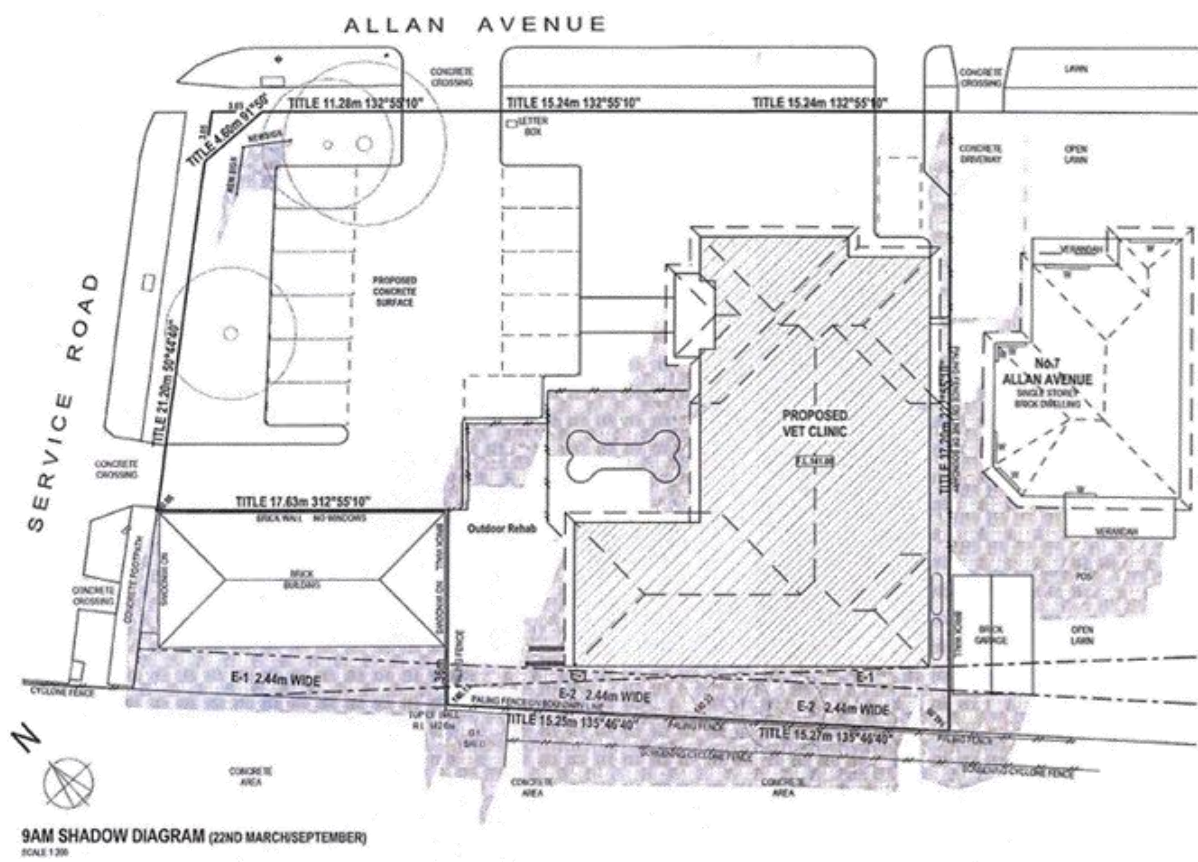
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building practitioner - m. read DP-AD576  
ALL DIMENSIONS & LEVELS TO BE CHECKED  
& VERIFIED BEFORE WORK COMMENCES

drawn:	J James	revision:		client:		Elevations	issued:	T.P.01
checked:	M Read					project:	published:	12/10/2016
scale:	as shown @ A1				Gaby Wark		job:	95 776
							sheet:	4 OF 5





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ALL DIMENSIONS & LEVELS TO BE CHECKED  
& VERIFIED BEFORE WORK COMMENCES

drawn: J James	revision:	client:	Shadow Diagrams	issued: T.P.01
checked: M Road			project: Proposed Vet Clinic	published: 12/10/2016
scale: as shown @ A1		City of Whittlesea	15 Allan Avenue	job: 55 776
			South Morang	sheet: 5 OF 5





**6.1.16 THOMASTOWN INDUSTRIAL AREA STRATEGY****File No:** 190305**Attachments:**  
1 Location Map [↓](#)  
2 Strategy [↓](#)**Responsible Officer:** Director Planning & Major Projects**Author:** Strategic Planner**RECOMMENDATION:** THAT Council adopt the Strategy**REPORT****EXECUTIVE SUMMARY**

The Thomastown Industrial Area Strategy has been prepared to develop a framework to guide development of the Thomastown Industrial Area for the next 20 years. The Strategy outlines actions that will enhance the functionality and appearance of the area, encourage investment and support the ongoing availability of local jobs.

To inform the preparation of the Strategy, three rounds of consultation and engagement were conducted. An advisory group was also created and consulted with on a regular basis. This group was made up of external stakeholders from State Government departments, local business owners and Council officers. These two methods of engagement were vital in constructing the aims, objectives and actions of the final Strategy.

The Implementation Plan contains the actions and projects that are required to be undertaken. Examples of the actions include creating partnerships with the local businesses to working with VicRoads to improve traffic conditions.

The Strategy will be a Council document that requires actions in the Implementation Plan for internal departments to prioritise and project manage over time. At this stage, no amendments to the Whittlesea Planning Scheme are proposed to implement the strategy.

This report seeks Council adoption of the Thomastown Industrial Area Strategy.

**INTRODUCTION**

The Thomastown Industrial Area is an existing industrial area located along the southern side of the Metropolitan Ring Road (*see Attachment 1*). The boundaries include Mahoneys Road to the west and Settlement Road to the east. The study area also includes some smaller pockets to the north including Trawalla Avenue, Dalton Road North (includes Meridian Park) and McKimmies Road (the land behind Dyson's Bus Depot).

The area is well established with majority warehousing built between the 1970's to 1990's with some Commercial uses along Dalton Road. The area has a strong manufacturing sector that also holds the highest employment in the City of Whittlesea.

This Strategy (*see Attachment 2*) was developed to provide a long term vision for the area to ensure it continues to be attractive for investment and provide local jobs for communities. It will be used to provide future direction and actions to deliver upgrades to the area. These actions are broken into four themes that include Land Use, Economic Development, Transport and Sustainability.

This report will cover why the Strategy has been undertaken and the three stages that informed the Strategy. This includes a summary of the consultation that assisted in the development of the Strategy. This report also provides an overview of the Strategy and its implementation.

## BACKGROUND

The Thomastown Industrial Area is a major economic generator for the municipality and the northern region. Businesses in the area benefit from convenient access to major transport infrastructure, a local catchment of workers, and co-location with complementary manufacturers, catchment-based industries, major wholesalers and distributors.

Council's *Municipal Strategic Statement* and the State Government's Metropolitan Planning Strategy, *Plan Melbourne*, recognise the importance and significance of the area in providing business and employment opportunities. Changes in the economic environment have seen pressure to use parts of the land for other uses including residential/mixed use through rezoning requests. To date, the precinct has developed with little policy to guide appropriate development, which in some areas, has resulted in poor outcomes.

From consultation with relevant stakeholders it became apparent that the area is a desirable economic hub, however, in order for the area to remain competitive some improvements need to be made. In this context it was determined that a strategy was necessary to guide the future of this precinct. In preparing the Strategy, and ensuring that the strategies and actions are underpinned by robust evidence and expert advice, the following steps were undertaken:

- Background research and review: This included extensive background research, preparation of an Urban Design Review and production of an Economic and Market Analysis Report. Targeted consultation with businesses and key stakeholders was also undertaken.
- Issues and opportunities assessment: This step identified a range of issues and opportunities to be explored with key stakeholders and formed the basis for further investigations.
- Preparation of draft Strategy: The final step involved bringing together the information from background research and investigations and expert technical reports contained in the Transport Recommendations and Feasibility Studies. This stage included stakeholder advice and input to develop a vision, a range of strategies and principles for development.

As outlined above, the Strategy before Council has undergone an extensive consultation and preparation process. This process has ensured that the Strategy is robust and meets the requirements of local employers. The Strategy sets out a vision to ensure that the industrial area continues to play an important role in providing jobs for the local community and is attractive for future investment. The implementation framework prepared sets out how the Strategy will be achieved through statutory mechanisms, economic development initiatives and infrastructure upgrades and projects. It also includes delivery mechanisms in terms of timing, prioritisation and responsibility and how it will be monitored.

## THE STRATEGY

### Overview

The Strategy sets out the land use and development vision for Thomastown Industrial Area for the next 20 years. The Strategy is a forward plan with the principle role of guiding future development, providing a plan for infrastructure upgrades to support the ongoing viability of the area and sets out initiatives to improve and raise the profile of the area.

It is important to note that the Strategy is not a statutory document that will be incorporated into the Planning Scheme. Rather it's a Council Strategy that identifies actions that are to be implemented by a variety of Departments within Council.

### Structure

The Strategy comprises of the following five sections:

- *Strategic context* outlines the policy context, key drivers and strategic strengths of the area.
- *Strategy aims and vision* sets out what the strategy seeks to achieve and provides a vision statement about what the area will look and feel like in 2035.
- *Strategic directions* outlines the objectives and strategies for identity and economic development; land use and development; transport, access and infrastructure; and environment and sustainability.
- *Precinct plan and opportunity areas* identifies the general direction in terms of the role and function of eight precincts and highlights the "opportunity areas" that have the greatest potential to enhance the area and capacity for development activity and change.
- *Implementation framework* incorporates statutory mechanisms to give effect to the strategy; it also includes economic development and partnership initiatives; outlines infrastructure and public realm upgrades and projects; and sets out approaches relating to requirements for regular monitoring and enforcement.

### Key outcomes

The outputs of the Strategy focus on delivering improvements to the area largely from an economic and traffic perspective. It has the aim of creating an area that is visually and economically viable for businesses to invest.

Some of the key outcomes of the Strategy include:

- Providing certainty to existing and future investors/businesses/employees in the area by outlining Council's long term vision for the area.
- Supporting and encouraging economic investment and local employment opportunities to enhance ability for local residents to access jobs close to where they live.
- Encouraging urban renewal around Keon Park Station and High Street to improve the profile and image of the area.
- Promoting a greater diversity of land uses, improved connectivity and access and significant landscape enhancements and visual amenity improvements.
- Elevating the importance of the removal of level crossings through grade separation to enhance movement and encourage pedestrian and cyclist.
- Identifying key infrastructure projects that will improve accessibility for transport vehicles.

In outlining the key outcomes, the Strategy is focused on how Council and the State Government can help improve the area. It does not mandate existing businesses or landowners to redevelop or upgrade their premises, nor does it require existing businesses to comply retrospectively with any new planning controls or guidelines that may be introduced.

## **CONSULTATION**

The consultation program for this project sought to achieve many objectives including:

- To gain a strong understanding about how the area functions and operates now, what people value about Thomastown Industrial Area and what they perceive the key challenges to be.

- To gain an understanding of the priorities for the area and what is realistic and achievable for a planning strategy.
- To gain an understanding about what people would like to see the area look and feel like in the future and achieve support for the vision and direction for the Industrial Area.
- To target and structure the consultation process so that meaningful and useful engagement occurred.
- To ensure consultation focused on the issues within the scope of the project.
- To identify the most appropriate and effective ways for continued engagement with stakeholders.

The consultation program for the project was carried out over three stages.

#### Stage 1

Undertaken between September and November 2013 and sought to understand public and stakeholder views on the area and to provide feedback on the issues and opportunities the area presents. It was targeted primarily at business operators, land owners and government departments and agencies.

A summary of the key findings indicated businesses:

- Are long standing operators and were satisfied with the area;
- Choose the area due to the suitable sized land and buildings;
- Noted it was a desirable location given transport access;
- Required the need for clearer strategic direction on building design;
- Agreed with the need to investigate and determine how to retain existing businesses.

#### Stage 2

The consultation undertaken in September 2014 built upon the earlier consultation. It enhanced the on-going role of the Thomastown Industrial Area Advisory Group and tested the initial issues and opportunities identified to inform the vision and key directions that were to underpin the draft strategy. This engagement established an understanding of priorities and principles with key stakeholders, including businesses and landowners, developers, key agencies, government bodies. The results were reported to Council on 15 September 2015 and was adopted by Council allowing Stage three to proceed.

#### Stage 3

The final stage of consultation was undertaken over a four week period commencing in November, 2015. For the final round of consultation, a draft version of the strategy was produced by the project team outlining the Vision, Objectives, Precincts and Actions. The purpose of Stage 3 was to inform all owners and occupiers of the draft strategy and to allow the community and key stakeholders the opportunity to provide feedback on the draft document.

Stage 3 sought to ensure that all the issues and opportunities that were raised were captured with a view to determining whether they would be addressed as actions in the implementation plan. It included pulling out the overall vision of the strategy and the relevant identified issues in each area. Discussions were individualised as well as broadened to the overall area.

Over 3,000 letters were sent, followed up with 20 interviews, and numerous meetings and phone calls with local businesses and other community members. A small number of other groups, including some residents who live just outside the municipality, also made submissions to Council. Over 50 responses were received.

Key findings showed that generally the most agreed upon actions were landscape upgrades, beautification of the area and major intersection upgrades. For example, adjoining Darebin residents strongly agreed with landscaping enhancements along Mahoneys Road to assist



with beautifying the area and creating a buffer between residential and industrial. The Dalton Road and Settlement Road intersection was consistently raised as an intersection of concern. In light of the feedback received, changes were made to the Strategy.

## NEXT STEPS

Should the Strategy be adopted by Council, the Implementation Plan will be actioned. Offices will begin by prioritising the short term actions. This will include working with relevant internal departments, communicating with relevant statutory authorities and drawing up achievable timeframes.

## FINANCIAL IMPLICATIONS

The implementation plan sets out a preferred timeline and the anticipated financial implications of the plan over a 20 year period. The financial implications will need to be considered as part of future budgetary processes and additional funding opportunities will be investigated for higher order projects.

## POLICY STRATEGY AND LEGISLATION

**Plan Melbourne** sets out the Victorian Government's vision for the city to 2050. It contains a number of directions relating to the delivery of investment and jobs by creating a city structure that drives productivity, supports investment through certainty and creates more jobs. The Thomastown Industrial Area is identified within the Northern Industrial Precinct which is one of the metropolitan area's three identified State Significant Industrial Precincts. A number of potential Urban Renewal Sites are identified in the Plan including Keon Park Station, which is within the Thomastown Industrial Area.

The **Whittlesea Planning Scheme** guides land use and development within the municipality. There are several provisions in the scheme that are relevant to this Strategy. In addition, zones, overlays, particular and general provisions affect land use and development. The Thomastown Industrial Area is identified in the Scheme as strategically significant industrial and employment precinct in the municipality.

Other Council related strategies include:

**Whittlesea Council Plan 2013-2017** - outlines a number of key initiatives and programs to make the City of Whittlesea a better place to live.

**Environmental Sustainability Strategy** – sets policy direction for building fit outs and actions for Sustainable development assistance programs.

**Open Space Strategy** – identifies areas in the Thomastown Industrial Area for new local spaces as well as improvements to local pipe tracks to improve connections.

**Whittlesea Bicycle Plan 2016-2020** – provides policy to increase cycling participation at the City of Whittlesea by providing safety improvements, promotional initiatives and improvement to the current network. Identified cycle paths have been included in the Strategy and will be implemented in accordance with the strategy.

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Growing our economy</b>
<b>Theme</b>	<b>Economic development</b>
<b>Strategic Objective</b>	<b>We have strategies that encourage new business investment</b>

**DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**CONCLUSION**

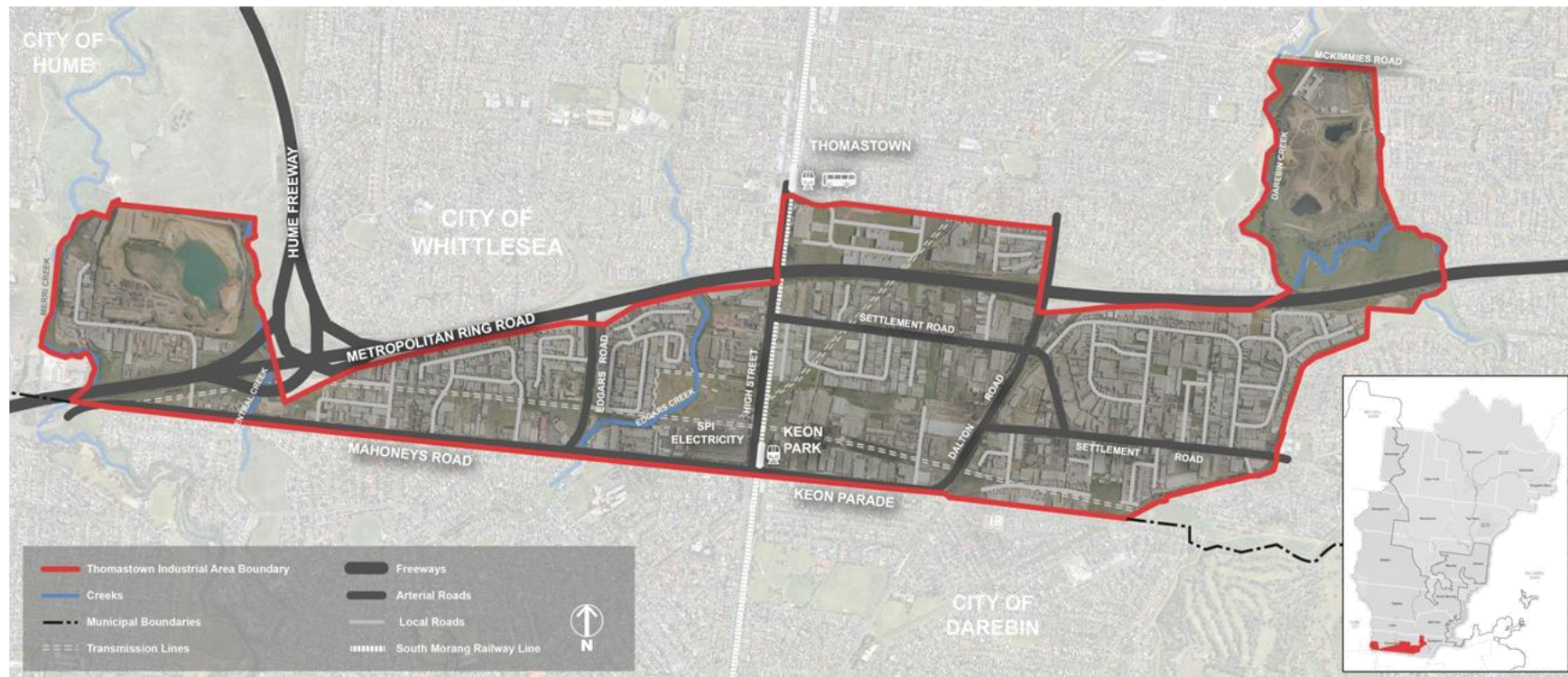
The Thomastown Industrial Area Strategy sets out a range of strategies and actions to create an attractive place for businesses. These strategies and actions were informed by the three stages of consultation with the community and major stakeholders. It is anticipated that the strategies and actions prepared will enhance the functionality and appearance of the industrial precinct and assist with Council being more proactive in encouraging investment. Existing business activity and developers in the area will be able to plan and invest with greater certainty with a clear vision and future direction for the area. This kind of economic investment in the locality will support employment opportunities and enhance local resident's ability to access jobs close to where they live.

It is therefore recommended that the draft Thomastown Industrial Area Strategy (February 2017) be adopted by Council.

<b>RECOMMENDATION</b>
-----------------------

**THAT Council resolve to adopt the Thomastown Industrial Area Strategy (February 2017) as attached to the report.**

Attachment 1









# Thomastown Industrial Area Strategy 2015-2035

*A vibrant and sought after business location*



**FEBRUARY 2017**



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## Foreword

### *Mayor's message*

The Thomastown Industrial Area is a major economic generator for the City of Whittlesea and the northern region. It is a key location for local employment and commercial activity within a region that is recognised for having the manufacturing skills, educational capacity and know-how to become a leading manufacturing hub as well as offering other employment opportunities. It is strategically well located and has convenient access to key transport infrastructure such as the Metropolitan Ring Road and the Hume Freeway.

It occupies approximately six square kilometres of land, and forms part of the Northern Industrial Precinct as identified in Melbourne's Metropolitan Strategy, *Plan Melbourne*. It is strategically well positioned with good access to Melbourne CBD, ports and airports via the Metropolitan Ring Road, and regional centres and interstate cities along the Hume Freeway corridor. Within the region, the area also benefits from close proximity to La Trobe and RMIT Universities as well as Melbourne Polytechnic and the new Melbourne Wholesale Fruit and Vegetable Market in Epping.

Improved amenity and a coordinated approach to redevelopment are essential to the ongoing long term future and viability of the industrial area. There is a significant opportunity for Council to encourage investment in the Thomastown Industrial Area to help realise the key objective of our *Council Plan* to ensure that economic growth and job creation keeps pace with our growing population.

Council's vision is that the *Thomastown Industrial Area Strategy* will provide clear direction for the area to allow existing businesses and developers in the area to plan and invest with greater certainty. The Strategy is also intended to ensure the industrial area is equipped to respond to the challenges of fast-paced changes in the global economy.

It is my pleasure to present the draft *Thomastown Industrial Area Strategy* for your consideration and input. We look forward to hearing your feedback and ideas for the Strategy over this consultation period.



**Cr Ricky Kirkham**  
**Mayor**  
City of Whittlesea





## Section 1 – Introduction

The southern part of Thomastown emerged as a major industrial location during the 1970s and has progressively developed over the past 40 years in response to market demands. The completion of the Metropolitan Ring Road in 1999 and the establishment of the Dalton Road homemaker precinct have further enhanced the accessibility and economic importance of this employment area in more recent times.

Today, the Thomastown Industrial Area (shown in Figure 2) provides business and employment opportunities for residents of the City of Whittlesea and the broader northern metropolitan region. It is home to an estimated 1,800 businesses, contributes an approximate \$1.1B to the economy and employs close to 11,000 people. Accordingly the area is recognised as being of State significance as an employment area in the recently published Metropolitan Strategy *Plan Melbourne*, where it is identified as being part of the Northern Industrial Precinct.

This Strategy seeks to develop a long term vision for the Thomastown Industrial Area. It addresses important issues relating to identity and economic development, land use and development, infrastructure provision and environmental sustainability. It will set a framework for land use and development and provide certainty and confidence for existing and future business investment. The principle aim of this strategy is to ensure that the industrial area continues to be attractive for investment and provide local jobs for communities.

This document begins by setting out the Strategic Context of the area by highlighting the importance of the area from a State and Local Government level. The Aims and Visions for the area are outlined in Section 3 of the document and Section 4 provides a precinct map that divides the study boundary into eight areas. Each precinct is separated and provided with an analysis of existing characteristics, its future role, function and development potential. This leads to the relevant actions that will seek to provide an outcome so the intention of the precinct can be recognised.

A collection of the complete Implementation Plan can be found in Appendix 1.

This Strategy provides direction for future development and outlines actions for Council and other agencies. It does not compel existing businesses or landowners to redevelop or upgrade their premises nor require existing businesses to retrospectively comply with new planning provisions.

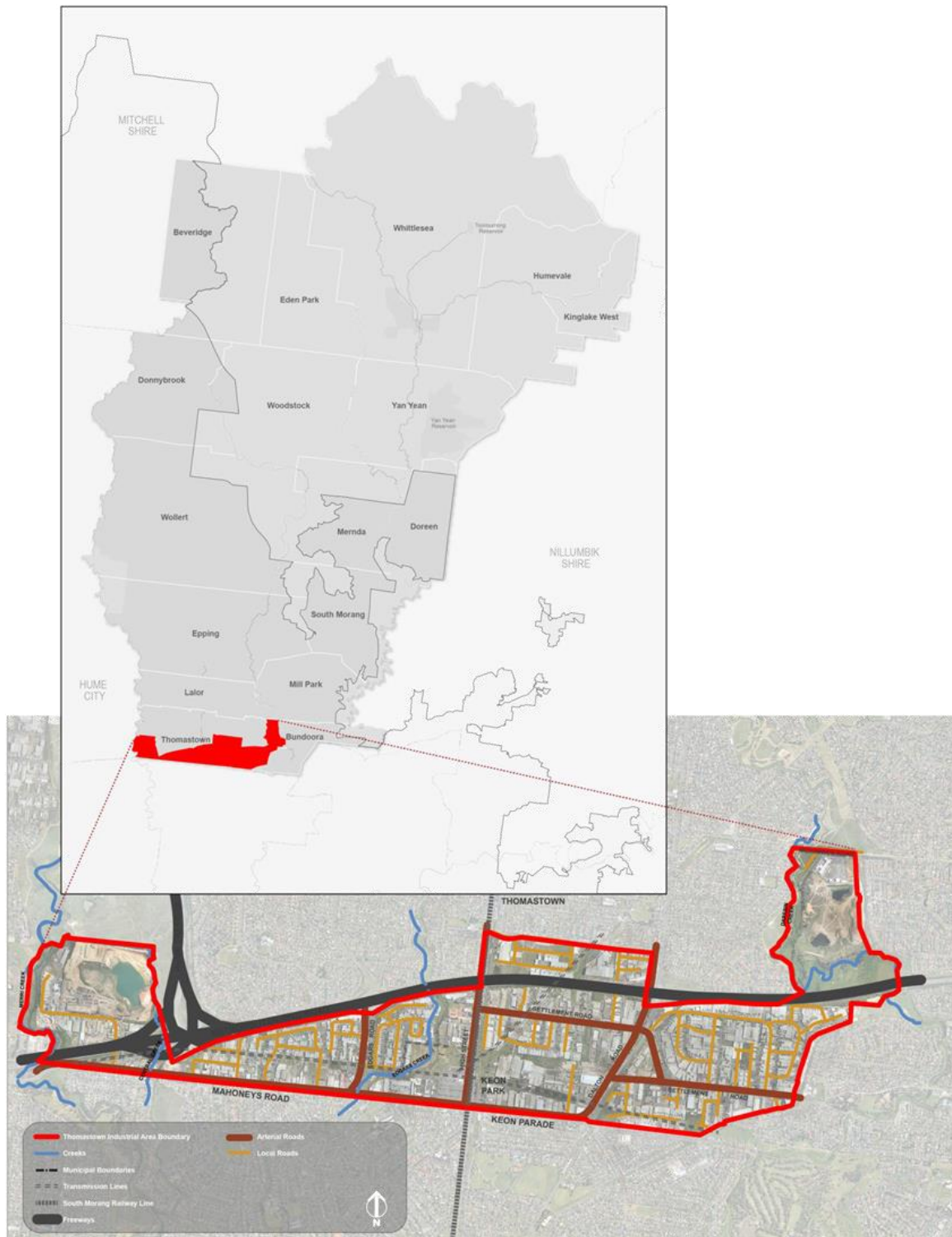


Figure 1: Thomastown Industrial Study Area



## Section 2 – Strategic context

### Policy Context

This section outlines State and Local documents that are relevant to the Thomastown Industrial Area. They were used to inform this Strategy as they apply strategic methods of improvements to the area. From a State level, it creates the connection between the Strategy and the overall Vision and Economic function in Melbourne. They set the framework for the key drivers in the strategy that are important for the Implementation Plan. The policies assisted in establishing the overarching strategic bases for the strategy.

**Plan Melbourne** sets out the Victorian Government's vision for the city to 2050. It contains a number of directions relating to the delivery of investment and jobs by creating a city structure that drives productivity, supports investment through certainty and creates more jobs. The Thomastown Industrial Area is identified within the Northern Industrial Precinct which is one of the metropolitan area's three identified State Significant Industrial Precincts. A number of potential urban renewal sites are identified in the Plan including Keon Park Station, which is within the Thomastown Industrial Area.

The **Whittlesea Planning Scheme** guides land use and development within the municipality. There are several provisions in the scheme that are relevant to this Strategy. In addition, zones, overlays, particular and general provisions affect land use and development. The Thomastown Industrial Area is identified in the Scheme as strategically significant industrial and employment precinct in the municipality.

The **Whittlesea Council Plan 2013-2017** outlines a number of key initiatives and programs to make the City of Whittlesea a better place to live. A key strategic objective is **Growing our Economy** so there are a diverse range of local employment opportunities, under the Plan strategies encourage new business investment so local jobs are supported.

Other Council related strategies include:

**Environmental Sustainability Strategy** – sets policy direction for building fit outs and actions for Sustainable development assistance programs.

**Open Space Strategy** – identifies areas in the Thomastown Industrial Area for new local spaces as well as improvements to local pipe tracks to improve connections.

**Whittlesea Bicycle Plan 2016-2020** – provides policy to increase cycling participation at the City of Whittlesea by providing safety improvements, promotional initiatives and improvement to the current network. Identified cycle paths have been included in the Strategy and will be implemented in accordance with the strategy.



Figure 2: View of Industrial Area from the north



## Strategy Purpose

With the overarching principles set by the above policies, the following gives an overview as to why Thomastown Industrial Area was identified as a precinct in need of a Strategy. It was considered by Council and relevant stakeholders and agencies that a framework was required in order to:

- Strengthen employment opportunities.
- Create more diverse job opportunities
- Strengthen the functional and strategic strengths of the area that continue to generate new development and investment.
- Provide for new and increasing demand from industry migrating from inner areas.
- Provide direction for redevelopment of recent sites and older buildings where there is opportunities for investment.
- Provide direction for sites that have been identified as providing opportunities new development and investment.
- Support future industry investment opportunities in industrial services, light manufacturing, wholesaling and office developments.

## Strategic Strengths

### Locational and infrastructure advantages

- Excellent access to the regional, metropolitan and national freeways.
- Access to major economic assets such as Melbourne Wholesale Fruit and Vegetable Market, Melbourne Airport and Port of Melbourne and proximity to a range of major tertiary institutions including RMIT (Bundoora), La Trobe University and Melbourne Polytechnic.
- Metropolitan passenger rail service with train stations at Keon Park and Thomastown as well as connecting bus services.

### Range of uses and types of sites and built form

- A high proportion of functioning businesses and comparably low vacancy rate for existing buildings (5.7%) across the wider industrial area (industrial precincts typically averages 6% to 12%).
- Increased global competition and industry restructuring has encouraged opportunities outside the traditional manufacturing sector and a more diverse growth in industries has occurred.
- Opportunities available for a variety of businesses with a range of sites and building formats, together with good separation from sensitive land uses via main road boundaries.
- Where businesses of the same product/industry have been clustered together, it has provided agglomeration advantages for business operators.
- Large developers have been attracted to invest in new and higher quality industrial estates in some locations, improving amenity and increasing business and employment activity.

### Employment capacity

- Employment intensity varies between 21 and 42 jobs per hectare and there is the capacity to increase employment densities through development and redevelopment of vacant or underutilised land.
- Situated within an area that has an established residential community with a growing catchment of workers providing job opportunities close to where people live and provides advantages for businesses.

### Environment

- Creek environs provide quality amenity and opportunities for improved accessibility throughout the precinct.
- The creeks also provide separation from sensitive uses such as residential providing a distinct boundary for the area.



## Section 3 – Strategy Aims and Vision

The purpose of the Thomastown Industrial Area Strategy is to support investment, improve the amenity and image of the area, provide direction in relation to the role and function of the area and outlines infrastructure needs for the area. Set out below are the principle aims of the strategy and these will define how the success of the Strategy will be measured.

It will set a framework for land use and development and provide certainty and confidence for existing and future business investment. The principle aim of this strategy is to ensure that the industrial area continues to be attractive for investment and provide local jobs for communities.

### Strategy Aims

1. To strengthen economic investment and facilitate partnership opportunities.
2. To provide a clear framework for land use and development including the design of industrial and commercial built form and to improve the image of the area to create an attractive environment for business investment.
3. To support regional transport connections and improve internal access, safety and connectivity through public transport, walking, cycling and vehicular infrastructure upgrades.
4. To improve the amenity and environmental conditions of the area through enhancements to the open space network, waterways and landscaping.

### Vision

***To enhance the Thomastown Industrial Area to be a vibrant and sought after business location.***

*To create a thriving employment area that is an attractive place for new business and provides opportunities for growing businesses. To increase the number and provide availability for a wide variety of job opportunities that are accessible for local people. To provide high quality urban design, landscaping and built form outcomes for a quality environment. This, together with investment by private and government organisations, will create a well-connected and safe precinct.*



Figure 3: Recent developments at Meridian Business Park, Thomastown



## Section 4 – Objectives and strategies

The strategy aims to provide the basis for the objectives and strategies in Section 4 and inform the approach for the precincts and opportunity areas in Section 5. These together set out how the vision for the area will be achieved.

### 1. Identity and economic development

<b>Aim</b>	<b>To strengthen economic investment and facilitate partnership opportunities.</b>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>▪ Create an environment where the number of jobs can grow so more people have access to local job opportunities.</li> <li>▪ Build connections between businesses, government, industry bodies and tertiary institutions in order to establish partnerships, share information and facilitate business efficiencies and create opportunities for training and development to align with emerging future employment opportunities.</li> <li>▪ Facilitate opportunities for local services for employees to provide places to meet or socialise and service local businesses, through a Business and Services Centre.</li> <li>▪ Create a positive impression and attractive identity for the area and entrance to the municipality through a functional public realm, streetscape improvements and gateway treatments.</li> </ul>
<b>Strategies</b>	<ul style="list-style-type: none"> <li>▪ Undertake regular collection of data through a Census of Land Use and Employment to understand development and market activity as well as employment trends to enable informed decisions.</li> <li>▪ Facilitate opportunities for start-up and small business to locate in the industrial area and utilise local networks and services through seeking funding opportunities for business incubator or short let start-up premises.</li> <li>▪ Strengthen and improve the profile and image of the area through enhancements to public realm including streetscape improvements.</li> <li>▪ Encourage provision of landscape enhancements or other visual amenity improvements in prominent locations such as corner sites or gateway areas.</li> </ul>

### 2. Land use and development

<b>Aim</b>	<b>To provide a framework for land use and development including the design of industrial and commercial built form and improve the image of the area to create an attractive environment for business investment.</b>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>▪ Maintain and protect the industrial area's existing and future function as an employment precinct and avoid the encroachment of sensitive uses.</li> <li>▪ Support development with increased employment densities in appropriate locations to facilitate a wider range and mix of jobs.</li> <li>▪ Improve the area's visual appearance through high quality developments, urban design treatments and landscaping.</li> </ul>



## 2. Land use and development

- Strategies**
- Support and encourage land uses such as general manufacturing, light industry, warehousing, storage, and modern industrial estates as well as service-based employment activities given the proximity to local population catchments.
  - Encourage a greater diversity of land uses around Keon Park Station, creating a business service precinct with amenities and support services for workers to complement the area's employment function (e.g. cafés, convenience retailers etc.).
  - Require high quality site planning and design and require building design and subdivision to respond to modern needs and operational requirements of business, thereby safeguarding against obsolescence and minimising opportunities for crime (such as graffiti).
  - Undertake proactive compliance and education programs to ensure permit conditions are implemented and to maintain high levels of amenity to maintain an attractive investment environment.

## 3. Transport, access and infrastructure

**Aim** To support regional transport connections and improve internal access, safety and connectivity through public transport, walking, cycling and vehicular infrastructure upgrades.

- Objectives**
- Maintain and strengthen access and connections to existing and future major road and freight networks.
  - Facilitate improved connections throughout the precinct for walking and cycling and accessibility to public transport.
  - Maintain and improve transport, drainage and broadband infrastructure to support businesses and new development in the precinct.

- Strategies**
- Support an attractive and more connected urban environment through advocating for the removal of level crossings through grade separation.
  - Create improved connections throughout the area as part of local footpath network improvements, redevelopment of larger sites and by utilising utility easements.
  - Create improved cycle connections throughout the area in accordance with the priorities set in the *Whittlesea Bicycle Strategy* (2015).
  - Upgrade and strengthen the existing road network through road capacity and safety improvements at identified intersections and key locations.
  - Improve transport delivery or freight accessibility through the road network, focussing on improvements to identified critical access locations.
  - Support improved public transport services in Thomastown including bus services and connections particularly east-west connections.
  - Support businesses within the precinct to access broadband infrastructure through regular survey of business.
  - Minimise the adverse impact of development on existing drainage infrastructure through on site detention and through existing development contribution arrangements.
  - Support opportunities for stormwater harvesting as part of major developments.



#### 4. Environment and sustainability

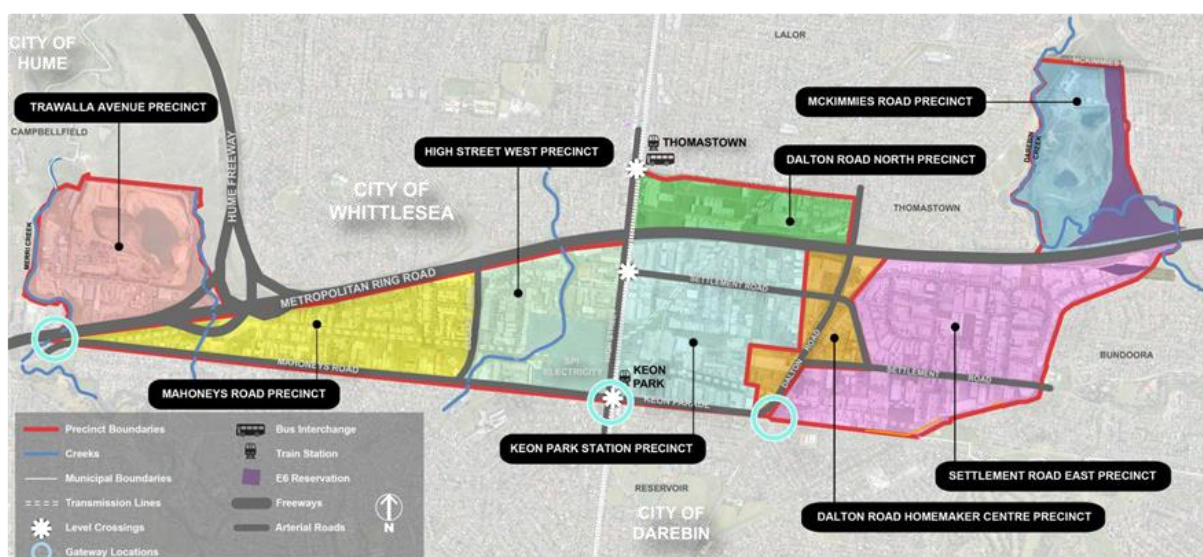
<b>Aim</b>	<b>To improve the amenity and environmental conditions of the area through enhancements to built form, the open space network, waterways and landscaping.</b>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>▪ Encourage sustainable built form in all industrial and commercial development, practices and activities.</li> <li>▪ Improve the quality of runoff entering waterways from the area and prevent contamination by improving stormwater quality and drainage, remediating contaminated land and reducing impacts from poor business practices.</li> <li>▪ Enhance the waterways by creating usable and accessible open spaces and improving stream health and environmental values.</li> </ul>
<b>Strategies</b>	<ul style="list-style-type: none"> <li>▪ Encourage all applicants for planning permits to use the Sustainable Design Assessment in the Planning Process (SDAPP) framework.</li> <li>▪ Support further sustainable development opportunities for business (including green roofs, on-site renewable energy including bulk purchase solar photovoltaic panels, and stormwater and runoff water capture and reuse).</li> <li>▪ Encourage the provision of well-located storage for equipment, stock, vehicles and waste to ensure efficient business operation and avoid contamination of sites and stormwater.</li> <li>▪ Encourage innovative water sensitive urban design to reduce and minimise local and downstream flooding and contamination impacts.</li> <li>▪ Restore and rehabilitate Edgars Creek between Mahoneys Road and the Metropolitan Ring Road to improve connectivity and create new open space.</li> <li>▪ Support the restoration and rehabilitation of Merri Creek in accordance with the <i>Merri Creek Park Strategy</i>.</li> </ul>



## Section 5 – Precinct Plan and Opportunity Areas

This section sets out the preferred role and function for each of the identified precincts in the industrial area. In many precincts there are areas that have significant opportunity for development and change. Guidance and direction is provided for these areas along with actions for implementation. The location of each precinct is shown in Figure 4.

There is capacity for increased industrial activity within the Thomastown Industrial Area. The development of existing vacant sites as well as the redevelopment of properties with minimal capital improvements will maximise the Area's productivity. Sites fronting arterial roads have the potential for contemporary industrial and commercial developments that can assist in raising the profile and improving the image of the industrial area and increase employment densities upon redevelopment.

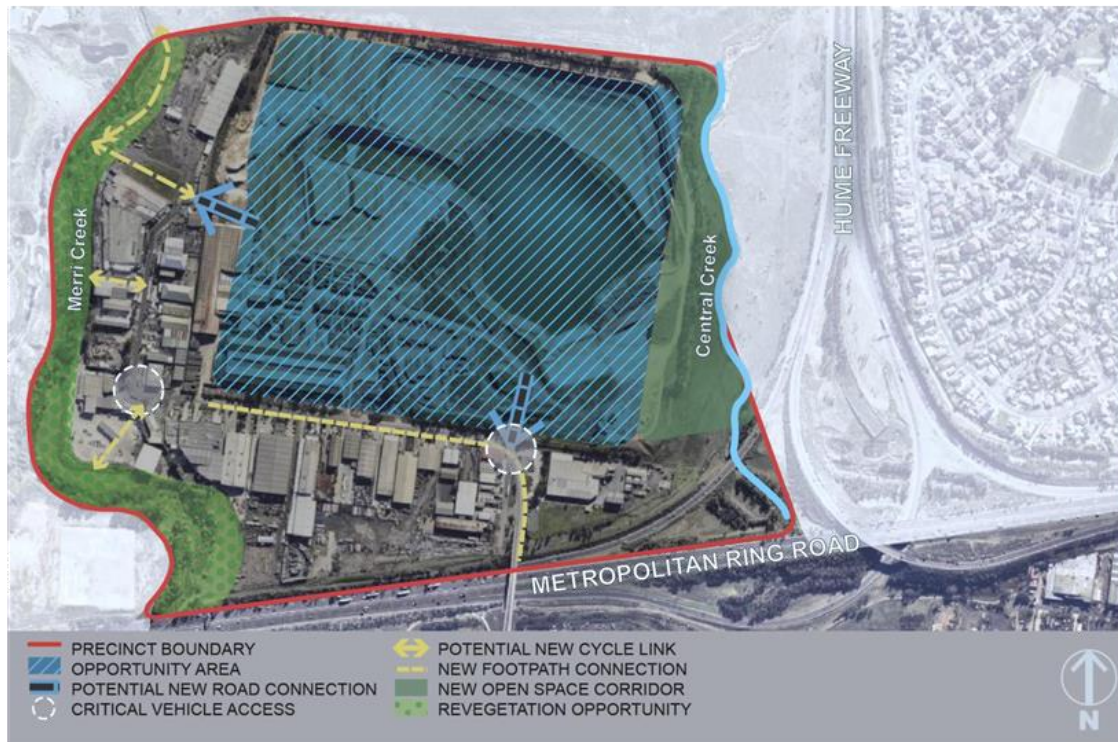


**Figure 4: Precinct locations**

Through the implementation of the Strategy, identified opportunity areas and/or sites that require detailed master planning will be defined and specific planning controls implemented through planning scheme amendments. In many instances development plans or design and development overlays may be necessary to achieve the preferred outcomes within these areas and rezoning of land will not always be required.

Council will only take the initiative to rezone land where unacceptable interface issues between industry and residents need to be resolved or rezoning is required to achieve a specific land use outcome identified in this Strategy. In all other situations rezoning requests would need to be lodged by a landowner, and the direction outlined in this section and the vision for the area will be used to assist with assessing the rezoning request.

## Trawalla Avenue Precinct



**Description:** This area forms the western edge of the industrial area and is bounded by the Merri Creek, the Hume Freeway and the Metropolitan Ring Road. The Merri Creek Parkland Galada Tambore is located immediately to the north. Quarrying, brick manufacturing and food manufacturing dominate this precinct. Access from Mahoney's Road is limited to a single road (Industrial Avenue).

**Role and Function:** This precinct will continue to support land uses that generate significant employment such as industry and warehousing. The high value of this precinct is that it is contained and impacts from non-industrial uses on the ability of the precinct to support traditional industrial operations should be minimised.

**Opportunity areas:** The precinct contains a large strategic site that is currently being used for extractive industry. Following the cessation of quarrying operations this site is likely to become available for redevelopment. Opportunities exist to achieve environmental and open space outcomes in addition to economic investment. Central Creek also provides an opportunity to provide open space/recreation opportunities.





1. Good landscape outcome (Trawalla Avenue)



2. Poor landscape outcome (Trawalla Avenue)



3. Typical industrial use – car recycling



4. Typical industrial use – food manufacturing

**Figure 5: Key features in Trawalla Avenue Precinct**

**Principles for development:**

- New buildings and subdivisions should accommodate larger format buildings in preference to speculative warehouse, smaller industrial lots/units or the provision of offices.
- New development should provide appropriate design treatments to secondary frontages such as the Merri and Central Creeks and Galada Tamboore parklands and major roads.
- New development should be designed and oriented to maximise access to, and passive surveillance of, the street, open space, waterways and other pedestrian areas.
- A loop road through to Trawalla Avenue should be provided as part of redevelopment of the quarry site to improve internal connectivity and remove the 'dead end' arrangement.
- Opportunities should be sought to improve connections through to Merri Creek Parklands as part of redevelopment or subdivision of land.
- Pedestrian links should be provided within developments when large sites are subdivided to improve access to open space.



**Actions for Trawalla Avenue Precinct:**

No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
2.3	Master planning	Undertake review of land titles and ownership arrangements to identify opportunities for consolidation and redevelopment, particularly in the High Street West Precinct	Council	Short-medium	Strategic Planning & Design
		Identify sites that require a master planned approach and site specific requirements to be achieved via a planning scheme amendment such as development plan or design and development overlays	Council/Landowners	Medium – Long	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/Melbourne Water	Long	Strategic Planning & Design
3.8	New road connection Trawalla Avenue	Provide road connection as part of future subdivision of quarry site to remove 'dead end' arrangement in Trawalla Avenue	Through redevelopment of sites	Long	City Design and Transport
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area:	Council	Short	City Design and Transport
		- Extension to Shared Path along Merri Creek Trail			
		- Extension to Metropolitan Ring Road Trail on the southern side through to High St			
		- Construction of Shared Path on eastern side of High St			
		- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde			
		- Construction of Shared Path along Melbourne Water Pipe Track			
		- Construction of Shared Path connection between Holt Parade to connect with pipe track.			
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	Development Assessment
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	Development Assessment





3.10	Footpath 'missing link' upgrades	<p>Prioritise footpath missing link' upgrades in line with existing strategies, programs and development in the area:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave</li> <li>- Lawson Cr (Mahoney Rd to Blaxland Ave)</li> <li>- Dalton Rd (Settlement Rd to Wood St</li> <li>- Industrial Ave (Trawalla Ave to Mahoneys Rd)</li> <li>- Wentworth Crt (Blaxland Ave to end)</li> <li>- Norwich Ave (Aylward Ave to Lipton Dr)</li> <li>- Wolseley Pl (South of Lucknow Cr)</li> <li>- Strong Ave(Chaffey St to Pelmet Cr)</li> <li>- Pelmet Cr (South of Strong Ave)</li> <li>- Centofanti Place(Settlement Rd to bend)</li> <li>- Macquarie Dr (Inside of bend)</li> <li>- Mercedes Dr (Commercial Dr to Longview Crt)</li> <li>- Longview Crt (Mercedes Dr to end)</li> </ul>	Council/ VicRoads	Ongoing	<b>City Design and Transport</b>
3.11	Improvements at identified critical access locations	<p>Improve vehicle accessibility for transport delivery (freight) in the following locations:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave (east end)</li> <li>- Trawalla Ave (west end)</li> <li>- Cnr of Blaxland Ave and Wentworth Crt</li> <li>- Cnr of Blaxland Ave and Lawson Cr</li> <li>- Cnr of Aylward Ave and Norwich Ave</li> <li>- Cnr of Aylward Ave and Lipton Dr</li> <li>- Lipton Dr (bend at east end)</li> <li>- Cnr of Norwich Ave and Lipton Dr</li> <li>- Cnr of Strong Ave and Horne St</li> <li>- Cnr of Horne St and Chaffey St</li> <li>- Cnr of Strong Ave and Kenneth St</li> <li>- Cnr of Strong Ave and Chaffey St</li> <li>- Cnr of Strong Ave and Pelmet Cr</li> <li>- Cnr of Settlement Rd and Abruzzo Cr</li> <li>- Cnr of Brock St and Ivanhoe Crt</li> <li>- Cnr of Green Str and Settlement Rd</li> <li>- Cnr of Settlement Rd and Norris Cr</li> <li>- Cnr of Northgate Dr and Commercial Dr</li> <li>- Cnr of Northgate Dr and Merchant Ave</li> <li>- Cnr of Commercial Dr and Merchant Ave</li> <li>- Nevin Dr (end)</li> </ul>	Council in consultation with landowners, business operators and transport operators	Ongoing	<b>City Design and Transport</b>

## Mahoneys Road Precinct



**Description:** Situated predominately to the west of Edgars Creek this precinct includes the land south of the Metropolitan Ring Road and north of Mahoneys Road. Residential properties exist to the southern perimeter, across the six lane Mahoneys Road. This precinct generally contains more traditional industrial uses including metal fabrication, food manufacturing, wholesale trade and automotive services. Smaller loop road catchments are typical. Entrance into the precinct is available from either Mahoneys or Edgars Roads.

**Role and Function:** The precinct can continue to support a range of industrial and employment-generating land uses. Mahoneys Road provides the greatest opportunities for improved amenity outcomes due to its proximity to residential areas. Many large sites along Mahoneys Road with side street access are suitable for office/warehouse uses. There are also some limited opportunities for industrial showrooms and large format retail given its frontage to Mahoneys Road. The northern portion of Mahoneys Road the precinct envisaged to continue to support, and be protected, for a range of land uses including industry, warehousing and service-based employment activities.

**Opportunity areas:** Sites with old building stock and minimal capital improvements together or vacant sites offer opportunities for development or urban renewal in this precinct. Contemporary industrial and commercial development, particularly along Mahoneys Road, will provide opportunities to improve the visual appearance, raise the profile of the industrial area and provide increased employment densities.



1. Two storey built form (newer part of the precinct)



2. High quality landscape and pedestrian environment (newer part of the precinct)



3. Good parking and landscaping outcome in Blaxland Avenue



4. Loss of street planting to accommodate additional parking in Lawson Crescent

**Figure 6: Key features in Mahoneys Road Precinct**

**Principles for development:**

- New subdivisions should be designed to allow for a range of lots.
- Flexible new building design should be encouraged to accommodate expanding and contracting business and minimise obsolescence of sites so a range of businesses and industries can be supported.
- Developments should be designed to provide appropriate interface treatments to secondary road frontages, including the Metropolitan Ring Road and Edgars Road, to improve the presentation of the area from these thoroughfares.
- Maximise the passive surveillance of easements and other public areas to improve safety and encourage public use of these spaces.
- Existing industries should be encouraged to invest and upgrade facilities to improve the image and amenity of the area.
- Redevelopment of large sites should provide for the creation of new open space or equivalent functions, including provision of usable, landscaped and well-maintained communal outdoor areas in new industrial subdivisions.





**Actions for Mahoneys Road Precinct:**

<b>No.</b>	<b>Action/Project</b>	<b>Role/purpose/objective</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Department</b>
1.6	Landscape/ visual amenity improvement program	Undertake landscape enhancements or other visual amenity improvements at gateway locations or other key sites including brand identity and signage, public art, buffer screening or barrier treatment opportunities	Council	Medium / Ongoing	Parks and Open Space
1.7	Public realm improvements	Prepare design concepts for streetscape upgrades and improvements	Council	Medium	Major Projects
3.1	Intersection upgrade Edgars and Mahoneys Rd	Facilitate and work with VicRoads for upgrades to intersection with additional left turn lane at north approach and extension to right turn lane on east approach	Council in consultation with VicRoads	Short	City Design and Transport
		Facilitate and work with VicRoads for signalised slip lane at north west approach	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road safety upgrades	VicRoads	Short- Medium	City Design and Transport
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area: <ul style="list-style-type: none"> <li>- Extension to Shared Path along Merri Creek Trail</li> <li>- Extension to Metropolitan Ring Road Trail on the southern side through to High St</li> <li>- Construction of Shared Path on eastern side of High St</li> <li>- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde</li> <li>- Construction of Shared Path along Melbourne Water Pipe Track</li> <li>- Construction of Shared Path connection between Holt Parade to connect with pipe track.</li> </ul>	Council	Short	City Design and Transport
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	Development Assessment
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	Development Assessment
3.10	Footpath 'missing link'	Prioritise footpath missing link' upgrades in line with existing strategies,	Council/ VicRoads	Ongoing	City Design and Transport





No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
	upgrades	<p>programs and development in the area:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave</li> <li>- Lawson Cr (Mahoney Rd to Blaxland Ave)</li> <li>- Dalton Rd (Settlement Rd to Wood St)</li> <li>- Industrial Ave (Trawalla Ave to Mahoneys Rd)</li> <li>- Wentworth Crt (Blaxland Ave to end)</li> <li>- Norwich Ave (Aylward Ave to Lipton Dr)</li> <li>- Wolseley Pl (South of Lucknow Cr)</li> <li>- Strong Ave (Chaffey St to Pelmet Cr)</li> <li>- Pelmet Cr (South of Strong Ave)</li> <li>- Centofanti Place (Settlement Rd to bend)</li> <li>- Macquarie Dr (Inside of bend)</li> <li>- Mercedes Dr (Commercial Dr to Longview Crt)</li> <li>- Longview Crt (Mercedes Dr to end)</li> </ul>			
3.11	Improvements at identified critical access locations	<p>Improve vehicle accessibility for transport delivery (freight) in the following locations:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave (east end)</li> <li>- Trawalla Ave (west end)</li> <li>- Cnr of Blaxland Ave and Wentworth Crt</li> <li>- Cnr of Blaxland Ave and Lawson Cr</li> <li>- Cnr of Aylward Ave and Norwich Ave</li> <li>- Cnr of Aylward Ave and Lipton Dr</li> <li>- Lipton Dr (bend at east end)</li> <li>- Cnr of Norwich Ave and Lipton Dr</li> <li>- Cnr of Strong Ave and Horne St</li> <li>- Cnr of Horne St and Chaffey St</li> <li>- Cnr of Strong Ave and Kenneth St</li> <li>- Cnr of Strong Ave and Chaffey St</li> <li>- Cnr of Strong Ave and Pelmet Cr</li> <li>- Cnr of Settlement Rd and Abruzzo Cr</li> <li>- Cnr of Brock St and Ivanhoe Crt</li> <li>- Cnr of Green Str and Settlement Rd</li> <li>- Cnr of Settlement Rd and Norris Cr</li> <li>- Cnr of Northgate Dr and Commercial Dr</li> <li>- Cnr of Northgate Dr and Merchant Ave</li> <li>- Cnr of Commercial Dr and Merchant Ave</li> <li>- Nevin Dr (end)</li> </ul>	Council in consultation with landowners, business operators and transport operators	Ongoing	City Design and Transport

## High Street West Precinct



**Description:** This precinct is situated between Edgars Creek and High Street. Bounded to the north by the Metropolitan Ring Road and Mahoneys Road to the south. The Electrical Terminal Station covers a significant proportion of this precinct with the remainder predominately comprising large lots containing warehouse and industrial buildings. Frontage and primary access to all sites is available via High Street. To the west of Edgars Creek is an established industrial area with one entry point available from Horne Street connecting to Edgars Road.

**Role and function:** The precinct can continue to support a range of industrial and employment-generating land uses, particularly within consolidated precinct to the west of Edgars Creek. The eastern side of this precinct has significant potential to change in the short to medium term. There are opportunities to improve the interface with High Street through enhanced landscaping and quality design. The precinct also has some of the most significant opportunities to improve the amenity of the area by increasing accessibility through to the Edgars Creek corridor and providing an open space corridor.

**Opportunity areas:** Sites immediately to the north of the Electrical Terminal Station are considered to have the greatest capacity for change. Opportunities exist for a greater mix of higher intensity employment uses and greater height of buildings towards High Street. Larger and/or consolidated sites offer the opportunity to establish their own level of internal amenity through a business/industrial park environment incorporating landscaping, good internal circulation, including appropriate interface with the creek, and facilities for workers such as cafes.



1. Good quality two storey built form



2. High quality landscaping



3. Limited landscape in the new development along Mahoneys Road



4. Poor pedestrian amenity along High Street

**Figure 7: Key features in High Street West Precinct**

**Principles for development:**

- The visual appearance of High Street as a major gateway to the municipality should be enhanced through generous landscaped setbacks to allow for quality landscaping treatments.
- Development should address both High Street and Edgars Creek so a well-defined and high amenity precinct is created.
- Consolidation of sites should be encouraged to enable an integrated approach to the redevelopment in this precinct.
- Provision of a road along the creek corridor/frontage to improve access and allow surveillance of the area.
- Connectivity to Edgars Creek should be maximised through a boulevard connector street from High Street with strong landscaping to provide a main point of entry that terminates at the creek.
- New development and subdivisions should provide generous landscaping strips to improve amenity and provide treatments to screen car parking from the street.
- Flexible new building design should be encouraged to accommodate expanding and contracting business and minimise obsolescence of sites so a range of businesses and industries can be supported.
- Potential re-zoning of land for sensitive uses will need to incorporate Ministerial Direction 1 – *Potentially Contaminated Land*.
- Facilitate opportunities for recreation and connections to the Edgars Creek path by
  - Setting aside areas along creek corridors and creation of adjacent open space on sites traversed by Edgars Creek.
  - Provision of usable, landscaped and well-maintained communal outdoor areas in new industrial subdivisions.
  - Provision of lower order roads to improve access in master planning in opportunity areas.





**Actions for High Street West Precinct:**

<b>No.</b>	<b>Action/Project</b>	<b>Role/purpose/objective</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Department</b>
1.6	Landscape/ visual amenity improvement program	Undertake landscape enhancements or other visual amenity improvements at gateway locations or other key sites including brand identity and signage, public art, buffer screening or barrier treatment opportunities	Council	Medium/ Ongoing	Parks and Open Space
1.7	Public realm improvements	Prepare design concepts for streetscape upgrades and improvements	Council	Medium	Major Projects
2.3	Master planning	Undertake review of land titles and ownership arrangements to identify opportunities for consolidation and redevelopment, particularly in the High Street West Precinct Identify sites that require a master planned approach and site specific requirements to be achieved via a planning scheme amendment such as development plan or design and development overlays	Council	Short- medium	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/ Landowners	Medium – Long	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/ Melbourne Water	Long	Strategic Planning & Design
3.1	Intersection upgrade Edgars and Mahoneys Rd	Facilitate and work with VicRoads for upgrades to intersection with additional left turn lane at north approach and extension to right turn lane on east approach	Council in consultation with VicRoads	Short	City Design and Transport
		Facilitate and work with VicRoads for signalised slip lane at north west approach	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road safety upgrades	VicRoads	Short- Medium	City Design and Transport
3.3	Intersection improvements	Facilitate and work with VicRoads for signalised	Council in consultation	Short	City Design and Transport





	Mahoneys Rd/ Keon Pde/ High St	pedestrian crosswalk Implement road upgrades road safety solutions	with VicRoads VicRoads	Medium	<b>City Design and Transport</b>
3.7	Intersection improvements and upgrades Edgars Rd/Horne St	Facilitate and work with VicRoads for upgrade to intersection with traffic signals to improve intersection safety Implement traffic signals	Council in consultation with VicRoads VicRoads	Short Short-Medium	<b>City Design and Transport</b> <b>City Design and Transport</b>
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area: <ul style="list-style-type: none"> <li>- Extension to Shared Path along Merri Creek Trail</li> <li>- Extension to Metropolitan Ring Road Trail on the southern side through to High St</li> <li>- Construction of Shared Path on eastern side of High St</li> <li>- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde</li> <li>- Construction of Shared Path along Melbourne Water Pipe Track</li> <li>- Construction of Shared Path connection between Holt Parade to connect with pipe track.</li> </ul>	Council	Short	<b>City Design and Transport</b>
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	<b>Development Assessment</b>
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	<b>Development Assessment</b>
3.10	Footpath 'missing link' upgrades	Prioritise footpath missing link' upgrades in line with existing strategies, programs and development in the area: <ul style="list-style-type: none"> <li>- Trawalla Ave</li> <li>- Lawson Cr (Mahoney Rd to Blaxland Ave)</li> <li>- Dalton Rd (Settlement Rd to Wood St)</li> <li>- Industrial Ave (Trawalla Ave to Mahoneys Rd)</li> </ul>	Council/ VicRoads	Ongoing	<b>City Design and Transport</b>

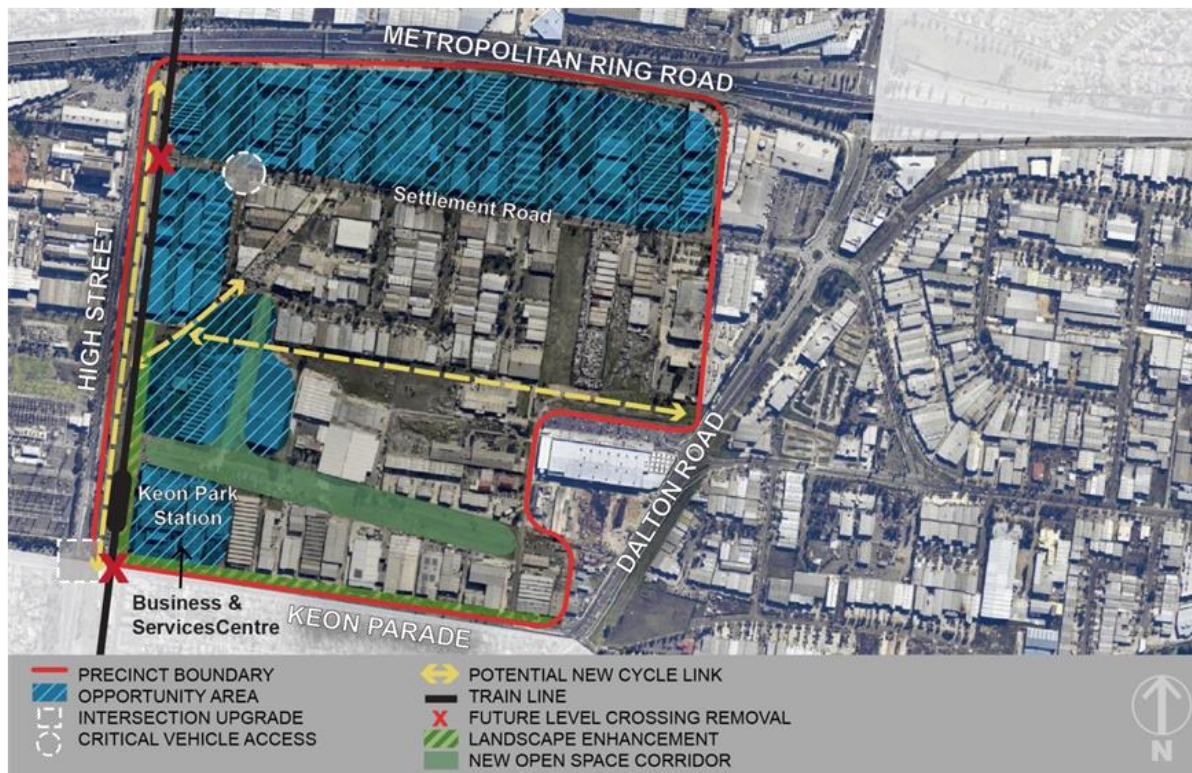


		<ul style="list-style-type: none"> <li>- Wentworth Crt (Blaxland Ave to end)</li> <li>- Norwich Ave (Aylward Ave to Lipton Dr)</li> <li>- Wolseley Pl (South of Lucknow Cr)</li> <li>- Strong Ave (Chaffey St to Pelmet Cr)</li> <li>- Pelmet Cr (South of Strong Ave)</li> <li>- Centofanti Place (Settlement Rd to bend)</li> <li>- Macquarie Dr (Inside of bend)</li> <li>- Mercedes Dr (Commercial Dr to Longview Crt)</li> <li>- Longview Crt (Mercedes Dr to end)</li> </ul>			
3.11	Improvements at identified critical access locations	<p>Improve vehicle accessibility for transport delivery (freight) in the following locations:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave (east end)</li> <li>- Trawalla Ave (west end)</li> <li>- Cnr of Blaxland Ave and Wentworth Crt</li> <li>- Cnr of Blaxland Ave and Lawson Cr</li> <li>- Cnr of Aylward Ave and Norwich Ave</li> <li>- Cnr of Aylward Ave and Lipton Dr</li> <li>- Lipton Dr (bend at east end)</li> <li>- Cnr of Norwich Ave and Lipton Dr</li> <li>- Cnr of Strong Ave and Horne St</li> <li>- Cnr of Horne St and Chaffey St</li> <li>- Cnr of Strong Ave and Kenneth St</li> <li>- Cnr of Strong Ave and Chaffey St</li> <li>- Cnr of Strong Ave and Pelmet Cr</li> <li>- Cnr of Settlement Rd and Abruzzo Cr</li> <li>- Cnr of Brock St and Ivanhoe Crt</li> <li>- Cnr of Green Str and</li> </ul>	<p>Council in consultation with landowners, business operators and transport operators</p>	Ongoing	<b>City Design and Transport</b>



		Settlement Rd			
		- Cnr of Settlement Rd and Norris Cr			
		- Cnr of Northgate Dr and Commercial Dr			
		- Cnr of Northgate Dr and Merchant Ave			
		- Cnr of Commercial Dr and Merchant Ave			
		- Nevin Dr (end)			
4.2	Revegetation and open space along Edgars Creek	Provide new open space opportunities along Edgars Creek between the Metropolitan Ring Road and Mahoneys Road including rehabilitation and revegetation of the creek environs	Council, in consultation with Melbourne Water	Long	<b>Parks and Open Space</b>

## Keon Park Station Precinct



**Description:** Located on the northeast corner of High Street and Mahoneys Road, this precinct forms one of the main entryways into the City of Whittlesea. Extending to the Metropolitan Ring Road to the north this is a large precinct that contains a variety of industrial and warehouse activities. Keon Park Station is located within this precinct, with associated car park. Electricity reserves is a key feature in this precinct. Level crossings exist at Keon Parade and Settlement Road.

**Role and function:** The precinct will continue to support a range of industrial and employment generating land uses. Development sites along Settlement Road provide the opportunity for more intensive warehouse/office development. Focussed around Keon Park Station, more intensive employment outcomes may be achieved. Opportunities for a greater diversity of uses including some offices, medical and health services, together with some convenience retail such as a small supermarket and cafes/ takeaway food outlets could be considered. These would need to be supported by detailed economic assessments and consideration of appropriate phasing of development over time.



**Opportunity areas:**

**Keon Park Station:** The areas proximate to Keon Park Station precinct have good access to public transport. Larger sites with older building stock provide opportunities for urban renewal and increased employment densities. The removal of at grade level crossings through grade separation would significantly improve road safety and capacity issues. It would also provide improved opportunities for people to access jobs within short distance of public transport and support urban renewal in this location generating greater economic returns from investment and significantly improving the amenity and profile of the area. The establishment of a business and services centre within the area would be expected to improve the market perception of the area and provide further employment opportunities. As such, this precinct has potential to significantly change the character and visual appearance of the area.

**Settlement Road:** More intensive industrial activities could also be supported along Settlement Road. Modern office/warehouse developments on larger sites along Settlement Road could be supported. These are likely to occur in the shorter term, particularly upon larger vacant sites. Larger sites also offer the opportunity to establish their own level of internal amenity through the development of a business/industry park environment and with high quality landscaping, good internal circulation and a cafe/take away food premises to service businesses within and adjacent to the development.

**Principles for development:**

- Ensure use and development does not compromise the operation of existing and future businesses and the function as an industrial and employment precinct.
- Support a greater diversity of uses immediately adjacent to, or above, Keon Park Station and along Keon Parade through a business and services centre that provides a range of higher skilled occupations including business services establishing within a small office suite development, and a range of health and medical services.
- Developments should provide passive surveillance opportunities along the railway line reservation, high voltage transmission line easements and open space areas.
- Outlook to easements, public transport corridors and other public areas to provide passive surveillance and increase opportunities for public use of these spaces should be provided.
- Redevelopment of land containing high voltage transmission line easements should provide for shared path links, open space and landscaping.
- Vehicular and pedestrian entry from Temple Drive should be utilised to create improved pedestrian connectivity throughout this precinct, maximising connections to the train station.
- A central public open space corridor should be encouraged as part of major redevelopments to provide amenity for workers and improve connectivity.
- Developments should be designed to provide appropriate interface treatments and landscaping to secondary road frontages, including the Metropolitan Ring Road, to improve the presentation of the area from these thoroughfares.
- Storage areas should be designed to minimise visual impact from the street.
- Flexible new building design should be encouraged to accommodate expanding and contracting business and minimise obsolescence of sites so a range of businesses and industries can be supported.
- Existing industries should be encouraged to invest and upgrade facilities to improve the image and amenity of the area.
- Appropriate interface treatments along Keon Parade for those opposite residents.



**Actions for Keon Park Station Precinct:**

<b>No.</b>	<b>Action/Project</b>	<b>Role/purpose/objective</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Department</b>
1.6	Landscape/ visual amenity improvement program	Undertake landscape enhancements or other visual amenity improvements at gateway locations or other key sites including brand identity and signage, public art, buffer screening or barrier treatment opportunities	Council	Medium/ Ongoing	Parks and Open Space
1.7	Public realm improvements	Prepare design concepts for streetscape upgrades and improvements	Council	Medium	Major Projects
2.3	Master planning	Undertake review of land titles and ownership arrangements to identify opportunities for consolidation and redevelopment, particularly in the High Street West Precinct Identify sites that require a master planned approach and site specific requirements to be achieved via a planning scheme amendment such as development plan or design and development overlays	Council	Short- medium	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/ Landowners	Medium – Long	Strategic Planning & Design
				Long	Strategic Planning & Design
3.3	Intersection improvements Mahoneys Rd/ Keon Pde/ High St	Facilitate and work with VicRoads for signalised pedestrian crosswalk Implement road upgrades road safety solutions	Council in consultation with VicRoads VicRoads	Short  Medium	City Design and Transport  City Design and Transport
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area: - Extension to Shared Path along Merri Creek Trail - Extension to Metropolitan Ring Road Trail on the	Council	Short	City Design and Transport



		southern side through to High St			
		- Construction of Shared Path on eastern side of High St			
		- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde			
		- Construction of Shared Path along Melbourne Water Pipe Track			
		- Construction of Shared Path connection between Holt Parade to connect with pipe track.			
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	<b>Development Assessment</b>
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	<b>Development Assessment</b>
3.11	Improvements at identified critical access locations	Improve vehicle accessibility for transport delivery (freight) in the following locations:	Council in consultation with landowners, business operators and transport operators	Ongoing	<b>City Design and Transport</b>
		- Trawalla Ave (east end)			
		- Trawalla Ave (west end)			
		- Cnr of Blaxland Ave and Wentworth Crt			
		- Cnr of Blaxland Ave and Lawson Cr			
		- Cnr of Aylward Ave and Norwich Ave			
		- Cnr of Aylward Ave and Lipton Dr			
		- Lipton Dr (bend at east end)			
		- Cnr of Norwich Ave and Lipton Dr			
		- Cnr of Strong Ave and Horne St			
		- Cnr of Horne St and Chaffey St			
		- Cnr of Strong Ave and Kenneth St			
		- Cnr of Strong Ave and Chaffey St			
		- Cnr of Strong Ave and Pelmet Cr			
		- Cnr of Settlement Rd and Abruzzo Cr			
		- Cnr of Brock St and Ivanhoe			



		<p>Crt</p> <ul style="list-style-type: none"> <li>- Cnr of Green Str and Settlement Rd</li> <li>- Cnr of Settlement Rd and Norris Cr</li> <li>- Cnr of Northgate Dr and Commercial Dr</li> <li>- Cnr of Northgate Dr and Merchant Ave</li> <li>- Cnr of Commercial Dr and Merchant Ave</li> <li>- Nevin Dr (end)</li> </ul>			
3.12	Public transport	Facilitate and work with PTV to determine bus and train service improvements including frequency, span and coverage to provide greater accessibility for workers.	Council/PTV	Short	City Design and Transport
		Advocate with PTV for improvements to lighting and other passenger amenity at Stations.	Council/PTV	Short	City Design and Transport
3.14	Grade separation	Undertake an assessment of impacts, including traffic, safety, economic impacts, efficiency and urban renewal and development phasing opportunities, associated with the removal of level crossings at Keon Pde, Settlement Rd and Heyington Ave	Council	Short	City Design and Transport
		Advocate to the State government to increase the priority for level crossing grade separation and upgraded station and facilities	Council	Short-medium	City Design and Transport/Partnerships and Engagements
		Facilitate a coordinated approach to advocacy for grade separation and urban renewal opportunities in the north region and with Councils	Council, other councils	Ongoing	City Design and Transport/Strategic Planning and Design



### Dalton Road Homemaker Precinct



**Description:** The precinct is located to the south of the Metropolitan Ring Road and is divided by Dalton Road, a six lane divided arterial road. The Thomastown Homemaker Centre anchored by Harvey Norman occupies the north- west corner of the precinct, The Good Guys store in the north-east corner and Bunnings to the south of the precinct has a different character to the remainder of the industrial area. Comprising a mixture of Commercial 2 and Industrial 1 zones the fragmented nature and poor connectivity of this area impacts on the attractiveness of this location as a retail destination.

**Role and function:** This precinct is not expected to support any significant expansion of bulky goods retailing. This is demonstrated by the existing mix of businesses within Settlement Road which is predominantly trade supplies. This precinct is likely to continue to provide a greater mix of business types and development types and can continue to support industrial showrooms along the Settlement Road and Wood Street frontages with small scale office/warehouses across the remainder of the area.



1. Underutilised easement on Dalton Road



2. Difficult pedestrian crossing (Settlement and Dalton Roads)

**Figure 8: Key features in Dalton Road Homemaker Precinct**

**Opportunity areas:** The sites to the south of the precinct, along Dalton Road, that are currently zoned Commercial 2, offer the greatest potential for new development. These properties are generally underutilised with minimal capital improvements and should provide an active frontage to the street.

**Principles for development:**

- Development should provide an active frontage to Dalton Road to improve the visual appearance.
- Developments should be designed to provide appropriate interface treatments to secondary road frontages, including the Metropolitan Ring Road, to improve the presentation of the area from these thoroughfares.
- Outlook to easements, public transport corridors and other public areas should be provided passive surveillance and increased opportunities for public use of these spaces should be provided.
- New crossovers to major roads should be minimised in order to ensure the ongoing optimal operation of these roads and opportunities for streetscape upgrades.
- Storage areas should be designed to minimise visual impact from the street.
- Flexible new building design should be encouraged to accommodate expanding and contracting business and minimise obsolescence of sites so a range of businesses and industries can be supported.
- Existing industries should be encouraged to invest and upgrade facilities to improve the image and amenity of the area.
- Adaptation of buildings should be encouraged where quality outcomes can be achieved.



**Actions for Dalton Road Homemaker Precinct:**

<b>No.</b>	<b>Action/Project</b>	<b>Role/purpose/objective</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Department</b>
1.6	Landscape/visual amenity improvement program	Undertake landscape enhancements or other visual amenity improvements at gateway locations or other key sites including brand identity and signage, public art, buffer screening or barrier treatment opportunities	Council	Medium / Ongoing	Parks and Open Space
1.7	Public realm improvements	Prepare design concepts for streetscape upgrades and improvements	Council	Medium	Major Projects
3.2	Intersection improvements Cheddar Rd/ Dalton Rd/ Keon Pde	Facilitate and work with VicRoads and City of Darebin for intersection improvements through signalling updates	Council in consultation with VicRoads	Short	City Design and Transport
		Implement signal reprogramming	VicRoads	Medium	City Design and Transport
		Facilitate and work with VicRoads and Department of Justice to develop solutions to improve road safety for right turn movements from Dalton Rd to Keon Pde	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road safety solutions	VicRoads/Dept of Justice	Short	City Design and Transport
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area: <ul style="list-style-type: none"> <li>- Extension to Shared Path along Merri Creek Trail</li> <li>- Extension to Metropolitan Ring Road Trail on the southern side through to High St</li> <li>- Construction of Shared Path on eastern side of High St</li> <li>- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde</li> <li>- Construction of Shared Path along Melbourne Water Pipe Track</li> <li>- Construction of Shared Path connection between Holt Parade to connect with pipe track.</li> </ul>	Council	Short	City Design and Transport
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	Development Assessment
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	Development Assessment



### Settlement Road East Precinct



**Description:** Settlement Road East predominately forms the areas to the east of Dalton Road and south of the Metropolitan Ring Road. The amenity of this part of the industrial area is mixed. The newer industrial subdivisions to the north of Settlement Road provide a greater amenity than the older southern parts. Generally traditional industrial uses including metal fabrication, food manufacturing and wholesale trade predominate in this location, with more commercial activities such as retail trade supplies located along Settlement Road. Smaller loop road catchments are typical with major road access available from either Dalton or Settlement Roads.

**Role and Function:** The precinct can continue to support a range of industrial and employment generating land uses and the precinct will be protected for a range of land uses including industry, warehousing and service-based employment activities. Use and development proximate to residential development, in particular along Holt Parade and Spencer Street should be responsive to their sensitive residential interfaces.

**Opportunity areas:** In the short term development is likely to be low intensity, focussed on refurbishment of existing buildings and consolidation of existing uses and operations. There are limited strategic redevelopment sites and major development and urban renewal in this precinct is likely to occur in the longer term. This will occur largely on sites along Settlement Road and where building stock is older and have become obsolete and no longer meet modern business needs. Larger sites also offer the opportunity to establish their own level of internal amenity through the development of a business/industry parks and with high quality landscaping and good internal circulation. Opportunities to develop a shared path within the Maroondah Pipetrack reservation (which forms the boundary of the precinct and residential properties) will need to be further investigated.





1. Good landscape outcome (Commercial Drive)



2. Good landscape outcome (Merchant Avenue)



3. Generous landscaping inside the front setback area (Inglewood Drive)



4. Large setbacks provide extra landscape opportunities and planting of canopy trees (Inglewood Drive)

**Figure 8: Key features in Settlement Road East Precinct**

**Principles for development:**

- New buildings subdivisions should be designed to allow for diversity in the size of lots.
- Flexible new building design should be encouraged to accommodate expanding and contracting business and minimise obsolescence of sites so a range of businesses and industries can be supported.
- Developments should be designed to provide appropriate interface treatments to secondary road frontages, including the Metropolitan Ring Road, to improve the presentation of the area from these thoroughfares.
- Outlook through active frontages should be provided to easements and other public areas to create increased opportunities for public use of these spaces and passive surveillance.
- Existing industries should be encouraged to invest and upgrade facilities to improve the image and amenity of the area.
- Adaptation of buildings should be encouraged where quality outcomes can be achieved.
- Require new industrial developments proximate to sensitive uses, particularly along Holt Parade, provide design solution and management arrangements to minimise any adverse amenity impacts.



### Actions for Settlement Road East Precinct:

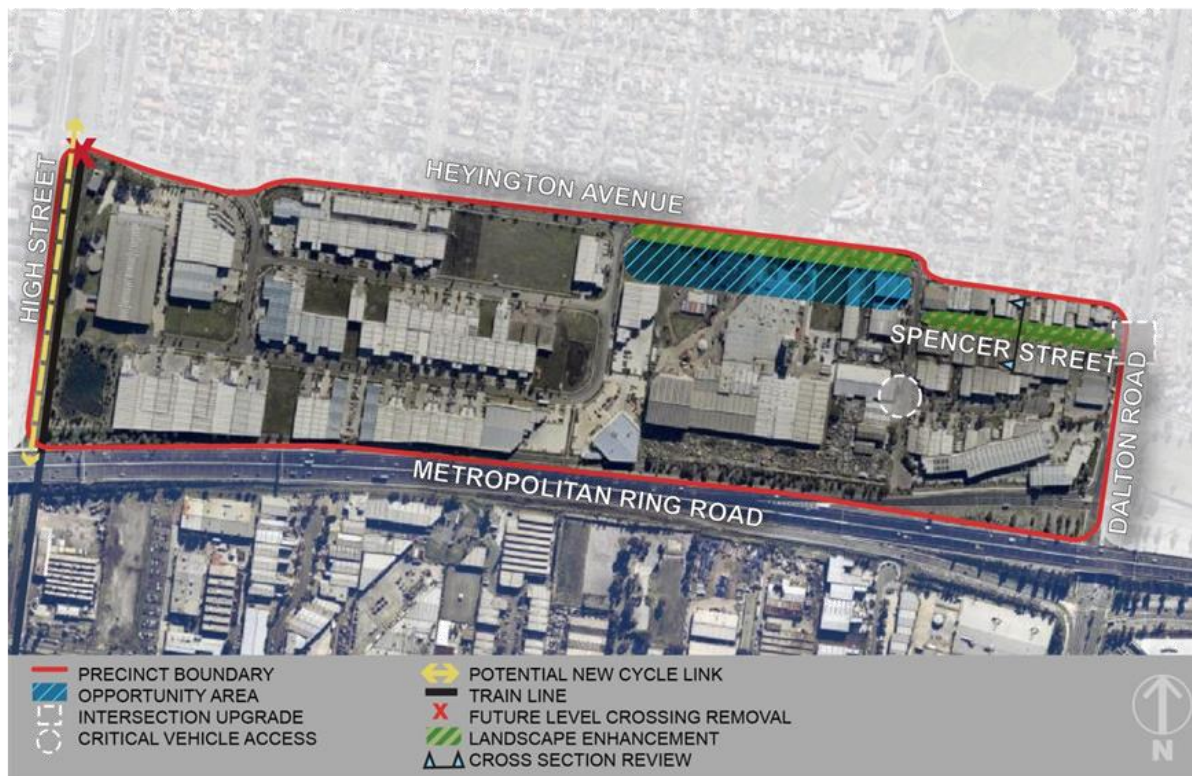
No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
3.5	Intersection improvements Settlement Rd/ Wood St	Upgrading line marking at intersection	Council/ VicRoads	Short	City Design and Transport
3.6	Intersection improvements and upgrades Wood St/ Hanrahan St (Holt Pde)	Investigate improved intersection safety and accessibility solutions through installation of signals including pedestrian signals or the provision of new road link along Holt Parade	Council in consultation with VicRoads	Short	City Design and Transport
		Facilitate and work with VicRoads on road safety and accessibility upgrades	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road upgrades and safety solutions	VicRoads or Council/ Developer/ Landowner	Short or Medium	City Design and Transport
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area:	Council	Short	City Design and Transport
		- Extension to Shared Path along Merri Creek Trail			
		- Extension to Metropolitan Ring Road Trail on the southern side through to High St			
		- Construction of Shared Path on eastern side of High St			
		- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde			
		- Construction of Shared Path along Melbourne Water Pipe Track			
		- Construction of Shared Path connection between Holt Parade to connect with pipe track.			
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	Development Assessment
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	Development Assessment
3.10	Footpath 'missing link' upgrades	Prioritise footpath missing link' upgrades in line with existing strategies, programs and development in the area:	Council/ VicRoads	Ongoing	City Design and Transport
		- Trawalla Ave			
		- Lawson Cr (Mahoney Rd to Blaxland Ave)			



No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
		<ul style="list-style-type: none"> <li>- Dalton Rd (Settlement Rd to Wood St</li> <li>- Industrial Ave (Trawalla Ave to Mahoneys Rd)</li> <li>- Wentworth Crt (Blaxland Ave to end)</li> <li>- Norwich Ave (Aylward Ave to Lipton Dr)</li> <li>- Wolseley Pl (South of Lucknow Cr)</li> <li>- Strong Ave(Chaffey St to Pelmet Cr)</li> <li>- Pelmet Cr (South of Strong Ave)</li> <li>- Centofanti Place(Settlement Rd to bend)</li> <li>- Macquarie Dr (Inside of bend)</li> <li>- Mercedes Dr (Commercial Dr to Longview Crt)</li> <li>- Longview Crt (Mercedes Dr to end)</li> </ul>			
3.11	Improvements at identified critical access locations	<p>Improve vehicle accessibility for transport delivery (freight) in the following locations:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave (east end)</li> <li>- Trawalla Ave (west end)</li> <li>- Cnr of Blaxland Ave and Wentworth Crt</li> <li>- Cnr of Blaxland Ave and Lawson Cr</li> <li>- Cnr of Aylward Ave and Norwich Ave</li> <li>- Cnr of Aylward Ave and Lipton Dr</li> <li>- Lipton Dr (bend at east end)</li> <li>- Cnr of Norwich Ave and Lipton Dr</li> <li>- Cnr of Strong Ave and Horne St</li> <li>- Cnr of Horne St and Chaffey St</li> <li>- Cnr of Strong Ave and Kenneth St</li> <li>- Cnr of Strong Ave and Chaffey St</li> <li>- Cnr of Strong Ave and Pelmet Cr</li> <li>- Cnr of Settlement Rd and Abruzzo Cr</li> <li>- Cnr of Brock St and Ivanhoe Crt</li> <li>- Cnr of Green Str and Settlement Rd</li> <li>- Cnr of Settlement Rd and Norris Cr</li> <li>- Cnr of Northgate Dr and Commercial Dr</li> <li>- Cnr of Northgate Dr and Merchant Ave</li> <li>- Cnr of Commercial Dr and Merchant Ave</li> <li>- Nevin Dr (end)</li> </ul>	Council in consultation with landowners, business operators and transport operators	Ongoing	City Design and Transport



### Dalton Road North Precinct



**Description:** Dalton Road North forms the area to the north of the Metropolitan Ring Road, between High Street, Dalton Road and Heyington Avenue. The newly developed Meridian Business Park is situated to the west, while the older building stock to the east contains more traditional industrial activities including service industries. Smaller loop road catchments are typical, with major road access available from either Dalton or Settlement Roads.

**Role and Function:** The precinct will continue to support a range of industrial and employment generating land uses and the precinct will be protected for a range of land uses including industry, warehousing and service-based employment activities. Use and development proximate to residential development, in particular along Holt Parade and Spencer Street should be responsive to their sensitive interfaces.

**Opportunity areas:** In the short term development is likely to be low intensity, focussed on refurbishment of existing buildings and consolidation of existing uses and operations. Long term opportunities exist to improve the interface with residential properties to the north along the eastern end of Heyington Avenue. Connections between Dalton Road and Spencer Street will improve accessibility and safety of this intersection.

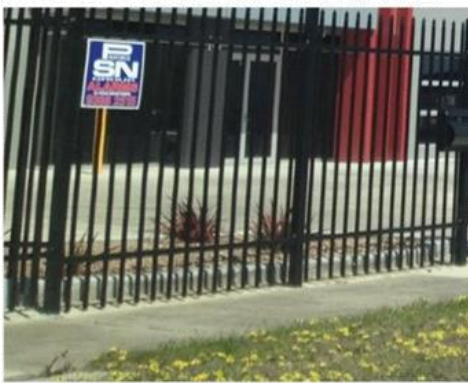




1. Limited landscape and cars parking on the verge along Spencer Street



2. New development on the corner of Metropolitan Ring Road and Dalton Road



3. High fences



4. Cars parking on the verge along Spencer Street

**Figure 9: Key features in Dalton Road North Precinct**

**Principles for development:**

- New buildings subdivisions should be designed to allow for a range of size of premises and lots.
- Flexible new building design should be encouraged to accommodate expanding and contracting business and minimise obsolescence of sites so a range of businesses and industries can be supported.
- Developments should be designed to provide appropriate interface treatments to secondary road frontages, including the Dalton Road, to improve the presentation of the area from these thoroughfares.
- Outlook through active frontages should be provided to easements and other public areas to create increased opportunities for public use of these spaces and passive surveillance.
- Existing industries should be encouraged to invest and upgrade facilities to improve the image and amenity of the area.
- Adaptation of buildings should be encouraged where quality outcomes can be achieved.
- Require new industrial developments proximate to sensitive uses, particularly along Spencer Street and Heyington Avenue, provide designs solutions and management arrangements to address any adverse amenity impacts.



**Actions for Dalton Road North Precinct:**

<b>No.</b>	<b>Action/Project</b>	<b>Role/purpose/objective</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Department</b>
1.6	Landscape/ visual amenity improvement program	Undertake landscape enhancements or other visual amenity improvements at gateway locations or other key sites including brand identity and signage, public art, buffer screening or barrier treatment opportunities	Council	Medium/ Ongoing	Parks and Open Space
1.7	Public realm improvements	Prepare design concepts for streetscape upgrades and improvements	Council	Medium	Major Projects
2.3	Master planning	Undertake review of land titles and ownership arrangements to identify opportunities for consolidation and redevelopment, particularly in the High Street West Precinct Identify sites that require a master planned approach and site specific requirements to be achieved via a planning scheme amendment such as development plan or design and development overlays	Council	Short- medium	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/ Landowners	Medium – Long	Strategic Planning & Design
			Council/ Melbourne Water	Long	Strategic Planning & Design
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area: - Extension to Shared Path along Merri Creek Trail - Extension to Metropolitan Ring Road Trail on the southern side through to High St - Construction of Shared Path on eastern side of High St - Construction of on-road	Council	Short	City Design and Transport



		bicycle lanes along Mahoneys Rd/Keon Pde			
		- Construction of Shared Path along Melbourne Water Pipe Track			
		- Construction of Shared Path connection between Holt Parade to connect with pipe track.			
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	<b>Development Assessment</b>
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	<b>Development Assessment</b>
3.11	Improvements at identified critical access locations	Improve vehicle accessibility for transport delivery (freight) in the following locations:	Council in consultation with landowners, business operators and transport operators	Ongoing	<b>City Design and Transport</b>
		- Trawalla Ave (east end)			
		- Trawalla Ave (west end)			
		- Cnr of Blaxland Ave and Wentworth Crt			
		- Cnr of Blaxland Ave and Lawson Cr			
		- Cnr of Aylward Ave and Norwich Ave			
		- Cnr of Aylward Ave and Lipton Dr			
		- Lipton Dr (bend at east end)			
		- Cnr of Norwich Ave and Lipton Dr			
		- Cnr of Strong Ave and Horne St			
		- Cnr of Horne St and Chaffey St			
		- Cnr of Strong Ave and Kenneth St			
		- Cnr of Strong Ave and Chaffey St			
		- Cnr of Strong Ave and Pelmet Cr			
		- Cnr of Settlement Rd and Abruzzo Cr			
		- Cnr of Brock St and Ivanhoe Crt			
		- Cnr of Green Str and Settlement Rd			
		- Cnr of Settlement Rd and Norris Cr			

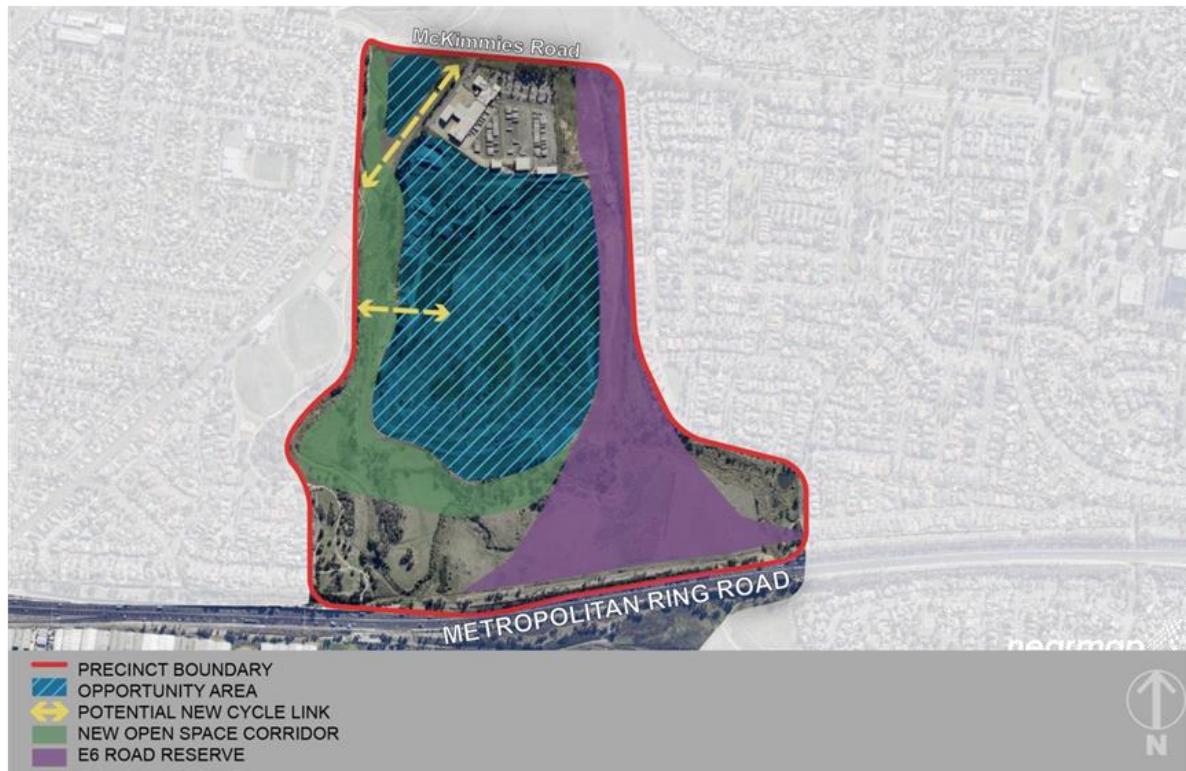


**City of  
Whittlesea**

- Cnr of Northgate Dr and  
Commercial Dr
- Cnr of Northgate Dr and  
Merchant Ave
- Cnr of Commercial Dr and  
Merchant Ave
- Nevin Dr (end)



### McKimmies Road Precinct



**Description:** Located north of the Metropolitan Ring Road this is an isolated precinct within the wider industrial area boundary. Access is only available from McKimmies Road. A bus depot and the landfill operation rehabilitating the former quarry site are the predominate uses. The E6 road reservation connections through the eastern side of this precinct with residential to the west.

**Role and function:** This precinct is not expected to support industrial development given the availability of better located sites, including industrial land in the Epping corridor. The potential for 'high-tech' activities is also limited given the ability for businesses to access engineering professionals to the extent that other locations within Melbourne, particularly the south-east region are able to. The conversion of this industrial land to an alternative use would not represent a loss in terms of existing economic activity or employment. Therefore, considering the broader context of the area, opportunities for alternative uses are recommended.

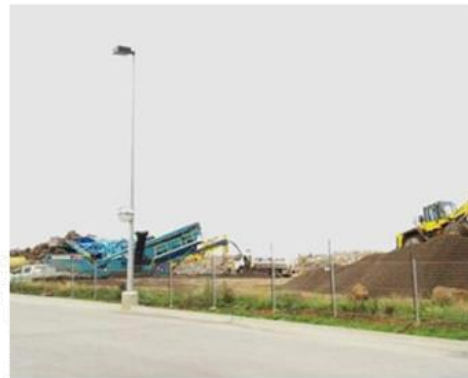
**Opportunity areas:** The precinct is largely underutilised and once rehabilitation works are completed a large proportion of this precinct may become available for development subject to geotechnical and contamination considerations. Appropriate detailed assessments that will materially affect the future use and development of the land including assessments of access arrangements, environmental implications (protected vegetation and species and flooding impacts) and any associated geotechnical and risk of potential contamination will be required to determine whether alternative uses are appropriate. Any mixed use or residential development considerations would need to incorporate an affordable housing component.



1. Dysons Bus Company



2. Dysons Bus Company Sheds



3. Concrete recycling area

**Principles for development:**

- The preferred approach for any redevelopment within this precinct is that a coordinated approach to the redevelopment, detailed master planning undertaken with key parties, including landowners, Council and key agencies to agree a set of guiding principles for development. Appropriate planning controls and tools can then be determined and implemented to facilitate the future use and development of the land.



**Actions for McKimmies Road Precinct:**

<b>No.</b>	<b>Action/Project</b>	<b>Role/purpose/objective</b>	<b>Responsibility</b>	<b>Timing</b>	<b>Department</b>
2.3	Master planning	Undertake review of land titles and ownership arrangements to identify opportunities for consolidation and redevelopment, particularly in the High Street West Precinct	Council	Short-medium	Strategic Planning & Design
		Identify sites that require a master planned approach and site specific requirements to be achieved via a planning scheme amendment such as development plan or design and development overlays	Council/Landowners	Medium – Long	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/Melbourne Water	Long	Strategic Planning & Design
3.9	New pedestrian and cycle connections	Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area: <ul style="list-style-type: none"> <li>- Extension to Shared Path along Merri Creek Trail</li> <li>- Extension to Metropolitan Ring Road Trail on the southern side through to High St</li> <li>- Construction of Shared Path on eastern side of High St</li> <li>- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde</li> <li>- Construction of Shared Path along Melbourne Water Pipe Track</li> <li>- Construction of Shared Path connection between Holt Parade to connect with pipe track.</li> </ul>	Council	Short	City Design and Transport
		Easement path Keon Park Station to Temple Drive	Through redevelopment of sites	Long	Development Assessment
		New link through private land between High Street to Dalton Road	Through redevelopment of sites	Long	Development Assessment



## Appendix 1

The implementation framework sets out how the vision and strategy aims will be achieved and how success will be measured. This is predominately through the implementation actions which contain priority projects, and key land use and infrastructure requirements that have been identified to implement the Vision.

### Implementation plan

**1. Identity and Economic Development** identifies approaches for attracting investment and stimulating development opportunities or redevelopment and key recommendations to improve public realm.

No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
1.1	CLUE	Extend Census of Land Use and Employment collection area to capture data for the Thomastown Industrial Area.	Council	Short/ Ongoing	Jobs and Investment
1.2	Business collaboration opportunities	Seek funding for a pilot program to investigate collaboration opportunities in relation to local capability, potential suppliers and clients.	Council	Short	Jobs and Investment
1.3	Partnership development	Create a partnership group to coordinate business development initiatives and programs with business operators, developers and State government, industry bodies and adjoining Councils.	Facilitated by Council	Short	Jobs and Investment
1.4	Start up and small business incubator	Prepare a feasibility study to investigate opportunities for delivering the services (programming and facilities) for start-up and small businesses through incubator or short let start up premises.	Council	Medium	Jobs and Investment
1.5	Investment Attraction	Prepare an Economic Prospectus to assist in attracting investment to the precinct.	Council	Medium	Jobs and Investment
1.6	Landscape/ visual amenity improvement program	Undertake landscape enhancements or other visual amenity improvements at gateway locations or other key sites including brand identity and signage, public art, buffer screening or barrier treatment opportunities.	Council	Medium/ Ongoing	Parks and Open Space
1.7	Public realm improvements	Prepare design concepts for streetscape upgrades and improvements	Council	Medium	Major Projects
		Implement streetscape improvements	Council	Medium-Long	Major Projects/City Design and Transport

**2. Land Use and Development** identifies planning scheme changes to give statutory effect to the Strategy





No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
2.1	Planning Scheme	Prepare an update to the Municipal Strategic Statement and Industrial Development Local Policy within the Whittlesea Planning Scheme to provide certainty about the role and function of the precinct as an employment location and direction for future development.	Council	Short	Strategic Planning & Design
2.2	Industrial guidelines	Update older municipal wide guidelines for industrial developments or prepare new industrial development design guidelines for Thomastown Industrial Area.	Council	Short	Strategic Planning & Design
		Introduce guidelines for industrial and commercial buildings based on the Sustainable Design Assessment in the Planning Process framework.	Council	Short	Strategic Planning & Design
2.3	Master planning	Undertake review of land titles and ownership arrangements to identify opportunities for consolidation and redevelopment, particularly in the High Street West Precinct.	Council	Short-medium	Strategic Planning & Design
		Identify sites that require a master planned approach and site specific requirements to be achieved via a planning scheme amendment such as development plan or design and development overlays.	Council/ Landowners	Medium – Long	Strategic Planning & Design
		Realign the flood zone along the Edgars Creek corridor to provide clear and consistent zoning including updating/correcting the flooding and inundation provisions in the planning scheme.	Council/ Melbourne Water	Long	Strategic Planning & Design

**3. Transport, Access and Infrastructure** identifies infrastructure and service requirements, including road network, drainage, public open space and information technology and key recommendations to improve public realm

No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
3.1	Intersection upgrade Edgars and Mahoneys Rd	Facilitate and work with VicRoads for upgrades to intersection with additional left turn lane at north approach and extension to right turn lane on east approach	Council in consultation with VicRoads	Short	City Design and Transport
		Facilitate and work with VicRoads for signalised slip lane at north west approach	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road safety upgrades	VicRoads	Short-Medium	City Design and Transport



No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
3.2	Intersection improvements Cheddar Rd/ Dalton Rd/ Keon Pde	Facilitate and work with VicRoads and City of Darebin for intersection improvements through signalling updates	Council in consultation with VicRoads	Short	City Design and Transport
		Implement signal reprogramming	VicRoads	Medium	City Design and Transport
		Facilitate and work with VicRoads and Department of Justice to develop solutions to improve road safety for right turn movements from Dalton Rd to Keon Pde	Council in consultation with VicRoads	Short	City Design and Transport
3.3	Intersection improvements Mahoneys Rd/ Keon Pde/ High St	Implement road safety solutions	VicRoads/Dept of Justice	Short	City Design and Transport
		Implement road upgrades road safety solutions	VicRoads	Medium	City Design and Transport
3.4	Intersection upgrade Dalton Rd/ Spencer St	Facilitate and work with VicRoads for upgrade to intersection to improve intersection safety	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road upgrades road safety solutions	VicRoads	Medium	City Design and Transport
3.5	Intersection improvements Settlement Rd/ Wood St	Upgrading line marking at intersection	Council/ VicRoads	Short	City Design and Transport
3.6	Intersection improvements and upgrades Wood St/ Hanrahan St (Holt Pde)	Investigate improved intersection safety and accessibility solutions through installation of signals including pedestrian signals or the provision of new road link along Holt Parade	Council in consultation with VicRoads	Short	City Design and Transport
		Facilitate and work with VicRoads on road safety and accessibility upgrades	Council in consultation with VicRoads	Short	City Design and Transport
		Implement road upgrades and safety solutions	VicRoads or Council/ Developer/ Landowner	Short or Medium	City Design and Transport
3.7	Intersection improvements and upgrades Edgars Rd/ Horne St	Facilitate and work with VicRoads for upgrade to intersection with traffic signals to improve intersection safety	Council in consultation with VicRoads	Short	City Design and Transport
3.8	New road connection Trawalla Avenue	Implement traffic signals	VicRoads	Short-Medium	City Design and Transport
		Provide road connection as part of future subdivision of quarry site to remove 'dead end' arrangement in	Through redevelopment of sites	Long	City Design and Transport



No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
3.9	New pedestrian and cycle connections	<p>Trawalla Avenue</p> <p>Prioritise pedestrian and cycle connection projects at the following locations in line with existing strategies, programs and development in the area:</p> <ul style="list-style-type: none"> <li>- Extension to Shared Path along Merri Creek Trail</li> <li>- Extension to Metropolitan Ring Road Trail on the southern side through to High St</li> <li>- Construction of Shared Path on eastern side of High St</li> <li>- Construction of on-road bicycle lanes along Mahoneys Rd/Keon Pde</li> <li>- Construction of Shared Path along Melbourne Water Pipe Track</li> <li>- Construction of Shared Path connection between Holt Parade to connect with pipe track.</li> </ul> <p>Easement path Keon Park Station to Temple Drive</p> <p>New link through private land between High Street to Dalton Road</p>	Council	Short	City Design and Transport
			Through redevelopment of sites	Long	Development Assessment
			Through redevelopment of sites	Long	Development Assessment
3.10	Footpath 'missing link' upgrades	<p>Prioritise footpath missing link' upgrades in line with existing strategies, programs and development in the area:</p> <ul style="list-style-type: none"> <li>- Trawalla Ave</li> <li>- Lawson Cr (Mahoney Rd to Blaxland Ave)</li> <li>- Dalton Rd (Settlement Rd to Wood St)</li> <li>- Industrial Ave (Trawalla Ave to Mahoneys Rd)</li> <li>- Wentworth Crt (Blaxland Ave to end)</li> <li>- Norwich Ave (Aylward Ave to Lipton Dr)</li> <li>- Wolseley Pl (South of Lucknow Cr)</li> <li>- Strong Ave (Chaffey St to Pelmet Cr)</li> <li>- Pelmet Cr (South of Strong Ave)</li> <li>- Centofanti Place (Settlement Rd to bend)</li> <li>- Macquarie Dr (Inside of bend)</li> <li>- Mercedes Dr (Commercial Dr to Longview Crt)</li> <li>- Longview Crt (Mercedes Dr to end)</li> </ul>	Council/ VicRoads	Ongoing	City Design and Transport
3.11	Improvements at identified	<p>Improve vehicle accessibility for transport delivery (freight) in the</p>	Council in consultation with	Ongoing	City Design and Transport



No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
	critical access locations	following locations: <ul style="list-style-type: none"> <li>- Trawalla Ave (east end)</li> <li>- Trawalla Ave (west end)</li> <li>- Cnr of Blaxland Ave and Wentworth Crt</li> <li>- Cnr of Blaxland Ave and Lawson Cr</li> <li>- Cnr of Aylward Ave and Norwich Ave</li> <li>- Cnr of Aylward Ave and Lipton Dr</li> <li>- Lipton Dr (bend at east end)</li> <li>- Cnr of Norwich Ave and Lipton Dr</li> <li>- Cnr of Strong Ave and Horne St</li> <li>- Cnr of Horne St and Chaffey St</li> <li>- Cnr of Strong Ave and Kenneth St</li> <li>- Cnr of Strong Ave and Chaffey St</li> <li>- Cnr of Strong Ave and Pelmet Cr</li> <li>- Cnr of Settlement Rd and Abruzzo Cr</li> <li>- Cnr of Brock St and Ivanhoe Crt</li> <li>- Cnr of Green Str and Settlement Rd</li> <li>- Cnr of Settlement Rd and Norris Cr</li> <li>- Cnr of Northgate Dr and Commercial Dr</li> <li>- Cnr of Northgate Dr and Merchant Ave</li> <li>- Cnr of Commercial Dr and Merchant Ave</li> <li>- Nevin Dr (end)</li> </ul>	landowners, business operators and transport operators		
3.12	Public transport	Facilitate and work with PTV to determine bus and train service improvements including frequency, span and coverage to provide greater accessibility for workers.	Council/PTV	Short	City Design and Transport
		Advocate with PTV for improvements to lighting and other passenger amenity at Stations.	Council/PTV	Short	City Design and Transport
3.13	Infrastructure technology	Provide leadership and facilitation role to guide and assist businesses to work with service providers for the installation of information technology infrastructure to improve internet access and services for businesses	Facilitated by Council	Short/Ongoing	Services Planning and Improvement
3.14	Grade separation	Undertake an assessment of impacts, including traffic, safety, economic impacts, efficiency and urban renewal and development phasing opportunities, associated with the removal of level crossings at Keon Pde, Settlement Rd and Heyington Ave	Council	Short	City Design and Transport
		Advocate to the State government to	Council	Short-	City Design





No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
		increase the priority for level crossing grade separation and upgraded station and facilities		medium	Transport/ Partnerships and Engagements
		Facilitate a coordinated approach to advocacy for grade separation and urban renewal opportunities in the north region and with Councils	Council, other councils	Ongoing	City Design and Transport/Strategic Planning and Design

**4. Environment and Sustainability** identifies approaches and recommendations relating to requirements for regular monitoring and ongoing compliance

No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
4.1	Sustainable development assistance program	Investigate programs that would help businesses implement energy and water efficiency activities, including alternative funding models and precinct-scale collaborative projects.	Council	Short	Major Projects
4.2	Revegetation and open space along Edgars Creek	Provide new open space opportunities along Edgars Creek between the Metropolitan Ring Road and Mahoneys Road including rehabilitation and revegetation of the creek environs.	Council, in consultation with Melbourne Water	Long	Parks and Open Space

**Monitoring and compliance** identifies approaches and recommendations relating to requirements for regular monitoring and ongoing compliance

No.	Action/Project	Role/purpose/objective	Responsibility	Timing	Department
5.1	Sensitive interface treatments	Monitor and assess future need for intervention in areas with sensitive interfaces	Council	Ongoing	Development Assessment
5.2	Compliance	Review and update the proactive compliance program for the industrial area to ensure amenity of the area is maintained	Council	Short	Development Assessment
5.3	Reporting	Prepare a biennial monitoring report	Council	Ongoing	Jobs and Investment



## Delivery

A significant proportion of the outcomes outlined in the draft Strategy are dependent on the private sector for delivery, particularly in relation to new industrial and commercial development. The timing of this will also be dependent on economic conditions including the availability of development finance through the market. The draft Strategy sets out a plan for the area over a 20 year period and therefore is intended to be flexible enough to enable private sector development at all stages of the economic cycle, without undermining the vision and objectives.

Council will encourage dialogue between service providers and developers and financial contributions will be sought towards infrastructure where there is a clear nexus between the development and contributions required to service development and its future occupants and/or mitigate the impact of development proposals. Where appropriate opportunities arise, the colocation of services and joint delivery of infrastructure by service providers will be supported.

Council will be pro-active in seeking State and Federal funding opportunities for implementation of the *Thomastown Industrial Area Strategy*. In addition to advocating for government investment in the through informal channels, grant funding opportunities will also be sought.

Delivery and timing of all projects outlined in the implementation plan will be subject to business case and budget approval by Council. For the purposes of this implementation plan, the following timespans are provisionally anticipated:

- Short — 0–4 years
- Medium — 5–10 years
- Long — 11+ years

## Monitoring

The delivery of this Strategy will be monitored biennially through a framework of performance indicators and periodic reviews of the infrastructure schedule. This information will be published in a Monitoring Report published in December.

The table below sets out the framework of performance indicators and includes targets where appropriate. The review of the infrastructure indicators will require ongoing engagement with various agencies responsible for their delivery, often through advocacy initiatives led by Council.

Theme	Indicator
Land Use and Development	Net increase in employment floorspace
	Greater diversity of employment uses
Economic Development	Less than 10% vacant premises in industrial area
	Increase in diversity of jobs
Transport, access and infrastructure	Delivery of infrastructure program in accordance with infrastructure schedule
	Increase patronage of Keon Park Station and Smart Bus Routes
Environment and sustainability	No. of applications meeting Sustainability Design Assessment in the Planning Process (SDAPP)
	Increase in No. of street trees
Precincts	Biennial progress update on each of the precincts



## Acknowledgements

The City of Whittlesea would like to thank the members of the following organisations for their participation and input into the preparation of the Draft Strategy through the Thomastown Industrial Area Advisory Group:

Department of Economic Development, Jobs, Transport and Resources

FuelTreat Australia Pty Ltd

Hi Lux Technical Services Pty Ltd

Hip Pocket Work Wear and Safety Northern Pty Ltd

Hume City Council

La Trobe University

LAS Investments

MAB Corporation

Metropolitan Planning Authority

National Estate Agents

Regional Development Australia (Northern Melbourne)

Northlink

Plenty Food Group

Property Council of Australia (Victoria)

RMIT University

VicTrack



## Glossary

**Accessibility** The degree to which a place, service or environment is available to as many people as possible. (Plan Melbourne)

**Activity Centre** Suburban centres that provide a focus for services, employment, housing, transport and social interaction.

**Bulky goods/Large format retail** Physically large retail establishments that are usually part of a chain and may sell general dry goods or may be limited to a particular specialty.

**Business and Services Centre** A small precinct with some convenience retail such as a small supermarket and cafés/food services, together with a range of supporting business services. This may include small office suite development and/or a range of health service providers and community service organisations.

**CLUE** Census of Land Use and Employment

**Commercial** Consist of offices and appropriate manufacturing and industrial and limited retail uses that do not affect the safety and amenity of adjacent, more sensitive uses.

**Critical access location** Area identified as have restricted manoeuvring ability for large vehicles.

**Environment** Physical surrounds, including land, waters, atmosphere, climate, sounds, odours, animals and plants, as well as aesthetics.

**Established areas** Areas of municipality including Thomastown, Lalor, Bundoora, Epping, Bundoora, Mill Park, parts of South Morang and Whittlesea Township.

**Gateway** Major points of passage at which the industrial area may be entered.

**Grade Separation** aligning a junction associated with rail level crossings to minimise traffic disruption and flow. This may also enable urban renewal opportunities and better connect communities.

**Growth areas** Locations on the fringe of metropolitan Melbourne designated in planning schemes for large-scale transformation, over many years, from rural to urban use.

**Heavy industry** Involves the manufacturing of large and heavy products, equipment and facilities.

**Infrastructure** Basic urban facilities and networks needed for the functioning of a local community or broader society such as drains, roads, street trees, nature strips, footpaths, telecommunications and utility facilities.

**Light industry** The manufacture of small or light articles and is usually less capital intensive than heavy industry.

**Office** Land used for administration, or clerical, technical, professional or other like business activity. No goods or materials intended for manufacture, sale, or hire can be stored on the land.

**Open Space** Includes land reserved for natural landscape, parklands, recreation and active sports, as well as waterways and bays.

**Opportunity Areas** Nominated sites or locations that offer significant opportunities for development and renewal.

**Plan Melbourne** The Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050.

**Precinct** Areas with similar uses and similar built form that allows greater detailed planning and direction to be provided.

**Private realm** Land solely in private ownership.

**Public realm** Areas of land utilised and created for the community that is publically accessible.

**Strategic Site** Nominated sites that have the potential for significant major development.

**Warehouse** Land used to store or display goods. It may include the distribution and the wholesale selling of the goods.

**Whittlesea Planning Scheme** Controls land use and development within the City of Whittlesea.

**Urban Renewal Opportunity** An area created that truly reflects the needs and demands of businesses and provides an efficient use of land in highly accessible locations.





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普通话	9679 9876	Other	9679 9879

**6.1.17 815-835 YAN YEAN ROAD DEVELOPMENT PLAN****File No:** 194669

**Attachments:**

- 1 Locality Plan [↓](#)
- 2 Mernda Strategy Plan [↓](#)
- 3 Precinct 2B Plan from Mernda Strategy Plan [↓](#)
- 4 Development Plan map only [↓](#)
- 5 Tree Removal Plan [↓](#)
- 6 Summary of Submissions [↓](#)
- 7 Plan outlining proposed changes for 815 Yan Yean Road, Doreen [↓](#)

**Responsible Officer:** Director Planning & Major Projects**Author:** Strategic Planner**REPORT****EXECUTIVE SUMMARY**

A Development Plan submission has been lodged by Head and Humphreys Land Consultants for three contiguous properties at 815, 825 and 835 Yan Yean Road, Doreen for Council consideration. The Development Plan area is bounded by existing residential development to the north, south and west, and Yan Yean Road to the east.

The Development Plan proposes residential development consisting of standard density development along with a small pocket of medium density development adjoining open space and lower density development abutting Yan Yean Road. There are reserves proposed to retain native vegetation on site.

The Development Plan was informally exhibited to adjoining properties and external agencies for a period of 28 days from 14 November 2016 to 9 December 2016. In this period seven landowner submissions were received. One of the submissions was from a landowner who chose not to be involved in the preparation of the original Development Plan application. Submissions were also received from three services authorities, neither of whom objected to the proposed Development Plan.

The proposed Development Plan is generally in accordance with the *Mernda Strategy Plan* and Development Plan Overlay Schedule 5. It provides guidance to the future development of the site. As such it is recommended that the Development Plan is approved by Council, subject to the officer changes as proposed in the report.

**INTRODUCTION**

The purpose of this report is to consider the 815-835 Yan Yean Road Development Plan. The Development Plan has been prepared for the three contiguous properties of 815, 825 and 835 Yan Yean Road, Doreen. The subject sites can be seen in the locality plan provided as *Attachment 1*.

The purpose of this Development Plan is to provide greater certainty about the future use and development of these parcels of land. The submitted Development Plan has been prepared in accordance with the provisions of the General Residential Zone, Development Plan Overlay Schedule 5 and Incorporated Plan Overlay Schedule 1 as well as Vegetation Protection Overlay Schedule 1.

This Development Plan is the last Development Plan required for Precinct 2B of the Mernda Strategy Plan.

The 815-835 Yan Yean Road Development Plan has been prepared following analysis and consideration of the landscape and vegetation elements of the site.

## PLANNING ASSESSMENT

### Zone

The subject land is zoned General Residential Zone. The primary purpose of the zone is to facilitate residential development, along with other associated land uses. The Development Plan is consistent with the requirements of the zone by providing for residential development with a mix of densities, road connectivity and open space.

### Overlays

The subject land is affected by the following overlays:

- Incorporated Plan Overlay Schedule 1;
- Development Plan Overlay Schedule 5;
- Development Contributions Plan Overlay Schedule 6; and
- Vegetation Plan Overlay Schedule 1.

The *Mernda Strategy Plan* is an Incorporated Document within the Whittlesea Planning Scheme and applies to all land shown in the Incorporated Plan Overlay Schedule 1. The overall *Mernda Strategy Plan* is provided as *Attachment 2*. It is noted that the *Mernda Strategy Plan* is the primary policy document guiding and informing the preparation of Development Plans for the Mernda-Doreen Growth Area. The *Mernda Strategy Plan* is divided up into sub-precincts, each of which provide additional detail and context to that area. The relevant sub-precinct in which these sites are in is known as Precinct 2B (*Attachment 3*).

Schedule 5 of the Development Plan Overlay requires the preparation of a Development Plan that further refines the requirements of the *Mernda Strategy Plan*. The proposed Development Plan is required to address the requirements of the *Mernda Strategy Plan* and is required to be generally in accordance with this plan. The assessment against the *Mernda Strategy Plan* is included later in the report.

Schedule 6 of the Development Contributions Plan Overlay requires development in the Mernda-Doreen Growth Area to contribute towards higher order local infrastructure required to service urban growth, as specified in the *Mernda Strategy Plan Development Contributions Plan* (the DCP). This predominantly includes transport and community infrastructure projects such as signalised intersections, community centres, and open space. These contributions are required to be provided in cash, and where designated infrastructure items fall on a particular parcel of land, in land and/or works in lieu of cash payments. In relation to the subject land, the site will pay development and open space contributions at time of subdivision in accordance with the DCP.

Schedule 1 of the Vegetation Protection Overlay requires a planning permit to remove all native vegetation. It is used as a tool to maximise the retention of native vegetation within urban developments within the Mernda-Doreen Growth Area. The Development Plan was accompanied by an arborist report which assessed all of the trees on site. The overall Development Plan proposes the retention of the more significant native vegetation located on the site. This will be expanded on further later in the report.

## KEY FEATURES OF THE PLAN

The overall layout plan of the 815-835 Yan Yean Road Development Plan which was placed on non-statutory exhibition is provided as *Attachment 4*.

The following section will provide greater detail on the following:

- Road layout;
- Density;
- Vegetation and Open Space;
- Interface to Yan Yean Road;
- Building on sloping lots; and
- Additional application requirements for 815 Yan Yean Road.

### *Road layout*

The Development Plan proposes a grid style layout involving the extension of already existing roads. The proposed road layout also allows for each property to develop individually without relying on each other for access. All roads are designed to meet Council standard requirements.

The proposed road network is logical and allows for vehicle and pedestrian access throughout the locality. Barak Parade runs north-south through the Development Plan area and connects into Orchard Road which then provides a connection onto Yan Yean Road. Yan Yean Road can be accessed to the south via the existing road network. A Neighbourhood Activity Centre, Community Activity Centre and Active Open Space reserve will be located to the west in the Plenty River Estate. The Development Plan also provides east-west roads allowing for access to these destinations.

Orchard Road is defined under the *Mernda Strategy Plan* as a 'collector road'. The road pavement is already constructed, with a footpath, nature strip and indented parking located on the north side of the road. The developer of 835 Yan Yean Road will be required to install indented parking bays, footpath and nature strip planting on the south side of Orchard Road as part of developer works. This has been reflected within the Development Plan.

### *Density*

The majority of the Development Plan area is proposed to be standard residential development between 300 square metres and 800 square metres per lot. The only areas which are the exception to this are the lots abutting Yan Yean Road, which are required to be over 800 square metres in area, and the lot abutting the reserve on Orchard Road which is proposed for medium density.

The proposed density mix is considered to be generally in accordance with the *Mernda Strategy Plan*. While it is acknowledged that Precinct 2B of the *Mernda Strategy Plan* does not show medium density in this location, Clause 3.6.1 of the *Mernda Strategy Plan* does indicate that 'lot size variation can be used to protect remnant vegetation and create visual interest within a subdivision'. The Development Plan meets this requirement as it proposes areas of medium density housing abutting reserves.

The Development Plan Overlay Schedule 5 also lists opportunities for a diverse range of allotment densities and dwelling types to be included within a future Development Plan.



Again, the mix of densities proposed within the overall Development Plan is considered to meet this requirement.

### *Vegetation and Open Space*

The Development Plan area has a large amount of vegetation which includes exotic and native vegetation. The significant vegetation has been considered as part of the assessment of the Development Plan.

Development Plan Overlay Schedule 5 requires a Development Plan to include the retention and integration of individual and stands of mature trees, particularly River Red Gums. The site is also affected by Vegetation Protection Overlay Schedule 1, which has the following objectives:

- To preserve and maintain significant vegetation and character of the area;
- Maintain soil qualities and minimise the impacts of erosion; and
- Preserving natural habitat for flora and fauna.

The Development Plan shows the retention of mature trees and River Red Gums in the following locations for 825 and 835 Yan Yean Road, Doreen:

- Four River Red Gums in a reserve south of Orchard Road;
- One River Red Gum along Orchard Road in the landscape buffer near the intersection of Yan Yean Road and Orchard Road; and
- Eight mature trees (which are a mix of indigenous and non-indigenous natives, and a range of smaller exotic trees within the landscape buffer to Yan Yean Road. This includes a cluster of five remnant Yellow Boxes which offer landscape and biodiversity value to the area.

The Development Plan does show the removal of a total of six River Red Gums, plus a row of eight juvenile River Red Gums near Orchard Road.

- The two River Red Gums proposed to be removed located along Orchard Road do not offer any significant contribution to the amenity of the area given their small size.
- The removal of the two River Red Gums near the existing dwelling on 835 Yan Yean Road is necessary in order to ensure a logical development outcome and neither tree offers any significant landscape or biodiversity value to the area.
- The River Red Gum proposed to be removed west of Barak Parade shows a large open wound in its main trunk which is likely to have resulted in major stem failure. The long term prospects of this tree is low and if it were to be retained, it may present a future public liability risk, hence why its removal is recommended.
- The small River Red Gum also west of Barak Parade offers limited contribution to the amenity of the area and its retention was virtually impossible given the proposed removal of the larger tree nearby.
- The juvenile River Red Gums near Orchard Road are small and have self-sown along the south eastern edge of the existing dam. However they will not be able to survive once the dam is removed, and therefore their removal is recommended.

A summary of the proposed River Red Gum removal is provided in the following table.

*Table 1: Summary of tree removal and retention of River Red Gums (RRGs)*

Tree No	Location	H (m)	DBH (cm)	Health	Structure	Retention Rating and recommendation
2	835 YYR	4	6.4	Fair	Fair	Remove
3	835 YYR	19	125.2	Fair	Fair	Remove
89	835 YYR	12	30.9	Good	Fair-Poor	Remove
62	835 YYR	11	42.4	Good	Good	Remove
27	825 YYR	21	199.4	Good	Good	Remove
29	825 YYR	7	39	Good	Good	Remove
Juvenile RRGs	835 YYR	N/A	N/A	N/A	N/A	Remove

It is noted that any tree shown to be removed on the 'Tree Retention and Removal Plan' (*Attachment 5*) is indicative and still subject to a future planning permit application. The future planning permit application would also include an assessment on the relevant offsets required for the vegetation that is approved to be removed.

#### *Interface to Yan Yean Road*

The site abuts Yan Yean Road, which is identified in the *Mernda Strategy Plan* as a sensitive interface. The *Mernda Strategy Plan* recommends that lower density residential development is appropriate for this area given that Yan Yean Road forms the Urban Growth Boundary.

The proposed Development Plan addresses this interface as follows:

- A 10 metre wide landscaping buffer running along Yan Yean Road is proposed which will include a footpath. This buffer increases in width along the boundary of 825 and 835 Yan Yean Road in order to retain significant River Red Gums; and
- Lots abutting Yan Yean Road will be a minimum of 800 square metres. This provides a transition from standard density to the rural development east of Yan Yean Road which is outside of the Urban Growth Boundary.

It is noted that the *Mernda Strategy Plan* does prescribe a minimum of 1000 square metre lots abutting Yan Yean Road. However the lot area of this size also includes a landscape buffer of approximately 10 metres in private ownership. While smaller than recommended, the current proposal is beneficial to Council as the landscape buffer along Yan Yean Road will be in Council ownership, not private, therefore allowing greater control over the landscaping as well as the allowing space for the construction of a shared path.

It is considered that both of these measures satisfactorily meet the requirements of the *Mernda Strategy Plan* and the requirements of transition and interface design treatments as specified within Development Plan Overlay Schedule 5.

#### *Building on sloping lots*

The site's contours rise significantly in the south east corner of the Development Plan area.

The Development Plan includes provisions to address these requirements which are consistent with the provisions within other Development Plans. These provisions include encouraging split level homes to minimise cut and avoiding large retaining walls along the street frontage.

*Additional application requirements for 815 Yan Yean Road*

The proposed Development Plan applies for all three lots being 815, 825 and 835 Yan Yean Road, Doreen. However, the applicant was unable to obtain consent from the landowner at 815 Yan Yean Road to become party to the original Development Plan preparation. As such, some of the background reports submitted do not include a detailed assessment of this site.

As explained earlier, these three parcels of land are the only sites left within Precinct 2B of the *Mernda Strategy Plan*. Having a Development Plan that only affected two of these three sites was not considered to allow for the orderly development of the area and therefore not supported by Council officers.

It must be acknowledged that Development Plan submissions can be prepared and submitted by anyone. In scenarios where fragmented land ownership is prevalent, it is preferable that all parties are involved but that can be difficult to achieve and not mandatory. In assessing and approving a Development Plan, Council just needs to ensure that the Development Plan meets the requirements of the relevant Schedule irrespective of who prepares it.

The owner of this property was originally not party to the Development Plan submission, and as such the preparation of the Development Plan happened proposing caveats to this particular property for additional reports to be required at the time of a planning permit application. These reports were an Arborist report, Environmental Risk Report and Drainage report. Since the exhibition of the Development Plan, the landowner has prepared and submitted an Arborist Report. Out of the three outstanding reports, the Arborist report is considered to be the most significant as it has implications on the tree retention/ removal requirements on this site, as well as the proposed road network.

This has since been submitted and the results of the Arborist Report will be discussed later in the report. Council officers consider it satisfactory that the other two reports are submitted with any future planning permit application.

## CONSULTATION

The Development Plan Overlay provisions within the Whittlesea Planning Scheme do not include a requirement for statutory exhibition of a Development Plan. Notwithstanding, non-statutory exhibition of Development Plans provide an important opportunity for affected landholders and referral authorities to raise issues that would ordinarily be identified at a later stage in the approval process. As such, the DP was placed on non-statutory public exhibition for a period of one month between 14 November 2016 and 9 December 2016.

The draft Development Plan was sent to adjoining owners and occupiers as well as relevant service authorities.

In response to this notice, Council received seven submissions from landowners in the area and two submissions from external service authorities. A full summary of the landowner submissions is provided as *Attachment 6*.

The following section discusses the key themes of these submissions accompanied by an officer response.

*Table 1: Thematic Issues Raised by Submissions to Development Plan*

<b>Issues and Matters Raised</b>	<b>Officer Response</b>
<p>Yan Yean Road</p> <ul style="list-style-type: none"> <li>• Seek clarification on the configuration of widening of Yan Yean Road;</li> <li>• Requesting that the nature strip/</li> </ul>	<p>Yan Yean Road is planned to be duplicated in the future by VicRoads. The widening for this duplication will occur on the east side of the road in Nillumbik Shire Council.</p> <p>Development within this DP area is required to</p>

<b>Issues and Matters Raised</b>	<b>Officer Response</b>
<p>tree reserve between Yan Yean Road and the proposed development should be at least 100m wide to allow for future road expansion and/ or to allow for a public footpath or shared bicycle path.</p>	<p>contribute land for widening around the intersection of Orchard Road with Yan Yean Road, which is likely to remove the roundabout and provide signals at an undetermined point in the future.</p> <p>The development does allow for a shared path along Yan Yean Road. It is shown dashed in the 'tree reserve' which directly abuts Yan Yean Road. This tree reserve is 10 metres with additional widening in parts to keep significant trees.</p> <p>A road reserve width of 100 metres is more consistent with a road such as the Hume Freeway.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Dam near Orchard Road</p> <ul style="list-style-type: none"> <li>• Raise concern over the removal of the existing dam due to potential loss of habitat and recreation purposes.</li> </ul>	<p>The existing dam is required for drainage for the current house. Once the area is developed, this dam is not required for drainage purposes.</p> <p><i>The Mernda Strategy Plan Development Contributions Plan</i> (which affects this area) shows where credited open space is to be provided, and this DP area is not required to deliver open space, other than land that may be required to retain site features as part of the design process, i.e. significant vegetation.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Additional housing</p> <ul style="list-style-type: none"> <li>• Raise concern in relation to density and additional houses in the area.</li> <li>• Concern in providing more houses in the area without adding the necessary infrastructure in to support them.</li> </ul>	<p>This area has already been designated for residential growth as part of the <i>Mernda Strategy Plan</i> which was approved in 2004. This Development Plan is the next stage of strategic planning to occur before the residential development happens.</p> <p>Local infrastructure was planned for as part of the Mernda Strategy Plan. There is a school proposed along Orchard Road to the south-west to the site. A Neighbourhood Activity Centre across from the school site has planning approval, and a large active open space reserve is going to be located in this precinct as well. However, these are all outside of this DP area.</p> <p>Orchard Road is currently served by a bus (Route 381) with an existing bus stop adjacent to 835 Yan Yean Road.</p> <p>Council is also advocating for the expansion of</p>



<b>Issues and Matters Raised</b>	<b>Officer Response</b>
	<p>bus services and the duplication of arterial roads in the growth areas of the municipality to address these types of concerns.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Submit that larger lots should be mandated for the DP area ranging from 500-800 square metres:</p> <ul style="list-style-type: none"> <li>One suggestion that all the plots are at minimum 800m<sup>2</sup>, this could be sold as an elite development for those people who want larger houses and a garden/pool for growing families.</li> <li>Another was a minimum of 500 square metres in order to keep with the existing area</li> </ul>	<p>The exhibited Development Plan shows the area being developed for mainly standard density lots, except for the one area of medium density near the tree reserve on Orchard Road and the larger lots abutting Yan Yean Road.</p> <p>This is in accordance with the Mernda Strategy Plan which is the higher order strategic plan already done for the area. Any approved Development Plan must accord with the Mernda Strategy Plan.</p> <p>It is also noted that the proposed densities are not significantly different from the surrounding area.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Traffic calming measures</p> <ul style="list-style-type: none"> <li>Request that traffic calming measures be included to reduce the potential for 'hooning drivers' and to reduce traffic speed i.e. roundabouts at all cross roads;</li> <li>Request that a nature strip/divide is used up the centre of the roads, as used elsewhere on the estate, for example at Elation Boulevard</li> </ul>	<p>The roads that are to be constructed in this development are local roads and not collector roads like Elation Boulevard. As such, a centre divide/ median is not required for these roads.</p> <p>A roundabout will be provided by the developer at the intersection of Barak Parade and Counthan Terrace. This is shown on the Development Plan.</p> <p>If any other traffic calming measures are needed for long stretches of road, this will be determined as part of the future planning permit applications.</p> <p>It should be noted that the road layout has been designed to minimise through movements and include shortened street lengths. This will also assist in minimising the need for traffic management devices.</p> <p>It is also acknowledged that Council has previously dealt with a petition from residents along Orchard Road regarding road safety and traffic at its meeting on 24 February 2015. A follow up report was tabled at the 27 October 2015 meeting which resolved (among other matters) to install raised road pavements in Orchard Road between Garden Road and Yan Yean Road. It is noted that these road pavements have been installed.</p> <p><b>Officer recommendation:</b></p>

<i>Issues and Matters Raised</i>	<i>Officer Response</i>
	No further change necessary to the Development Plan.
Advises that existing vegetation from one of the parcels of land has not been maintained and has caused damage to the submitter's property.	This is not a planning matter. However, the matter has been forwarded to the landowner for separate discussion between the parties.
Requests that the development is planned in a 'thoughtful' way and considers the slope of the land.	<p>The Development Plan layout has been designed to connect into the existing street network with densities consistent with the surrounds. There are provisions within the written text of the Development Plan regarding the construction on slope to ensure good built form outcomes.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
Concern that 'poor planning' will affect the property values in the area.	<p>It has been consistently upheld by the Victorian Civil and Administrative Tribunal (VCAT) that loss of property values are not relevant planning considerations.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
Seek clarification on the timing of the development.	<p>The applicant has proposed the following timeframes for the development of the land within the text of the DP document:</p> <ul style="list-style-type: none"> <li>• 825 Yan Yean Road is flagged as Stage 1 and is likely to commence construction in 2017 pending planning and construction approval;</li> <li>• 835 Yan Yean Road is marked as Stage 2 and will likely proceed once Stage 1 is developed. Potential completion date would be late 2018 pending planning and construction approval; and</li> <li>• 815 Yan Yean Road will develop the western side of their land first with no clear timeframe proposed when this will occur.</li> </ul> <p>Ultimately development staging will be up to the individual landowner/ developer of each parcel. It is noted that all three landholdings have the ability to connect adjoining residential developments and commence independently.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>

<b>Issues and Matters Raised</b>	<b>Officer Response</b>
<p>Native Vegetation</p> <ul style="list-style-type: none"> <li>Request that other gums are protected on site as they have bird life within them.</li> <li>Raise concern that the DP requires the removal of natural vegetation and this will ruin the bird and animal life in the precinct.</li> </ul>	<p>The Development Plan indicates that indigenous vegetation (including four significant trees) will be retained on site along Orchard Road and within the Yan Yean Road landscape buffer (including 12 significant trees). Three significant trees are also to be retained in reserves proposed on 815 Yan Yean Road, Doreen</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Medium Density Housing</p> <ul style="list-style-type: none"> <li>Objection to the proposed medium density site near Orchard Road as the Mernda Strategy Plan shows the area as standard density housing and it is located outside of an activity centre as per <i>Plan Melbourne</i> (the Metropolitan Planning Strategy) requirements.</li> </ul>	<p>Clause 3.6.1 of the <i>Mernda Strategy Plan</i> does indicate that 'lot size variation can be used to protect remnant vegetation and create visual interest within a subdivision'.</p> <p>In this site specific location as a design response, the Development Plan meets this requirement as it is abutting a reserve which has been created to protect River Red Gums and its location near Orchard Road provides a visual interest when entering the Development Plan area. As such it is considered that the density requirements of the <i>Mernda Strategy Plan</i> have been met.</p> <p>In terms of <i>Plan Melbourne</i>, the focus of encouraging higher density housing (in the form of apartments) is more around areas such as an Activity Centre. It also has an initiative to 'develop more diverse housing in growth areas' (Initiative 2.1.4) to accommodate a changing population and assist affordability. As such, the provision of medium density in this location is not considered to be contrary to <i>Plan Melbourne</i>.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Reserve F</p> <ul style="list-style-type: none"> <li>Request that the reserve marked F on the exhibited Development Plan is provided notwithstanding the outcomes of the arborist findings.</li> </ul>	<p>The exhibited Development Plan showed two trees in a reserve marked "F" with a note stating that 'extent of reserve subject to Arborist report of tree significance'.</p> <p>As the <i>Mernda Strategy Plan</i> does not show open space to be provided in this Development Plan area, Council cannot mandate open space to be provided if the site is not required to protect native vegetation.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>

<b>Issues and Matters Raised</b>	<b>Officer Response</b>
<p>Lots of 300 square metres</p> <ul style="list-style-type: none"> <li>• Raise concern with the proposed lot sizes of 300 square metres and clarification of the location of these sized lots within the Development Plan area.</li> </ul>	<p>300 square metre lots are to be limited through the DP area and located more towards the centre of the precinct.</p> <p>The intent is to maintain lot density and widths along the extension of existing roads to maintain a consistent character along these streets.</p> <p>The wording of the Development Plan will be amended to provide further clarity in this respect.</p> <p><b>Officer recommendation:</b></p> <p>Amend Section 4.3 – Density and Uses within the document to provide further detail as to the location of 300 square metre lots within the Development Plan area.</p>
<p>Objection to the connection of Von Guerrard Parade into this development on the grounds that it will:</p> <ul style="list-style-type: none"> <li>• increase traffic flow and noise;</li> <li>• create congestion and safety issues;</li> <li>• potentially attract speeding hooners and burnouts;</li> <li>• create hazards and increase the potential for serious injury;</li> <li>• ruin and overwhelm the character of the street and the estate and the peace and serenity currently there.</li> </ul>	<p>Von Guerrard Parade was developed in accordance with the Orchard Park Development Plan which applied to that area.</p> <p>One of the objectives of the Orchard Park Development Plan was to:</p> <p><i>‘provide road connections to adjoining properties as required to ensure orderly road connectivity for the precinct’ (page 9).</i></p> <p>Von Guerrard Parade was constructed with this purpose. The intention of a through road can be seen in both its name and that a formal turnaround area was not provided.</p> <p>The same can be said for Counthan Terrace (to the north of Von Guerrard Parade) and Kossatz Terrace (to the south of Von Guerrard Parade). The extension of these roads is also necessary to provide a logical connection into the existing development to the immediate west.</p> <p>Speeding and hooning are a matter for Victoria Police. The Police have already been referred these matters in the locality as part of the resolution for the raised road pavements along Orchard Road (see the response to ‘Traffic Calming Measures’ as outlined in detail above).</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>The submitter object to the development of these three parcels of land as the current non-developed area is viewed by them as:</p> <ul style="list-style-type: none"> <li>• being a ‘greenfield’ area;</li> <li>• adding character to the</li> </ul>	<p>The land is shown on the Mernda Strategy Plan for residential development. It is also zoned General Residential Zone and is also within the Urban Growth Boundary.</p> <p>It has the same planning provisions as the existing residential subdivision to the west, south and north which have already been developed.</p>



<b>Issues and Matters Raised</b>	<b>Officer Response</b>
<p>neighbourhood;</p> <ul style="list-style-type: none"> <li>• creating a peaceful and tranquil atmosphere; and</li> <li>• offering a pleasant view for all residents with a 'country feel environment'.</li> </ul>	<p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Concern that if approval is granted then there will be other issues to contend with associated with construction (noise, dust, debris, ingoing and outgoing trucks etc.) and consideration should be made to how this will inconvenience and impact the residents.</p>	<p>Matters in relation to construction access and minimising amenity impacts to residents will be dealt with via permit conditions.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>Suggestion of a proposal that uses the site for a recreational space with park furniture, retention of vegetation which can be enjoyed by all of the community.</p>	<p>The site is shown on the Mernda Strategy Plan for residential development. The Mernda Strategy Plan allocates areas for large scale open space and the developer is not obliged to provide this land to Council for this purpose.</p> <p>The land is in private ownership and has been nominated as being suitable for urban development with the same statutory framework as applied to all adjoining land.</p> <p><b>Officer recommendation:</b></p> <p>No further change necessary to the Development Plan.</p>
<p>A number of verbal and written enquiries as to the provision for the NBN as part of this development and whether it would be available to the overall neighbourhood.</p>	<p>Again, this is not a planning matter. The provision of NBN is a matter for NBN Co.</p> <p>It is noted that Council does have Local Planning Policy in relation to Telecommunication Conduits and that any subdivision within this Development Plan area will need to ensure that at minimum, conduits will be installed which will enable the optic fibres to be installed by NBN Co. in the future if it is planned for this locality.</p>

#### **SUBMISSION FROM LANDOWNER AT 815 YAN YEAN ROAD, DOREEN**

The following table outlines the issues raised in the submission from the landowner at 815 Yan Yean Road, Doreen. This land is within the Development Plan area and as indicated above, did not elect to be involved with the original submission.

As indicated earlier in the report, Development Plan submissions can be prepared and submitted by anyone. In scenarios where fragmented land ownership is prevalent, it is preferable that all parties are involved but that can be difficult to achieve and not mandatory. In assessing and approving a Development Plan, Council just needs to ensure that the Development Plan meets the requirements of the relevant Schedule irrespective of who prepares it.

This submission is being considered in isolation as it holds additional weight given that this landowner does have a right of appeal to the Development Plan and this document will form guidance on how their own land can be developed.

Issue	Officer Response
<p><b>1. Significance of existing trees on 815 Yan Yean Road:</b></p> <ul style="list-style-type: none"> <li>• The exhibited DP provided a Section as to the additional reports required to be submitted for this property</li> <li>• At the time of the submission, the proponent indicates that an Arborist report was being undertaken</li> <li>• The submission requested that should the assessment determine that the trees are not suitable for retention, that Council revisit the size of the proposed open space area and potentially remove it entirely from the plan if none of the trees are determined as being significant.</li> </ul>	<p>Since the submission to the Development Plan was lodged on behalf of this landowner in December 2016, an arborist report has now been prepared for the trees on 815 Yan Yean Road. This report has been submitted and reviewed by Council officers.</p> <p>The outcome of the report determined that:</p> <ul style="list-style-type: none"> <li>• No trees on this site were identified as River Red Gums.</li> <li>• The trees shown on the DP map east of Barak Parade are Long Leaved-Box trees (<i>Eucalyptus gonicalyx</i>) and are either dead or have significant structural issues. Council officers support the removal of these trees;</li> <li>• The large trees shown in the reserve marked as "F" on the exhibited Development Plan map are actually two trees identified as Yellow Box trees (<i>Eucalyptus melliodora</i>). These trees are indigenous and are highlighted as important to the area by the Vegetation Protection Overlay Schedule and identified as being of high retention value. As such, their retention is recommended;</li> <li>• The smaller tree in Reserve "F" is a Long Leaved-Box tree (<i>Eucalyptus gonicalyx</i>). This tree has significant decay and its removal is recommended;</li> <li>• On the basis of the above, Council officers recommend that the reserve on 815 Yan Yean Road can be reduced, however there still must be a connection of a sufficient width provided for a footpath which links between 'South Rise' and Barak Parade without encroaching on the Tree Protection Zones. The reserve still must be provided between South Rise and Barak Parade to allow for pedestrian connectivity;</li> <li>• A further tree which was not shown on the original DP map has been identified and it is recommended to be retained. This tree is a Yellow Box (<i>Eucalyptus melliodora</i>) and is located near 'South Rise' where it crosses from 825 Yan</li> </ul>

Issue	Officer Response
	<p>Yean Road to 815 Yan Yean Road.</p> <p>A small tree reserve or extended road reserve will be necessary to ensure the tree is retained on public land. This will require 'South Rise' to be realigned between the trees, and some road narrowing may be necessary. However this detail can be determined at the planning permit application stage. A note has been added to the plan to show this detail.</p> <p><b>Officer Recommendation</b></p> <ul style="list-style-type: none"> <li>• Amend the DP map to show the revised tree removal and retention for this site as per the following: <ul style="list-style-type: none"> <li>- Delete the two trees east of Barak Parade and their associated reserve;</li> <li>- Delete the small tree in the south-east corner of the reserve in 815 Yan Yean Road</li> <li>- Reduce the size of the reserve in 815 Yan Yean Road. Show an indicative footpath running through the reserve to the south of the large tree but outside of the TPZ.</li> <li>- Show a tree to the east of South Rise and show the area around the tree as a reserve;</li> <li>- Realign South Rise to go between the two trees and add a note in relation to potential road narrowing in this location.</li> </ul> </li> <li>• Add new text and a new Figure in <i>Section 3.2 – Vegetation</i> to reflect the outcomes of the Arborist Report for 815 Yan Yean Road;</li> <li>• Remove requirement for Arborist report in Section 7.1 for 815 Yan Yean Road;</li> <li>• Amend Section 7.3 to include a summary of the outcomes of the Arborist Report for 815 Yan Yean Road; and</li> <li>• Include the 815 Yan Yean Road Arborist report as an appendix to this Development Plan.</li> </ul>
<p><b>2. Designation of Medium Density Areas</b></p>	<p>As per the above, an Arborist report has now been completed for this site.</p>

Issue	Officer Response
<ul style="list-style-type: none"> <li>It is suggested that further medium density areas are identified on the DP in areas directly overlooking public open space</li> <li>The suggested areas are the Type A residential areas directly north and south of the reserve on 815 Yan Yean Road</li> <li>If the reserve is not required then all of the area is requested to be shown as Standard Density Residential.</li> </ul>	<p>Given that it is proposed that the two significant trees and the overall reserve are to be retained (albeit reduced in size and shape than originally proposed), Council officers support the notion of medium density housing being provided on the north side of the reserve only.</p> <p>Medium density housing (MDH) can provide opportunities to front the reserve and the street as well as addressing the significant slope on the land.</p> <p>Medium density on the south side of the reserve is not supported by Council officers and has been accepted by the submitter.</p> <p><b>Officer Recommendation:</b></p> <ul style="list-style-type: none"> <li>Amend DP Plan to show the area north of the reserve in 815 Yan Yean Road to be medium density housing</li> <li>Amend Section 4.3 sentence for MDH fronting reserve to reference this open space reserve and this particular site;</li> <li>Include a requirement in Section 4.3 to guide development on these medium density sites.</li> </ul>
<p><b>3. Justification of Type C Residential (Lots greater than 800m2):</b></p> <p>The submission proposes a more 'consistent' approach to the nomination of Type C housing (lots greater than 800m2).</p> <p>A consistent distance from Yan Yean Road would appear more appropriate and ensure uniformity between the three properties.</p>	<p>Council officers support this suggestion.</p> <p>It is recommended that a consistent approach is taken for all three properties and that all of the area south of the tree reserve which is located on the corner of Yan Yean Road and Orchard Road shown on the Development Plan map for low density lots. This ensures consistency with other lots along Yan Yean Road.</p> <p><b>Officer recommendation:</b></p> <p>Amend the Development Plan map to show low density along Yan Yean Road for all areas south of the tree reserve on Orchard Road.</p>
<p><b>4. Justification of Tree Reserve to Yan Yean Road:</b></p> <ul style="list-style-type: none"> <li>The exhibited DP shows a widened section of the tree reserve with no justification</li> <li>It is requested that the section is narrowed to be consistent with the south-eastern section of the property.</li> </ul>	<p>The widened tree reserve was provided in order to protect both the existing trees on 825 Yan Yean Road and the grouping on 815 Yan Yean Road.</p> <p>The submitted Arborist report indicates that the tree on 825 Yan Yean Road is the most significant one of this grouping and that it should be retained.</p>



Issue	Officer Response
	<p>In a practical sense, this means that the tree reserve only needs to be wide enough to encompass that tree and its Tree Protection Zone (it overhangs onto 815 Yan Yean Road) and that the other trees in this grouping do not need to be retained in this reserve. This reserve is then able to taper back into a 10 metre reserve, consistent with the other three properties.</p> <p>The 10m wide tree reserve is consistent with the other properties in the Development Plan and also allows for the retention of other indigenous and non-indigenous trees.</p> <p><b>Officer recommendation</b></p> <p>Amend the Development Plan map to realign the tree reserve on 815 Yan Yean Road to encompass the significant tree on 825 Yan Yean Road then taper back into a 10 metre road reserve.</p>
<p><b>5. Eastern extent of 815 Yan Yean Road cannot be developed until 825 Yan Yean Road has been developed:</b></p> <ul style="list-style-type: none"> <li>Further detail in the text relating to staging specifying that 825 Yan Yean Road will be developed first and in its entirety is requested.</li> <li>This will avoid a scenario where the eastern extent of 815 Yan Yean Road is landlocked as the proposed internal road network prevents access to the eastern half of the property unless 825 Yan Yean Road is developed first.</li> </ul>	<p>The current Development Plan does include a staging plan. However it is recommended that additional text is provided within the body of the document to require 825 Yan Yean Road to include a provision that ensures 'South Rise' is constructed in the first stage of the subdivision of 825 Yan Yean Road, Doreen to avoid a 'landlocking' outcome.</p> <p><b>Officer recommendation</b></p> <p>Amend <i>Section 6 – Development Staging</i> to include additional text in relation to 825 Yan Yean Road and including the construction of 'South Rise' as per the DP map in Stage 1 to ensure that no 'landlocking' occurs.</p>
<p><b>6. Suggested Changes to the document text</b></p> <p>The following suggestions are recommended for inclusion/ amendment within the DP text:</p> <p>a) Including a summary of how the Development Plan accords with the overall Mernda Strategy Plan (MSP) and its key objectives.</p> <p>b) Including the Precinct 2B Plan from the MSP in the document to demonstrate some of the key design elements derived from the MSP.</p>	<p>The changes as suggested in a)-d) and f) are considered to be reasonable and are supported by Council officers.</p> <p>The inclusion of indicative lot yield figures is not supported as it can lead to unrealistic expectations from developers, particularly if the more detailed design as required within the Planning Permit applications leads to changes in these figures.</p> <p>The habitat assessment as proposed by g) is not considered to be necessary given that these forms of assessments were done with the <i>Mernda Strategy Plan</i> and areas of high conservation value were protected as part of the overall urban framework for the area. It</p>

Issue	Officer Response
c) Revising Figure 1 to clearly designate the three properties and their boundaries within the surrounding context.	should be noted that this does not remove the need for a vegetation report which determines appropriate offsets for any native vegetation which is proposed to be removed.
d) Including a slope analysis plan that nominates the areas of steep topography to provide increased clarity as to where the development is most suited for development.	<b>Officer recommendation</b> <ul style="list-style-type: none"> <li>• Include in <i>Section 1.1 – Mernda Strategy Plan</i> a summary of the key objectives of the MSP as well as the key elements of the relevant Precinct Plan, and the relevant precinct map;</li> </ul>
e) Including an indicative lot yield for overall Development Plan Area and Individual Properties.	<ul style="list-style-type: none"> <li>• Include in <i>Section 1.3 – Role of Development Plan detail</i> as to how the DP accords with the MSP as well as the key objectives of the Precinct.</li> </ul>
f) Inclusion of Conclusion to the document which has a summary of the overall objectives and the anticipated process for future subdivision and permit applications to be lodged for the subject properties.	<ul style="list-style-type: none"> <li>• Amend <i>Figure 1 – Sub regional context</i> to make it clearer where the subject land lies;</li> <li>• Include a slope analysis plan as part of <i>Section 4.7 – Buildings and Infrastructure on Slopes</i> to clearly designate which areas this section applies to;</li> </ul>
g) Requesting that a habitat assessment should also be undertaken for all three properties for consistency. This requirement has been shown for 815 Yan Yean Road only in the current text, although it was not submitted as part of the DP application for 825 and 835 Yan Yean Road, Doreen.	<ul style="list-style-type: none"> <li>• Include a new section within the written text at the end of the document which provides a conclusion to the document</li> </ul>

A plan which summarises the spatial changes as proposed within the above table for 815 Yan Yean Road, Doreen is provided as *Attachment 7*.

## AUTHORITY SUBMISSIONS

The following table outlines submissions from external agencies:

Authority	Officer Response
<u>Melbourne Water</u> – offered no objection to the proposed Development Plan and provided a range of conditions more in line with a planning permit application.	The submission provides conditions more relevant to a planning permit application and not a Development Plan. These conditions can be addressed by the applicant post permit approval.  <b>Officer Recommendation</b> No further change necessary to the Development Plan.
<u>Public Transport Victoria</u> – offered no objection to the proposed Development Plan. However they indicated that the DP document doesn't discuss the existing bus	The submission from Public Transport Victoria (PTV) is noted. Any future planning permit application which

<b>Authority</b>	<b>Officer Response</b>
route that travels along Orchard Road and indicated that the bus stops near this site may need to be upgraded in the future.	meets the thresholds of Clause 52.36 – Integrated Public Transport Planning will be referred to PTV for comment.  <b>Officer Recommendation</b> No further change necessary to the Development Plan.
<u>VicRoads</u> – offered no objection to the proposed Development Plan and suggested the following point should Council approve the Development Plan:  'indication of tree screening along the boundary of lots adjoining the Yan Yean Road reservation as indicated in Figure 3.4 of the Mernda Strategy Plan, to be included in the Development Plan for 815-835 Yan Yean Road in order to protect the integrity of the road reservation for road purposes.'	The submission from VicRoads is noted. As indicated earlier in the report, it is noted that the Mernda Strategy Plan does prescribe a minimum of 1000 square metre lots abutting Yan Yean Road.  However the lot area of this size also includes a landscape buffer of approximately 10 metres in private ownership. While smaller than recommended, the current proposal is beneficial to Council as the landscape buffer along Yan Yean Road will be in Council ownership, not private, therefore allowing greater control over the landscaping as well as the allowing space to construct a shared path.  Yan Yean Road is proposed to be duplicated with this widening to occur on the east side of the road in Nillumbik Shire Council. As such it is considered that the proposed Development Plan still generally accords with the Mernda Strategy Plan and also does not affect the ability of future upgrades to Yan Yean Road or the functionality of the road reservation.  <b>Officer Recommendation</b> No further change necessary to the Development Plan.

## DISCUSSION

The subject land is the last area within Precinct 2B of the *Mernda Strategy Plan* area proposed for development.

The proposed Development Plan offers a logical road network which connects into the existing streets provided to the west and the south. The Development Plan will also retain a significant amount of vegetation on site.

The preparation of the Development Plan will provide Council, and future residents, with a greater level of certainty about the nature of development and what will occur on the land. This has been a difficult process given the fragmented nature of the landholdings.

The review and referral process which has been undertaken in order to prepare the Development Plan has been extensive with several versions of the document being prepared following officer review and feedback.

As outlined in the report, the following key changes are recommended which have been done following the non-statutory exhibition period:

- Amendments in relation to the tree retention on 815 Yan Yean Road, Doreen which provides a clear way forward for development;
- Further clarity in regards to the location of lots around the 300 square metre mark within the 'standard density' parts of the Development Plan to be located more centrally within the Development Plan area and not necessarily associated with the continuation of existing roads;
- Further detail as to the key elements of the Mernda Strategy Plan and how the Development Plan complies with them; and
- A greater consistency in the application of the low density lots abutting Yan Yean Road for all affected property owners.

The proposed Development Plan is considered to be in accordance with the *Mernda Strategy Plan* (MSP) as:

- It is providing for a lower density transition to Yan Yean Road, which is the Urban Growth Boundary and defined as a 'sensitive interface';
- The majority of the development will be standard density residential with pockets of medium density abutting open space;
- There is no direct vehicle access onto Yan Yean Road;
- It allow for the provision of a landscape buffer to Yan Yean Road; and
- It is encouraging medium density housing of different forms abutting open space, which adds diversity and interest to the area.

## POLICY STRATEGY AND LEGISLATION

As discussed earlier in the report, the proposed Development Plan is consistent with the *Mernda Strategy Plan* which is the primary policy document affecting this area.

Consistency with the Mernda Strategy Plan also means that the proposed Development Plan meets the objectives and requirements of the State Planning Policy Framework and the Local Planning Policy Framework.

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Places and spaces to connect people</b>
<b>Theme</b>	<b>Planning our space</b>
<b>Strategic Objective</b>	<b>Our urban design helps build connection to place and the community</b>

The proposed Development Plan addresses the existing site conditions and proposes a layout which will complement the existing character of the neighbourhood and provide connectivity in the general locality in line with the existing surrounding road network.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act 1989* officers providing advice to Council must disclose any interests, including the type of interest.



The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The 815-835 Yan Yean Road Development Plan has been subject of extensive officer assessment which has refined the plan and associated written document significantly. The Development Plan has been exhibited and referred externally to relevant agencies with seven landowner submissions received. This Development Plan represents the 'last piece of the puzzle' in terms of development and subdivision within Precinct 2B of the *Mernda Strategy Plan* area.

The Development Plan is consistent with the Mernda Strategy Plan, the relevant provisions of Development Plan Overlay Schedule 5 as well as the relevant policies and strategies of the Whittlesea Planning Scheme.

To this end it is recommended that Council approve the exhibited 815-835 Yan Yean Road Development Plan, subject to the changes discussed in the submissions sections of this report.

Specifically they are as follows:

- a) Amend the Development Plan as follows:
  - i. Show low density lots (minimum 800 square metres) along Yan Yean Road for all areas south of the tree reserve on the corner of Orchard Road and Yan Yean Road;
  - ii. Delete the two trees east of Barak Parade and the associated reserve;
  - iii. Show all of the area between Barak Parade and South Rise north of the reserve in 815 Yan Yean Road as Medium Density Housing (D – Blue);
  - iv. Reduce the width of the reserve in 815 Yan Yean Road from the south and delete the small tree in the south east corner. The reserve must be maintained between South Rise and Barak Parade;
  - v. Show a footpath between South Rise and Barak Parade through the reserve to the south of the trees. Include an additional note to the plan indicating that this footpath must be outside of the Tree Protection Zones for the tree;
  - vi. Show the existing tree to the east of South Rise on the plan and indicate it is located within a reserve;
  - vii. Realign South Rise to go between the two trees, and include an additional note on the plan to indicate a non-standard road treatment in this location which will be determined at the planning permit stage, subject to Council's satisfaction; and
  - viii. Realign the Yan Yean Road tree reserve so that the 'bulge' area only encompasses the trees to be retained on 825 Yan Yean Road and their associated Tree Protection Zones and then tapers back to 10 metres.
- b) Include in *Section 1.1 – Mernda Strategy Plan* a summary of the key objectives of the MSP as well as the key elements of the relevant Precinct Plan, and the relevant precinct map;
- c) Include in *Section 1.3 – Role of the Development Plan*, a paragraph on how the Development Plan accords with the *Mernda Strategy Plan* and the key objectives of this precinct;
- d) Amend *Figure 1 – Sub regional context* to make it clearer where the subject land lies;
- e) Add new text and a new figure in *Section 3.2 – Vegetation* to reflect the outcomes of the Arborist Report for 815 Yan Yean Road;

- f) Amend *Section 4.3 – Density and Uses* within the document to:
  - i. provide further detail as to the location of 300 square metre lots within the overall Development Plan area;
  - ii. reference all open space reserves and medium density housing as per the Development Plan map;
  - iii. include design principles to guide the future development of the identified medium density lots.
- g) Include a slope analysis plan as part of *Section 4.7 – Buildings and Infrastructure on Slopes* to clearly designate which areas this section applies to;
- h) Include an additional figure within the Development Plan document which outlines the tree removal and retention for 815 Yan Yean Road in accordance with this report;
- i) Amend *Section 6 – Development Staging* to include additional text in relation to 825 Yan Yean Road and including the construction of 'South Rise' as per the DP map in Stage 1 to ensure that no 'landlocking' occurs.
- j) Remove the requirement under *Section 7.1 – 815 Yan Yean Road* for an Arborist report for 815 Yan Yean Road to be submitted with the future planning permit application;
- k) Amend *Section 7.3 – Vegetation Removal* to summarise the outcomes of the Arborist Report for 815 Yan Yean Road;
- l) Include an additional requirement in *Section 7.3 – Vegetation Removal* for a Biodiversity Report to be submitted with any planning permit application to develop and/ or subdivide;
- m) Include a new section within the written text at the end of the document which provides a conclusion to the document; and
- n) Include the Arborist Report for 815 Yan Yean Road as an appendix to the Development Plan.

<b>RECOMMENDATION</b>
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**THAT Council resolve to:**

1. **Approve the 815-835 Yan Yean Road Development Plan as exhibited, subject to the following changes;**
  - a) **Amend the Development Plan as follows:**
    - i. **Show low density lots (minimum 800 square metres) along Yan Yean Road for all areas south of the tree reserve on the corner of Orchard Road and Yan Yean Road;**
    - ii. **Delete the two trees east of Barak Parade and the associated reserve;**
    - iii. **Show all of the area between Barak Parade and South Rise north of the reserve in 815 Yan Yean Road as Medium Density Housing (D – Blue);**
    - iv. **Reduce the width of the reserve in 815 Yan Yean Road from the south and delete the small tree in the south east corner. The reserve must be maintained between South Rise and Barak Parade;**

- v. Show a footpath between South Rise and Barak Parade through the reserve to the south of the trees. Include an additional note to the plan indicating that this footpath must be outside of the Tree Protection Zones for the tree;
  - vi. Show the existing tree to the east of South Rise on the plan and indicate it is located within a reserve;
  - vii. Realign South Rise to go between the two trees, and include an additional note on the plan to indicate a non-standard road treatment in this location which will be determined at the planning permit stage, subject to Council's satisfaction; and
  - viii. Realign the Yan Yean Road tree reserve so that the 'bulge' area only encompasses the trees to be retained on 825 Yan Yean Road and their associated Tree Protection Zones and then tapers back to 10 metres.
- b) Include in *Section 1.1 – Mernda Strategy Plan* a summary of the key objectives of the MSP as well as the key elements of the relevant Precinct Plan, and the relevant precinct map;
  - c) Include in *Section 1.3 – Role of the Development Plan*, a paragraph on how the Development Plan accords with the *Mernda Strategy Plan* and the key objectives of this precinct;
  - d) Amend *Figure 1 – Sub regional context* to make it clearer where the subject land lies;
  - e) Add new text and a new figure in *Section 3.2 – Vegetation* to reflect the outcomes of the Arborist Report for 815 Yan Yean Road;
  - f) Amend *Section 4.3 – Density and Uses* within the document to:
    - i. provide further detail as to the location of 300 square metre lots within the overall Development Plan area;
    - ii. reference all open space reserves and medium density housing as per the Development Plan map;
    - iii. include design principles to guide the future development of the identified medium density lots.
  - g) Include a slope analysis plan as part of *Section 4.7 – Buildings and Infrastructure on Slopes* to clearly designate which areas this section applies to;
  - h) Include an additional figure within the Development Plan document which outlines the tree removal and retention for 815 Yan Yean Road in accordance with this report;
  - i) Amend *Section 6 – Development Staging* to include additional text in relation to 825 Yan Yean Road and including the construction of 'South Rise' as per the DP map in Stage 1 to ensure that no 'landlocking' occurs.
  - j) Remove the requirement under *Section 7.1 – 815 Yan Yean Road* for an Arborist report for 815 Yan Yean Road to be submitted with the future

planning permit application;

- k) Amend *Section 7.3 – Vegetation Removal* to summarise the outcomes of the Arborist Report for 815 Yan Yean Road;
  - l) Include an additional requirement in *Section 7.3 – Vegetation Removal* for a Biodiversity Report to be submitted with any planning permit application to develop and/ or subdivide;
  - m) Include a new section within the written text at the end of the document which provides a conclusion to the document; and
  - n) Include the Arborist Report for 815 Yan Yean Road as an appendix to the Development Plan.
2. Advise the applicant and submitters of the above decision.



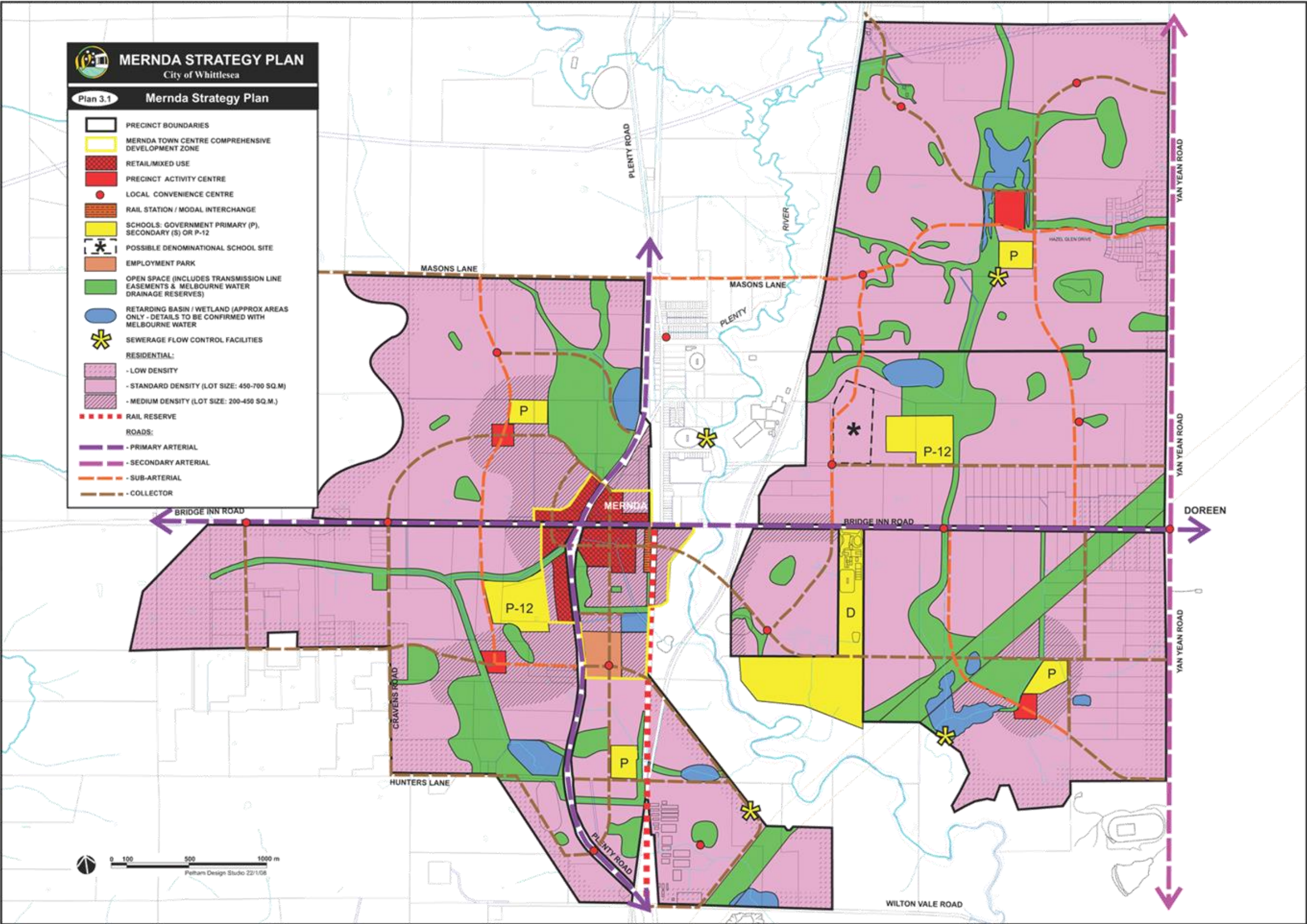


# Attachment 1: Locality Plan



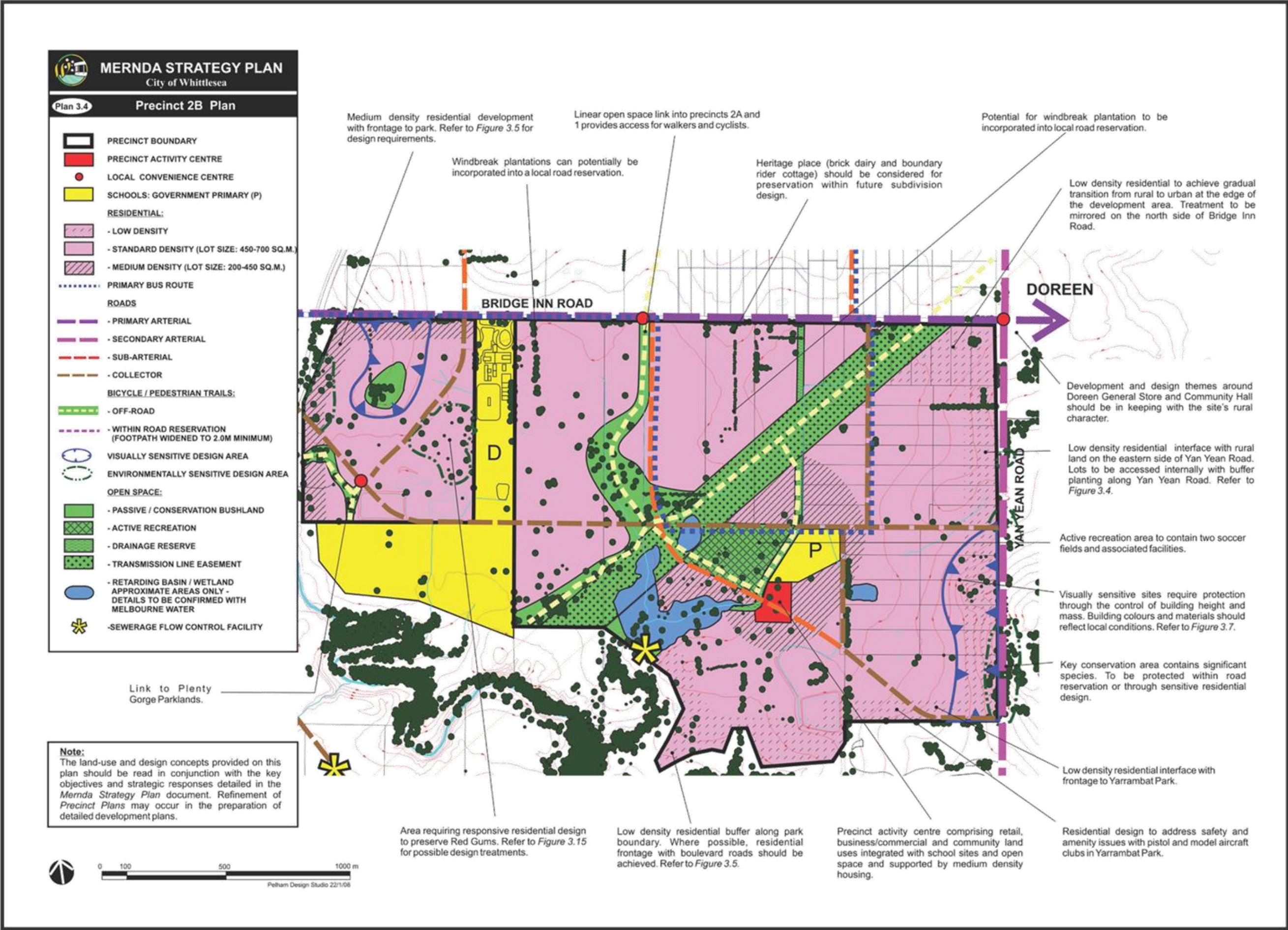
















Development Plan for 815-835 Yan Yean Rd Doreen

Figure 4 – DEVELOPMENT PLAN







Development Plan for 815-835 Van Yean Rd Doreen

Figure 5 – TREE PLAN





Summary of Submissions: 815-835 Yan Yean Road Development Plan

Submission	Issues Raised
1 – Landowner	<ul style="list-style-type: none"> <li>• Main objection is the size of the proposed building block variances of 300m<sup>2</sup>-800m<sup>2</sup>. The map does indicate the larger blocks, it doesn't say where the possible smaller blocks will be located and this is the main concern. Wish for this to be better clarified</li> <li>• Believes that development should blend in with the existing area and keep building blocks to a minimum of 500 square metres if not larger</li> <li>• '... if the proposed development is not planned in an authentic thoughtful way especially considering the steepness of the land, it will bring current home values drastically down and we all want our existing way of life to be maintained not lessened due to poor planning'</li> <li>• Asks about the timeframe of the proposed development</li> <li>• 'another fact is that although red gums will be protected there are other gums which play a vital role in the Wedged Tail Eagles that often visit this area as part of their territory and it would be a pity if these are removed'</li> </ul>
2 – Landowner	<ul style="list-style-type: none"> <li>• Concern that more houses are being developed without adding infrastructure</li> <li>• Indicates that it may not be good planning</li> </ul>
3 – Landowner	<ul style="list-style-type: none"> <li>• Requests details on what side of the road the future Yan Yean Road widening will occur</li> <li>• 'The nature strip/tree reserve between Yan Yean Rd and the proposed development should be at least 100m wide to allow for future road expansion and/or to allow for a public foot/shared bicycle path.'</li> <li>• Requests that the dam should be retained for local wildlife and for local recreation purposes</li> <li>• 'The local area is experiencing very high density planning with little to no local infrastructure to support the quickly expanding population for example: better roads – should be dual carriageway, more frequent buses, a more direct bus route to South Morang Railway Station at peak times or even a dedicated express bus from Laurimar to the CBD.'</li> <li>• Suggests that 'instead of the high density plans for this site, that all the plots are at min 800m<sup>2</sup>, this could be sold as an elite development for those people who want larger houses and a garden/pool for growing families.'</li> <li>• Requests parking bays on both sides of the roads for all roads to encourage residents to stop parking on the nature strip</li> <li>• Traffic calming measures should be provided like medians and roundabouts to reduce the potential for hooning</li> </ul>



Summary of Submissions: 815-835 Yan Yean Road Development Plan

4 – Landowner	<ul style="list-style-type: none"> <li>• 'We object to the optional medium density site marked D in figure 4 of the development plan. Mernda Strategy plan precinct plan 2B has this location marked for standard density housing. It is also inconsistent with Melbourne 2030 where medium density housing should be confined to activity centres. The proposed location is clearly outside of an activity centre and outside appropriate area on Whittlesea City Council precinct plan 2B.'</li> <li>• 'We object to the reserve (marked F and bordered by the proposed South Rise and Barak Parade in figure 4 of the development plan) being existent only if arborist report indicates a requirement to retain trees. The development will generate 90 – 100+ new homes and the area marked F should be retained as a reserve/park regardless of tree significance to maintain neighbourhood character and provide recreational space for the many hundreds of new residents the development will generate.'</li> </ul>
5 – Landowner	<ul style="list-style-type: none"> <li>• This landowner has had issues with vegetation from 815 Yan Yean Road grow into his property and damage landscaping and objects to this Development Plan if the vegetation is not removed and his property is rectified to its original state.</li> </ul>
6 – Landowner	<ul style="list-style-type: none"> <li>• Objects to Von Guerard Parade becoming a thoroughfare as: <ul style="list-style-type: none"> <li>- It will create increased traffic flow and noise;</li> <li>- It could potentially attract speeding hoons and their burnouts;</li> <li>- They want their street to remain peaceful and quiet;</li> <li>- It will create the potential for hazard and serious injury particularly as children currently play safely in front of their homes;</li> <li>- It will 'ruin and overwhelm the character of this street and estate'</li> <li>- It is not considered necessary as the street is currently serviced by Serle Street</li> </ul> </li> <li>• 'The proposed plan is also on a Greenfield site. This site not only adds character to the neighbourhood, but also creates such a peaceful and tranquil atmosphere. It offers a pleasant view for all the residents to enjoy, with a country feel environment. The plan would require the removal of natural vegetation, which in turn will affect the wonderful bird life and animal life. It would be a real shame to lose this quality of living and a piece of Doreen history.'</li> <li>• Objection to the development of further dwellings as it will affect peace and tranquillity and create congestion and safety concerns;</li> <li>• If approval is granted then it will create other issues</li> </ul>

Summary of Submissions: 815-835 Yan Yean Road Development Plan

	<p>relating to construction noise, dust, debris and request that consideration be given to how this will impact existing residents;</p> <ul style="list-style-type: none"> <li>• Indicate that they do support a plan that doesn't turn their street into a thoroughfare and that 'would preserve the Greenfield site from further road access and dwellings.'</li> <li>• 'Perhaps a plan that should be considered is a plan for a recreational ground, which could include walking paths, park benches, native flora and fauna, and preservation of a unique view and environment, which can be enjoyed by the community as a whole.'</li> </ul>
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Submission from 815 Yan Yean Road

Issue	Summary
<b>A. Designation of Medium Density Areas</b>	<p>There is only one area designated for medium density development within the overall Development Plan and it is appropriately located where housing product is directly overlooking public open space. Given the largest area of open space is located in the southernmost property within the Development Plan (815 Yan Yean Road), it would be considered equally important to activate this space and allow for additional medium density land designation.</p> <p>It is suggested that the nominated Type A residential areas directly north and south of the reserve within 815 Yan Yean Road are changed to medium density residential designation also.</p>
<b>B. Significance of existing trees on 815 Yan Yean Road:</b>	<p>A note has been included on the Development Plan that specifies that the size and extent of the reserve will be determined following the preparation of an Arborist Assessment for the trees located within 815 Yan Yean Road.</p> <p>I can confirm that we have engaged an arborist to undertake the necessary assessment and the report will be provided to Council in early 2017. Should the assessment determine that the trees are not suitable for retention, we would request that Council revisit the size of the proposed open space area and potentially remove it entirely from the plan if none of the trees are determined as being significant.</p>
<b>C. Justification of Type C Residential (Lots greater than 800m2):</b>	<p>The Development Plan does not appear to have any consistent approach taken to the nomination of Type C housing (lots greater than 800m2).</p> <p>A consistent distance from Yan Yean Road would appear more appropriate and ensure uniformity between the three properties.</p>
<b>D. Justification of Tree Reserve to Yan Yean Road:</b>	<p>Furthermore, the width and configuration of the Landscape Reserve fronting Yan Yean Road, varies along the eastern extent of the Development Plan area. The northernmost lot</p>

Summary of Submissions: 815-835 Yan Yean Road Development Plan

	<p>(835 Yan Yean Road) has a narrow landscaped area, which is offset by a perimeter road and splay at the corner of Orchard Road and Yan Yean before widening within 825 Yan Yean Road to incorporate existing trees. This latter width continues within our clients property without any real justification since there are no trees of real significance in this portion of our clients property.</p> <p>As such, we request that this designation is narrowed to be consistent with the south-eastern corner of the property.</p>
<b>E. Eastern extent of 815 Yan Yean Road cannot be developed until 825 Yan Yean Road has been developed:</b>	<p>Whilst it is referenced within the text contained within the Development Plan, the inclusion of a Staging Plan specifying that 825 Yan Yean Road will be developed first and in its entirety is requested. This will avoid a scenario where the eastern extent of 815 Yan Yean Road is landlocked as the proposed internal road network prevents access to the eastern half of the property unless 825 Yan Yean Road is developed first.</p>
<b>F. Summary of accordance with Mernda Strategy Plan (MSP) and key objectives for precinct:</b>	<p>The development plan talks about accordance with the existing strategic documents, but does not include the applicable Precinct Plan (see attached) within the Mernda Strategy Plan (MSP).</p> <p>For clarification and to demonstrate some of the key design elements such as no road access being provided from Yan Yean Road and the associated inclusion of a landscape strip are derived from the MSP, the inclusion of the Precinct 2B Plan is included.</p>
<b>G. Location of subject properties not explicitly clear in Figure 1:</b>	<p>The location plan included as Figure 1 nominates an 'x' where the subject properties forming the Development Plan are located. This plan should be revised to more clearly designate the three properties and their boundaries within the surrounding context.</p>
<b>H. Section 4.1 specifies MDH fronting reserve:</b>	<p>It is requested that this sentence is modified to reference <u>all</u> open space reserves to ensure that <u>both areas of open space</u> are appropriately activated by medium density housing as per point 1 of this response.</p>
<b>I. Inclusion of a slope analysis plan that nominates the areas of steep topography:</b>	<p>This will provide increased clarity as to where the development is most suited for development. Steep areas are not always best suited to standard product due to the extent of excavation and may be better suited for non-standard housing and to provide more flexibility.</p>
<b>J. Section 7.1 seeks an arborist and arboreal assessment to be undertaken:</b>	<p>Whilst an arborist assessment will be prepared, the requirement for a habitat assessment should also be undertaken for all three properties for consistency. As indicated, our client is happy to commit to an arborist report being prepared for 815 Yan Yean Road, however the requirement for a habitat assessment as well did not appear to be included within the annexures document for the two properties to the north.</p>
<b>K. Section 7.3 should include a sentence that states that the vegetation</b>	<p>Should the arborist assessment conclude that the trees within 815 Yan Yean Road do not have any local significance, the Development Plan document should specify the allowance for the trees to be removed and the park to be</p>

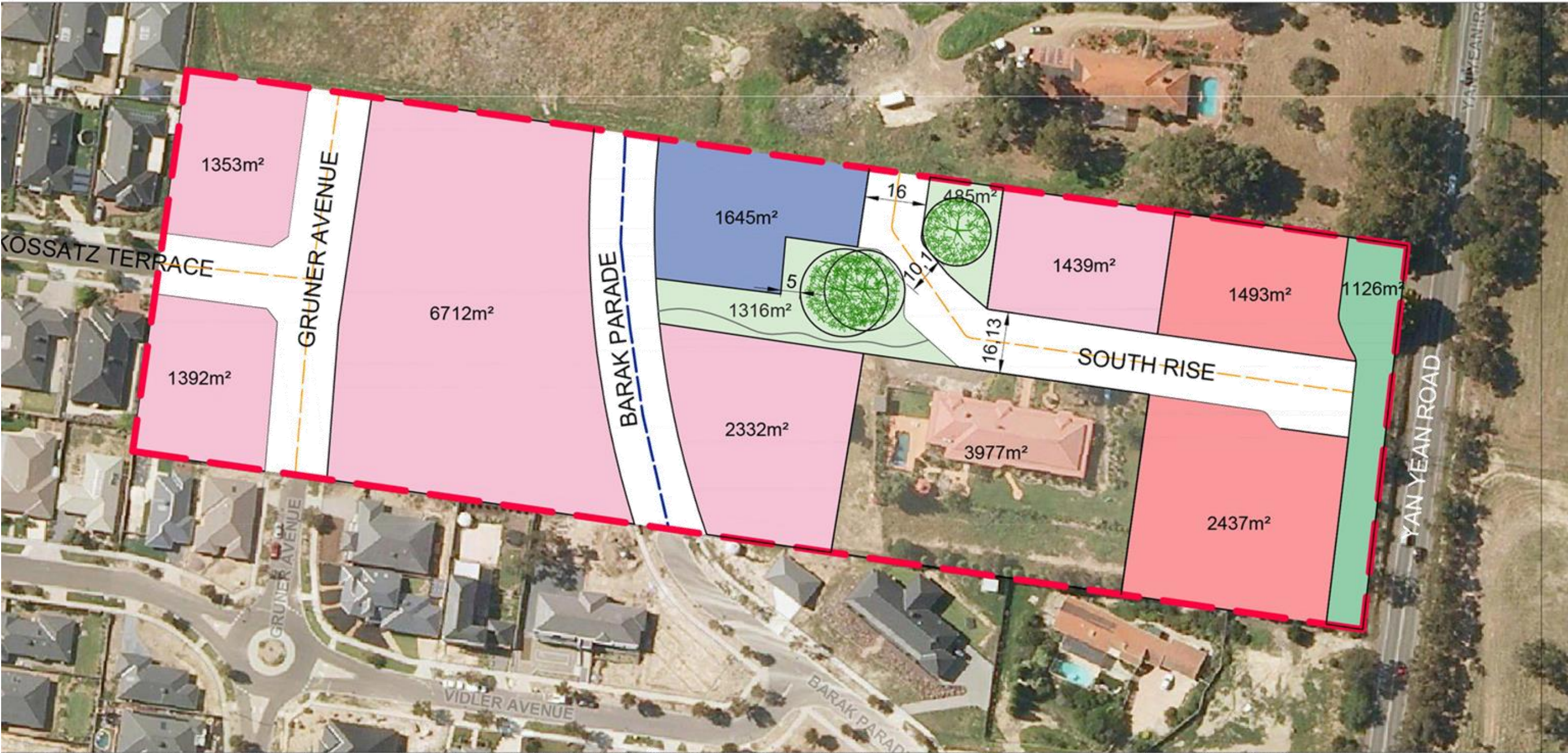
Summary of Submissions: 815-835 Yan Yean Road Development Plan

<b>within 815 Yan Yean Road may also be permitted for removal following the completion of the arborist assessment:</b>	redesignated as residential land use.
<b>L. Indicative Nomination of Lot Yield for overall Development Plan Area and Individual Properties:</b>	The inclusion of an indicative lot yield will assist both Council and the landowners in understanding the expectations moving forward in regards to overall yield and to demonstrate the even dispersal of development across the respective properties. The number of lots will obviously be indicative and subject to change following Councils assessment of any subsequent planning permit applications.
<b>M. Inclusion of Conclusion summarising the document:</b>	The Development Plan document does not conclude with a summary of the overall objectives and the anticipated process for future subdivision and permit applications to be lodged for the subject properties. This will assist should the properties be on sold to new developers and highlight Councils expectations post DP approval.









LEGEND

STANDARD DENSITY  
(300 - 800 MP)

OPTIONAL MEDIUM DENSITY  
(300 MP OR STANDARD DENSITY)

800MP MINIMUM LOTS  
(ABUTTING YAN YEAN ROAD)

OPEN SPACE RESERVE &  
TREE PROTECTION AREA

TREE RESERVE TO  
YAN YEAN ROAD

LOTS TO RETAIN EXISTING DWELLING  
(FUTURE STANDARD DENSITY LOTS)

LOCAL ROAD 16 m

LOCAL ROAD 17m

TITLE BOUNDARY

TREE PROTECTION ZONE

PEDESTRIAN WALKWAY

PROJECT NAME: 815 YAN YEAN ROAD	ORIGINAL SHEET SIZE A3	 
CLIENT: MICHAEL FRANCO	SCALE 1:1000 @ A3 SHEET 1 OF 1	

Item 6.1.17 Attachment 7

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## 6.1.18 REDEVELOPMENT OF THE MILL PARK LEISURE CENTRE - SCHEMATIC DESIGN UPDATE

File No:

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Attachments:

- 1 Mill Park Leisure Centre Schematic Design [↓](#)
- 2 Mill Park Leisure Centre - Proposed Budget Additions [↓](#)
- 3 Access Advice [↓](#)
- 4 Consultation [↓](#)
- 5 YMCA Response [↓](#)
- 6 MPLC Pool Schedule [↓](#)
- 7 MPLC Options Analysis [↓](#)

Responsible Officer: Director Planning & Major Projects

Author: Team Leader Infrastructure Programs

### REPORT

#### EXECUTIVE SUMMARY

This report provides an update to Council on the current design process underway for the redevelopment of the Mill Park Leisure Centre. It seeks endorsement from Council on the schematic design and the proposed project changes.

#### BACKGROUND

The redevelopment of the Mill Park Leisure Centre is identified in Council's Major Leisure and Aquatic Facility Strategy 2014 (MLAFS). The redevelopment will provide water play features, a warm water pool, learn to swim pool, improved strength training and cardio areas, new change room facilities and improved access for people with a disability.

A feasibility study was undertaken in 2015 that investigated a range of options incorporating a range of features to meet the community needs. The final feasibility study and cost estimate were endorsed by Council at its meeting on 23 February 2016. At that meeting Council resolved to;

1. *Endorse the Final Concept Plan for a draft budget of \$21,500,000 for the redevelopment of the Mill Park Leisure Centre to be expended over four financial years.*
2. *Direct officers to commence the next stages of the project – design development and documentation.*

A design contract was subsequently awarded to Mantric Architecture Pty Ltd (Mantric) on 7 June 2016 to undertake the detail design of the Mill Park Leisure Centre redevelopment. Mantric subsequently prepared a schematic design to enable more accurate costing to be undertaken and allow further consultation to proceed (refer Attachment 1). The schematic diagrams, revised costing and consultation outcomes were subsequently presented to the Council Forum on the 29<sup>th</sup> November 2016. The following key items were suggested for consideration in the design:

- Additional shower(s) in the change village;
- Options for the outdoor recreation space;
- Suitable material selection and finishes;



- Privacy in the gym layout;
- Period of closure of the existing aquatic centre; and
- Accessibility options including hoist, pool pod and ramp.

## SUMMARY

A number of actions were raised at the Council Forum meeting on the 29 November 2016 and these actions including the ramp consideration were subsequently reported back to Council Forum on the 31 January 2017. Further key actions were raised at the Council Forum on the 31 January 2017 and are addressed as follows:

1. Investigate likely utilisation of a ramp into the 25 metre pool based on population figures and anecdotal information from the aquatic industry.

Statistical or evidence based information regarding the likely use of a ramp in the 25m pool is not available at this time.

The facility operator, the Whittlesea YMCA were unable to provide any actual data of disability users at the Thomastown Recreation and Aquatic Centre (TRAC), which has ramps to both the warm water pool and the 25 meter pool. However, they advised anecdotally that the majority of users with a disability utilise the warm water pool at TRAC, rather than the cooler 25 meter pool. The Whittlesea YMCA fully support the accessible options to all water spaces at Mill Park Leisure Centre (MPLC) as part of the redevelopment.

Officers also followed up with Council's Access team to gain further information and insight to the use and requirements for a ramp. The Access team advised that the inclusion of a ramp and assisted lifting equipment is in keeping with Council's current Disability Action Plan, Federal Disability Discrimination Act (1992) and industry best practice. Refer to Attachment 3 for more information.

Further consultation has also been conducted by Officers with regards to the options for a 25 metre ramp with Sport Recreation Victoria, the Whittlesea YMCA and the Mill Park Swim Club including a suburb profile of their membership base. Refer to Attachment 4 for a summary of the 25 metre pool ramp consultation.

2. Report back on the YMCA and Sport Recreation Victoria (SRV's) position with regards to the ramp in the 25 metre pool.

At a meeting with SRV on 7 February 2017 with the Acting Assistant Director Community Infrastructure and Regional Facilitation and other SRV representatives, SRV suggested that the inclusion of a ramp is best practice and would auger well for success in a very competitive grant environment. Whilst they didn't state that the development without a ramp would not be considered, it was suggested that if we were successful in receiving 'Better Pools' funding that the quantum of the grant may be impacted.

It was also suggested that the inclusion of a ramp in the design for the 25 metre pool would be looked at more favourable by other State Government funding opportunities.

3. Report back on the YMCA's position regarding staged construction verses total closure.

At a meeting on 3 February 2017 with Whittlesea YMCA Chief Executive, Glyn Davies, the YMCA demonstrated a strong preference to work with Council to redevelop the facility in a staged approach. The Whittlesea YMCA stated a full shutdown would disenfranchise the members and users, who would either find

alternative options and with a significant amount not returning or disengaging completely. A partial shutdown, whilst inconvenient, would allow the YMCA and Council to manage the site and ensure that continuity of service and membership is maintained for as many patrons as possible.

There is also a concern that a full shutdown may result in significant costs to the YMCA as they are liable for a significant redundancy issue. This is different to a loss of contract as generally most operators pick up the majority of the existing staff and redundancy issues are minimised. Refer to Attachment 5 for the detailed response provide by the YMCA.

4. Report back to Council on the cost apportionment of the \$1.7M cost estimate for the provision of a ramp and building extension for the 25 metre pool.

The cost apportionment of the \$1.7M estimate for the provision of a ramp and building extension for the 25 metre pool is broken down as follows:

• Cost to construct the required building extension	\$930,000
• Cost to construct the ramp	\$490,000
• Contingency Cost	\$140,000
• Additional Design Cost	<u>\$140,000</u>
Total	\$1,700,000

The cost to construct the ramp within the existing pool shell will be in the order of \$450,000, but is not recommended as it will reduce the capacity of the 25 metre pool by one and a half lanes (ie from 8 lanes to 6.5 lanes).

5. Report back to Council on the utilisation levels for the 25 metre pool.

The Whittlesea YMCA has provided the current utilisation levels (refer Attachment 6) which shows a wide variety of programming by a variety of user types and groups across the 25 metre and learn to swim pools, including groups that have disability access requirements such as the Plenty Valley Community Centre and Mill Park Community House.

The table highlights the consistent programming of lap swimming and recreational lanes reserved as per the current contractual arrangement between Council and the YMCA (i.e. two recreation/casual lanes and two dedicated lap swimming lanes are reserved for the public at most times). The remaining four lanes (or half of the 25 metre pool) are generally available for programming during peak times, which must accommodate the swim club, schools, learn to swim program and other activities such as sporting clubs and community groups.

The information indicates that the current usage levels are high, but has not factored in the possible change in usage modelling that may be brought about by the inclusion of the new learn to swim, warm water and leisure pools as part of the redevelopment program of works. Aqua-aerobics or gentle exercise is also programmed in the main 25 metre pool at present, but may be spread across the 25 metre pool and new warm water program pool on completion of the redevelopment as the warmer pool may be too hot for high intensity exercising. Refer to Attachment 6 for the table as provided by the MPLC YMCA.

6. Report back to Council on the accessibility options for the 25 metre pool along with a preferred option.

In considering the accessibility options for the 25 metre pool, an independent accessibility options study was prepared and presented to the Council Forum on the 31st January 2017. The accessibility report presents three options to provide access into the 25 metre pool, being:

- a ramp;
- zero depth entry (which is not applicable here); and
- a swimming pool lift (eg pool pod).

Based on the limitations of swimming pool ramps for people with a disability, the independent access consultant recommended the installation of a 'pool pod' as a minimum as it provided the most dignified means of achieving access into the 25 metre swimming pool.

However, the comments received from Sport Recreation Victoria at the meeting on the 7 February 2017 were that the inclusion of a ramp is best practice and would auger well for success in a very competitive grant environment. In addition the comments received from both the Whittlesea Disability Network and Council's access team are that they are both in favour of providing a ramp. The Mill Park Swim Club are supportive of a ramp outside of the existing pool shell and not within the current pool shell.

In light of all of the above stakeholder comments supporting the installation of a ramp, it is the officers opinion that a ramp should be provided to the 25 metre pool, in addition to providing one pool pod to the 25 metre pool and a hoist to both the warm water pool and the 25 metre pool. The provision of all three of these items will provide the most independent swimming pool access to the greatest extent possible for the broadest scope of occupants.

7. Preference is for the redevelopment works to proceed without delay (once approved by Council) and for the facility to remain open by way of a stage construction program.

The Council preference for staging the works to keep the facility open has been noted by Council Officers and will be included in the tender documents for construction.

8. Report back to Council following the consultation of the various options for the outdoor recreation area.

Upon the completion of the community consultation on the external landscape options, the results of the consultation will be reported back to Council prior to the detail design phase for this component.

## PROPOSAL

A draft schematic design plan (See Attachment 1) has been prepared. It is consistent with the concept plan endorsed in the feasibility study and includes:

- New leisure pool;
- New learn to swim pool and warm water program pool;
- Family change facilities;
- Group change options;
- Crèche / Occasional care upgrade;
- Spa and sauna;
- Expansion of the Café and foyer area;
- Expansion of the gymnasium and program rooms;
- Universal design principles incorporated in the redevelopment, including pool pod access into the existing 25 meter pool, ramps into the new pools and improved disability change facilities;

- Outdoor recreation area, including BBQ/picnic area, play areas, shaded seating and landscaping;
- New forecourt; and
- Reconfigured and extended car park with water sensitive drainage system (which will be undertaken as a separate project).

During the schematic design development process, additional assessment by the design consultant team identified a number of additional items that require further scoping, including:

- Changing Places toilets – to meet the needs of disability users;
- All works to the existing 25 metre pool and pool hall (includes pool concourse and mechanical ductwork);
- Refurbishment of dry change room; and
- Staging of construction works.

Refer to Attachment 2 for a detailed list of changes for consideration.

The feasibility study report endorsed by Council on 23 February 2016 identified that the construction works can be staged to enable some of the aquatic areas to remain open during the works. Further assessment by the design consultant has identified a significant amount of demolition and construction work in the aquatic areas, which will require a short period of closure of approximately four months. This is required to ensure a safe workplace and to avoid a lengthy construction period and excessive construction costs. Further information will be provided regarding the construction methodology during the detail design phase and confirmed after the appointment of the building contract.

### 25 METRE POOL ACCESSIBILITY

There are two options to provide a ramp to the 25 metre pool. A ramp can be constructed within the pool or beside the existing pool.

The option to construct a ramp in the 25 metre pool will require the existing water space to be reduced from eight (8) lanes to six and a half (6.5) lanes to accommodate the ramp within the existing pool structure. While this is a cost effective option to provide a ramp (approximately \$450,000), it will reduce the number of lanes available and have an adverse impact on the use of the pool for lap or squad swimming.

The alternative option to extend the pool structure to accommodate a ramp will require the adjoining building wall structure to be demolished and the building extended. This is a more costly option (approximately \$1.7M) and will require the pool to be closed for an additional two months on top of the expected four month closure, which will may also have an impact to the financial operational performance of the centre. The benefit of retaining the existing pool capacity has been explained above.

Council officers have also investigated the inclusion of an overhead support rail and hoist from a change room for people with disabilities to the warm water as well as the 25 metre pool. This will meet the needs of people with severe disabilities and is supported by Sport and Recreation Victoria and the Whittlesea Disability Network and is considered best practice.

### **CRITICAL DATES**

The current timeframe for construction is expected to commence in March 2018 and be completed in March 2020. This timeline does not cater for the inclusion of a ramp to the 25 metre pool, which will add several more months.

Dates for the staging of works will be identified during the detailed design phase and key stakeholders will be consulted to minimise impact to operation of the centre and inconvenience to users.



The current option in the YMCA contract ceases in June 2018. The works were originally proposed to commence in March 2018, which would result in a lower YMCA financial return to Council than usual (ie approximately \$70,000). There would also be a risk, however unlikely that the YMCA could seek compensation. However, the delay in receiving Council endorsement of the schematic design plus the additional time to design a ramp into the 25 metre pool, will most likely result in the works to commence in June 2018. This would avoid the risks above and simplify the YMCA contract management process.

## FINANCIAL IMPLICATIONS

Council endorsed the final feasibility study concept plan draft budget of \$21,500,000 (excluding the cost of the car park) for the redevelopment of the Mill Park Leisure Centre on the 23 February 2016. As a result of the schematic design process, the project changes as outlined in Attachment 2 totals \$1,455,489, which, if added in full would take the total project budget to \$22,955,489.

If a ramp is added to the existing 25 metre pool, the preferred works will require the extension of the building adjacent to the 25 metre pool to provide the required width to build the ramp. The indicative cost of these works would be in the order of \$1.7 million, bringing the total project budget to \$24,655,489. In addition, delaying the works to commence in July 2018 will add a further construction escalation cost in the order of \$300,000 to the project, resulting in a total project budget of \$24,955,489.

Please refer to the attached options analysis spread sheet (Attachment 7) that summarises the various options for the redevelopment of the Mill Park Leisure Centre, including timeframe, capital and operational cost impact.

The project is intended to be funded from borrowings. External funding opportunities of up to \$3,000,000 are being actively pursued with Sport and Recreation Victoria under the Victorian Government's 'Better Pools' Program. A representative from Sport and Recreation Victoria has been included in the Project Working Group to provide comment on the design and ensure the project meets Sport and Recreation Victoria's funding criteria. Other funding opportunities are also being investigated including the Growing Suburbs Fund program.

## POLICY STRATEGY AND LEGISLATION

The project delivers on key objectives of the following Council Policies and Plans:

- Whittlesea 2030 Strategic Community Plan
- Council Plan 2013 – 2017
- Municipal Public Health and Wellbeing Plan 2013-2017
- Disability Action Plan 2013-2016

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Places and spaces to connect people</b>
<b>Theme</b>	<b>Leisure &amp; recreation</b>
<b>Strategic Objective</b>	<b>Our recreation facilities and open spaces are accessible and respond to local need</b>

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The schematic design plan provided and the proposed project changes are generally consistent with the previous Council endorsed concept plan.

In response to consultation with the Whittlesea Disability Network, Sport and Recreation Victoria, and considering the disability consultants report, it is preferable to provide a ramp for the 25 metre pool, a pool pod and a hoist as it will service the broadest scope of occupants.

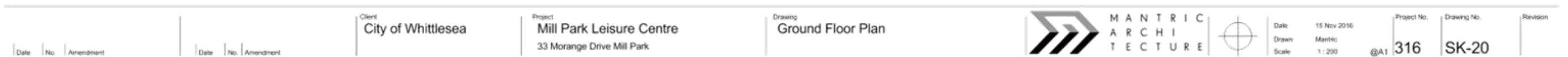
The project changes and the ramp for the 25 metre pool will add to the project cost and shut down periods for the pool as described above.

## RECOMMENDATION

**THAT Council resolve to:**

1. **Endorse the current schematic design plan with proposed project additions and a ramp to be added to the 25 metre pool for a revised total project budget of \$24,955,489 for the redevelopment of the Mill Park Leisure Centre.**
2. **The project commencement date be delayed to commence in July 2018 to align with the end of the current YMCA contract option and that the facility remain open with a staged construction program.**
3. **Refer the additional project budget allocation to the 2017/18 Council Budget process for the construction phase.**
4. **Report back to Council upon the completion of the detailed design process.**
5. **Upon the completion of the community consultation on the external landscape options, the results of the consultation will be reported back to Council.**









Mill Park Leisure Centre Redevelopment

**Council Approved Project Budget (23 February 2016) = \$ 21,500,000.00**

**Proposed Adjustments to Project Budget (November 2016)**

**Inclusions**

- New leisure pool;
- New learn to swim pool and warm water program
- Family change facilities;
- Group change options;
- Crèche / Occasional care upgrade;
- Spa and sauna;
- Café and foyer;
- Expansion of the gymnasium and program rooms
- Universal design principles incorporated in the redevelopment.
- Outdoor recreation area, including BBQ/Picnic Area, play areas, shaded seating and landscaping;
- New forecourt;

**Exclusions**

- Reconfigured and extended car park with water sensitive drainage system.
- Existing Dry Change room upgrade
- All works to the existing pool hall surrounding the 25metre pool.
- Artwork
- Changing Places Toilets
- Decanting and Relocation Costs
- Gym Equipment
- Abnormal Ground conditions

Item	Additional Cost	Budget Allocation	Reason	Recommendation	Consequences of not Proceeding
<b>Required Items</b>					
Include two 'Changing Places' toilets.	\$ 266,000	In addition to the original project budget.	This item was not included in the feasibility report scope and budget.	Proceed	The centre will not cater for people with severe disabilities.
Aquatic Infrastructure Development Coordinator position in the Leisure & Community Facilities Department	\$ 190,489	\$190,489 over three years is in addition to the original project budget.	To assist in the coordination and logistics management of the Aquatic Centre Portfolio Projects (Mill Park Leisure Centre Redevelopment). This item was not included in the feasibility report.	Proceed.	It would compromise the ability to effectively work with the YMCA and community groups
Cost escalation up to the tender period, programmed for August 2017.	\$ 271,000	In addition to the original project budget.	The original cost escalation was for 12 months only, ie up to February 2017 as stated in the feasibility report. It is required to extend this to the programmed tender period in August 2017.	Proceed.	If not included the tenders received are likely to be over budget.
Allowance for decanting / relocation of operations during construction works	\$ 150,000	In addition to the original project budget.	There will be relocation works required during the various stages of the construction works to ensure the facility can be accessible and reduce impact to users.	Proceed.	If not included the works cannot proceed.
	<b>\$ 877,489</b>				
<b>Optional Items</b>					
Replacement of existing pool hall lights – up-grade to LED	\$ 218,000	In addition to the original project budget.	Although not included in the original project budget, this item will result in ongoing energy cost savings and reduced future maintenance . Oppourtunities for external funding are to be sought from Sport and Recreation Victoria, which require an amount to be allocated to ESD.	Recommended to proceed. Can be staged at a later date, however the cost will be greater.	Would result in different lighting treatments between the new and old pool halls. Maintenance issues would not be taken care of and would be a missed oppotunity to further reduce energy use.
Dry Change room Refurbishment Only (Does not include compliance up-grade to accessible toilet and 24 Hour Access)	\$ 220,000	In addition to the original project budget.	This item was not included in the feasibility report scope and budget.	Proceed.	Would result in this area still being of a poor standard.
New accessibility hoist	\$ 120,000	In addition to the original project budget.	This item was not included in the feasibility report scope and budget. A hoist will allow people with severe disabilities to access the water. Entire supporting structural system requires upgrade for this to be done.	Proceed.	Will make it more diffcult for people with severe disabilities to use the pools.
Improve existing building facade including portico along Morang Drive	\$ 20,000	In addition to the original project budget.	Improve front facade fronting to Morang Drive.	Recommended to proceed. Can be staged at a later date, however the cost will be greater.	Existing facade along Morang drive will look poor.
<b>Provide a ramp to the 25m pool</b>	\$ 1,700,000	In addition to the original project budget.	This item was not included in the feasibility report scope and budget.	Proceed.	Will provide accessibility to the broadest range of occupants.
Delay the works to commence in July 2018	\$ 300,000	In addition to the original project budget.	This item was not included in the feasibility report scope and budget.	Proceed.	Will allow the works to commence without any risks from the current YMCA contract.
	<b>\$ 2,578,000</b>				
<b>Total Additional Amount</b>	<b>\$ 3,455,489</b>				
<b>Revised Project Budget Amount = \$ 24,955,489</b>					
<b>Items Under Investigation (Not Included in Revised Budget total above)</b>					
Existing pool hall HVAC System (Air Handling Unit replacement)	\$ 300,000	TBA	This item was not included in the feasibility report scope and budget.	TBA - Still pending investigation	More details required.
Pool Concourse replacement around 25m pool	\$ 77,000	In addition to the original project budget.	Investigation is underway to assess structural condition of the pool concourse around the 25 metre pool. Only 50% of the concourse was to be replaced in the original budget.	Proceed.	Would result in issues with floor surface treatment



### Attachment 3 – Access Team advice for 25m pool ramp inclusion

From: Ivan Peterson, Whittlesea Accessible Futures Project Specialist, 9 Feb. 2017

Basing advocacy or indeed planning decisions on statistics is always problematic when considering improvements in access to the built environment for people with disabilities. If potential users do not currently have access to a facility they will not be there to be counted and their needs will either have not been met at all or may have been partially met at an alternative venue.

At Thomastown Recreation and Aquatic Centre (TRAC), we have a wonderful, yet not perfect, accessible aquatic centre, but it is at one end of the municipality and not really accessible for people living in the rapidly developing areas to the north and east of the municipality so geography, or distance, is a barrier.

The existence of an accessible TRAC has helped develop an awareness of the benefits of hydro/warm water therapy and general water activities amongst people with disabilities and their families. People are driving past Mill Park Leisure Centre to get to TRAC because of the accessibility of the facility, but for people who are reliant on public transport; this is not a realistic alternative. There is no doubt that the accessibility of TRAC has greatly added to its popularity and therefore, success.

TRAC is as accessible as it is because of Council's commitment to "Best Practice" in accessibility to the built environment. A meeting of the full Council unanimously adopted Council's current Disability Action Plan which includes:

**Action Area 3.2 Council Buildings and Facilities Action 3.2.2 - Ensure that Council's new buildings and facilities, renovations and extensions, meet minimum standards and achieve best practice for accessibility.**

Ever developing technology and general awareness means that there is no universal agreement as to exactly what is "Best Practice" in accessibility, but reference to the **Federal Disability Discrimination Act (1992) (The DDA)** is a good source of information to begin developing an understanding.

Federal Law (the DDA), which has primacy over State and Local Law, requires that a person with a disability is treated **"no less favourably than a person without the disability would be treated in circumstances that are not materially different."**

Being treated **"no less favourably"** includes the person with a disability experiencing **equity of independence, dignity, privacy and safety in accessing a facility or experience as a person without a disability.** There is no doubt that a ramp access can meet these requirements while lifting apparatus, while essential for some users, does not do so to the same extent.

There are many, (numbers not know) users of TRAC, including the elderly, who have independent, dignified, safe and private access to facilities because of the ramps to pools who would not have that experience if their only access was by means of a pool side lifting apparatus. People with severe mobility impairment will always need pool side lifting apparatus and attendant care entering and leaving pools, but users who will access the pools using ramps are a distinctly different cohort.



The position of the Access Team on behalf of residents is that accessibility by both ramp and lifting apparatus is necessary at all community pools in order to ensure "Best Practice Accessibility" in accordance with Council's commitment expressed in Council's Disability Action Plan and to meet Council's responsibilities under the DDA. To not provide both accessibility options when the opportunity was presented would in our opinion be unlawful under the DDA and in not doing so it is extremely likely that Council would face DDA based discrimination litigation.

At TRAC, Whittlesea (Council) set a new standard in best practice providing aquatic leisure accessibility that has inspired other Councils and public pool management across Australia to 'step up' and provide best practice accessibility when refurbishing or building new facilities.

At the very least, failure to provide both options would be an embarrassing retrograde step by a Council that has established a reputation for leadership and standard setting in the field of public facility accessibility.

## Attachment 4 - 25m ramp consultation and discussion points

The proposal ramp being built within the 25m pool at the Mill Park Leisure Centre (MPLC) was discussed with some key groups to ascertain any key issues or concerns. It is understood that the physical requirements of the ramp would consume approximately one and a half pool lanes in width; effectively reducing the pool down to six and a half lanes from eight currently. A summary of the groups consulted and their responses and a 'Pro's and Con's' Table are included below for consideration:

### Sport and Recreation Victoria (SRV):

*Meeting on 7 February 2017 with Phil Saikaly (Acting) Assistant Director Community Infrastructure & Regional Facilitation and other SRV representatives.*

As noted in the main Council report, SRV suggested that a ramp to the 25m pool would provide greater access opportunities for the broader community and Best Practice design, but did not have a preference regarding the two options (of in-pool or externally constructed).

### Mill Park Swim Club:

*Phone conversation with Club President, Derek Manley, on 7 February 2017.*

The Mill Park Swim Club (Swim Club) are not in favour of an in-pool ramp, believing that the reduction in lanes would likely compromise their access to the main 25m pool in the future. They believe that they have quite limited access to the pool at present due to the existing demands of the facility including programs such as aquaerobics and community group usage, and working within the confines of the current contractual arrangement between Council and YMCA (i.e. two recreation/casual lanes and two dedicated lap swimming lanes are reserved for the public at most times). Access for the Swim Club, the Learn to Swim program and other activities such as sporting clubs/groups etc. are therefore reduced to the remaining four lanes.

The Swim Club are fully supportive of an externally constructed ramp, but are concerned that the inclusion of an in-pool ramp will create a further reduction in available lanes for the club, limiting their growth opportunities. It will also impact on the running of an annual swimming competition held at MPLC where all eight lanes are utilised.

A suburb breakdown on the Mill Park Swim Club members has been sourced from the MPLC YMCA management to determine distance from MPLC and proximity to other aquatic facilities. As per the table 1 below, 27 of the 60 members (almost half of the membership) come from the Mernda, Doreen, King Lake West, Eden Park or Whittlesea areas with the balance coming from closer to the MPLC:

Table 1 - Mill Park Swim Club membership suburb breakdown

Bundoora – 4	Doreen – 7
Eden Park – 4	Epping – 3
Kinglake West – 2	Mernda – 7
Mill Park – 14	South Morang – 11
West Meadows – 1	Whittlesea – 7
<b>Total members – 60</b>	

**Whittlesea YMCA:**

*Meeting with Whittlesea YMCA Chief Executive, Glyn Davies, on 3 February 2017*

Discussion regarding the provision of a ramp with Glyn indicated that the inclusion of a ramp in the existing 25m pool and reducing the lane space to six lanes would not necessarily impact on their ability to deliver their programs. They believe that the inclusion of a new learn to swim and leisure pools in the redevelopment would negate some of their need to utilise the 25m pool and free it up for lap swimming and swim club training. They would also in favour of this approach if it may limit the shutdown period but still ensure that the facility meets best practice.

*Phone conversation with Whittlesea YMCA TRAC Manager and former MPLC Manager, Paul Barbagallo, on 9 February 2017*

The YMCA facility Manager has also advised that the inclusion of a ramp in the pool may impact on the ability to program the reduced pool space, siting concern that the Learn to Swim, aquaerobics, lap swimming, the 'teen market' (may be considered too old to swim in shallower, younger orientated leisure pool) and groups/sporting club programs and the swimming club growth may be limited if the overall pool lanes were to be reduced.



YMCA Whittlesea

**RE: Mill Park Leisure Contract CT111201**

**Redevelopment and Advice Re Possible Closure**

**Background Information**

The performance, culture and community engagement at Mill Park Leisure has been built up over 25 years under the YMCA management model. Our staff team are deeply connected to the members/patrons and for some it has been their only place of employment. There are members that rely on this Centre heavily for their health, rehabilitation and social connections. The implications for the members including the aged, disabled and youth are significant – these groups particularly don't manage and cope with change to routine easily and will find it impossible to relocate to a facility that provides Community Leisure as Mill Park Leisure does. The other cohort of members/patrons may find alternate private sector providers as there are many within Mill Parks catchment and this group maybe be difficult to attract back. In exercise world the convenience, routine and the relationships people build with each other and staff is often what keeps people coming back.

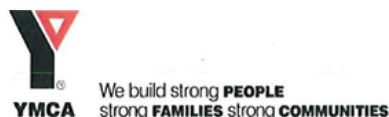
A closure will give all of the people (700,000 attendances) the opportunity to find and potentially maintain their leisure activities and relationships at another venue or stop exercising all together. The costs or losses incurred in keeping it open during the redevelopment far out way both the commercial and social outcomes of a closure.

The YMCA is very experienced in managing partial closures during redevelopments and will work with Council to maintain revenues and minimize costs to ensure the impact is reduced as far as possible.

**Staffing Implications:**

- There are currently 183 staff working at Mill Park Leisure Centre that would be unemployed
- 21 Full Time
- 20 Part Time
- 142 Casual
- 95% of all staff live locally
- The average length of service is 8 years with many staff having worked at Mill Park Leisure most of their adult life. A number have worked 25 years, 22 years, 20 years, 17, 16, 14, 12 etc.
- There is currently no opportunity to redeploy these people into our organisation, consequently there would be significant redundancies to all of these staff (Full Time/Part Time) under our EBA. There is also a possibility that casuals may be entitled to redundancy as well.





## YMCA Whittlesea

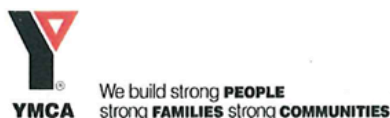
- We are aware in contract management that contracts do end, however the majority of staff are often reemployed by the incoming operator consequently when we price contracts we do not factor in redundancy payments. In our case when we signed the current 9 years contract we did not factor it in.
- If we were to try and redeploy 183 people to other YMCA's we would need to employ someone or an agency to assist for 6-12 months to undertake this significant piece of work – estimated cost \$70,000 - \$100,000
- The redundancies calculated on Full Time Part Time only (43 staff) are approximately \$250,000 – it will go up slightly over the next two years as staff move through the scales.
- The redundancies are calculated on the 43 Full Time/Part Time staff, the 140 casuals are not technically entitled, however under our agreement casuals can elect to become part time and if the closure becomes public we may have more staff elect to become part time significantly increasing the redundancies.
- We may also be challenged in Fairwork re the status of our casuals if were taken to Court. If this was to occur the cost of redundancies could more than double to over \$500,000. (estimate) We have been operating Mill Park for 25 years and there a lot of long term staff.
- Redundancies maybe offset if staff leave to seek work opportunities elsewhere once it is known it is closing. This can be problematic in maintain operations and revenues during this time.
- Recruitment of new staff will become difficult immediately as we will have to advise potential staff (once it is announced) that the Centre is closing and there is no guarantee of employment.

### Profile of Whittlesea YMCA:

In the interest of explaining our situation I would like to provide the following snap shot

#### YMCA WHITTLESEA'S WORK IN THE CITY OF WHITTLESEA – 1,500,000 participations per annum

Mill Park Leisure Centre	\$3.4 million
Whittlesea Swim Centre	\$305,000
TRAC	\$3.6 million
Mill Park Heights Child Care and Kindergarten	\$1.1 million
Leisure City	\$2.9 million
Galada Kindergarten	\$500,000
Family Holiday Program	\$56,000
YMCA Whittlesea Youth Engagement Project	\$50,000
YMCA Whittlesea Invigor8ing Education Youth Project	\$120,000
YMCA Whittlesea Access Project	\$242,000
YMCA Whittlesea Whiska Teen	\$191,000
YMCA Whittlesea Whiska Child	\$86,000



# YMCA Whittlesea

YMCA Whittlesea On the Go Camp Adventures	\$134,000
YMCA Whittlesea WOW Disability Holiday Program	\$20,800
YMCA Whittlesea Community Programming	\$250,000
YMCA Whittlesea YMCA Open Doors Participants	\$45,000
YMCA Whittlesea Volunteering Program	\$20,000
YMCA Whittlesea Northern Fun Run	\$20,000
Total	\$9.4 million

### Implication on Whittlesea YMCA:

As you can see we provide a range of services and programs to the community, the Mill Park Leisure contract represents approximately 38% of our total operations in the City of Whittlesea. The implications of a closure:

- Our current back office/support team including (Finance/Risk/Human Resources/Payroll/Compliance/Marketing/Childrens Services/Disability/CEO all have a proportion of their salary within the contract. Without this contract all of these positions would not be fully funded and put ongoing viability of the other programs at significant risk. It would be difficult to support these programs effectively and with full compliance if all of these services were provided by part time/casual roles.
- As you are aware as a not for profit our management fees and margins on all program areas are minimal (3%) and the excess funds we do generate are reinvested back into programs consequently to absorb additional back office expenses for smaller program areas is not possible.
- The loss of the management fee (budget 2014/15) \$120,000 would create significant difficulties for our organisations infrastructure. Our current financial year budget is for a \$150,000 surplus, consequently without that management fee in the future we would have to significantly restructure, wind up or look to transfer contracts to perhaps the Victorian YMCA (if agreeable).
- The viability of the Whittlesea Swim Centre contract would also be in doubt as the Mill Park Leisure contract provides a critical mass allowing us to employ senior staff across both facilities. Without Mill Park we will be forced to rely on casuals.
- The financial burden of redundancies, combined with the cash flow drain of long service leave and all annual leave being paid at once will deplete our cash at bank significantly which will reduce our future income (interest) and stop future investment into our growth as a local community group
- The reality is that the programs that are not cash flow positive would all cease and our ability to cross subsidise community programs would disappear.



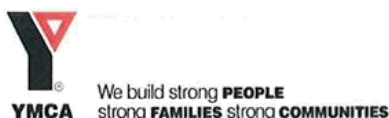
## YMCA Whittlesea

- There is a total of 450 staff/trainees, and 90 volunteers (Including our local Board of 14) working with the Whittlesea YMCA, a closure and the loss of 38% of the business puts the entire organisation at risk
- The loss of this staff/volunteer team would be significant to the community as we have a great team of people with great culture delivering fantastic outcomes to the community
- In the past three years we have grown our disability, youth, childrens services and families programs, a great number of these operate from Mill Park as a base, these will either close if we close or will need to be relocated to facilities (possibly with additional expenses Eg. Rent/travel) which could affect their viability
- The many community partnerships and joint programs we have developed would be at risk with our long term viability in question.

### Additional Implications:

- The current price we have submitted would have to be withdrawn and resubmitted/negotiated or move to a non-guaranteed environment. As we cannot guarantee income from the public announcement that the Centre will close. Members, Learn to Swim, Schools etc. could start to drop off as people try to secure bookings/classes where there continuity is guaranteed. The impact on the existing business (with a closure) is very difficult to forecast in a competitive market and cannot be guaranteed by the YMCA.
- If a suitable contract arrangement cannot be secured between the YMCA and Council in the short term, Council may need to retender for the period up to the closure. Our preference is to continue and we are willing to work with Council to avoid this but it is a reality.
- We will standby by the pricing submitted and are happy to negotiate a non-guaranteed period during a partial closure if the Centre remains open.
- I am also concerned that a lot of innovative programs and services will not be able to be relocated to other operations.
- We have had significant experience and success maintaining services through major redevelopments in recent years (Eltham Leisure Centre, Aquarena, Ashburton, Kew etc.) with nominal down turn in business and believe this is a much stronger and long term financial option than closing
- It is true that when a new Centre opens there is usually a rush to try the new facilities but what cannot be recreated are the relationships and understanding between long term staff and long term participants. The inclusive community culture at Mill Park Leisure has been built up by the YMCA working in partnership with Council for 25 years this will not be possible to re produce for many years if the staff are lost and participants go elsewhere
- Recent examples of closures and reopening's including Ascot Vale and Brunswick have shown it has taken over 12-18 months to rebuild numbers back to near their pre closure numbers before there is additional growth.
- In today's very competitive market place I believe it would be much better for the business to remain trading rather than allowing members the opportunity to relocate and then try to get them back. As an example Aquarena has recently set up a temporary Gym and only lost approximately 5-8% of its members





YMCA Whittlesea

- YMCA believe the pool remaining open is also very important and suggest that the disability access that is within the existing plan is adequate for a local community facility – TRAC is still a very good option for those who believe the proposed facilities at Mill Park would be inadequate

**Recent Example:**

We recently were forced to close Epping Leisure City for six months due to a fire and a rebuild. We have now been open for six months.

**Cost:**

- We lost \$250,000 per month of income
- We permanently lost 35% of our staff after only six months, this was reduced because we told them it was only going to be closed for 3 months however the building works took longer.
- We kept all fulltime staff because they were covered by insurance, but lost 70% of our casuals
- We lost all of the staff in some areas and had to recruit and train from scratch
- We are now trading at 70% of what we were prior \$175,000 (down \$75k per month)
- Members, teams, participants were followed up but have found permanent alternative arrangements
- Health Club members relocated and signed 12 moth contracts elsewhere – the club has 50% of the members it had prior to the closure
- Learn to Swim has approximately 75% of pre fire swimmers back – 25% were lost permanently. Again we were lucky because they thought we were only going to be closed for three months so didn't actively move.
- We lost all of our teams and only have 25% back after 6 months

**Next Steps:**

- The YMCA would like to review Councils detailed construction management plan to explore ways to minimize construction costs while maximizing operational revenues during a redevelopment where the Centre remains open
- The YMCA would be happy to contribute/fund an independent study by an external consultant experienced in this field to assist in the planning and final decision making.
- We would be happy to meet to further these very important and crucial discussions whenever required.

We would appreciate your consideration of the points raised and look forward to our continued partnership in providing quality programs and services for the community. This list is not necessarily a complete list but is provided as a first draft for discussion.





YMCA **Whittlesea**

Should you require further information than that provided, please contact me on 94076200 or 0459988291.

Sincerely

A handwritten signature in black ink, appearing to read 'Glyn Davies'.

Glyn Davies  
Chief Executive  
YMCA Whittlesea Inc.

## Attachment 6 - MPLC Pool Utilisation Timetable

Aquatic Schedule 2017													
Monday													
MAIN POOL									LEARNERS POOL				
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4
6AM-8AM	ORCAS	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM				
8AM-9AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM				
9AM-10AM	LTS	LTS	SCHOOL	SCHOOL	LAP LANE	LAP LANE	AQUA	AQUA	9AM-10AM	LTS	LTS	LTS	LTS
10AM-11AM	LTS	LTS	SCHOOL	SCHOOL	LAP LANE	LAP LANE	GENTLE	WATER	10AM-11AM	LTS	LTS	LTS	LTS
11AM-12PM	LTS	LTS	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	11AM-12PM	LTS	LTS	LTS	LTS
12PM-1PM	LTS	LTS	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	12PM-1PM	LTS	LTS	LTS	LTS
1PM-2PM	LTS	LTS	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	1PM-2PM				
2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM				
3PM-4PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM				
4PM-5PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM	LTS	LTS	LTS	LTS
5PM-6PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM-6PM	LTS	LTS	LTS	LTS
6PM-7PM	LTS	LTS	LTS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6PM-7PM	LTS	LTS	LTS	LTS
7PM-8PM	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	7PM-8PM				
8PM-9PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8PM-9PM				
9PM-9.30PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	9PM-9.30PM				
Tuesday													
MAIN POOL									LEARNERS POOL				
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4
6AM-8AM	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM				
8AM-9AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM				
9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	AQUA	AQUA	10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	AQUA	AQUA	11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
3PM-4PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM				
4PM-5PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM	LTS	LTS	LTS	LTS
5PM-6PM	LTS	LTS	LTS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM-6PM	LTS	LTS	LTS	LTS
6PM-7PM	LTS	LTS	LTS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6PM-7PM	LTS	LTS	LTS	LTS
7PM-8PM	AQUA	AQUA	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	7PM-8PM				
8PM-9PM	LAP LANE	LAP LANE	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8PM-9PM				
9PM-9.30PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	9PM-9.30PM				

Wednesday															
MAIN POOL									LEARNERS POOL						
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4		
6AM-8AM	ORCAS	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM						
8AM-9AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM						
9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	AQUA	AQUA	9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	ATSS	ATSS	10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	ATSS	ATSS	11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
3PM-4PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM						
4PM-5PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM	LTS	LTS	LTS	LTS		
5PM-6PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM-6PM	LTS	LTS	LTS	LTS		
6PM-7PM	LTS	LTS	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6PM-7PM	LTS	LTS	LTS	LTS		
7PM-8PM	ORCAS	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	7PM-8PM						
8PM-9PM	ORCAS	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8PM-9PM						
9PM-9.30PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	9PM-9.30PM						
Thursday															
MAIN POOL									LEARNERS POOL						
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4		
6AM-8AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM						
8AM-9AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM						
9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	AQUA	AQUA	11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	AQUA	AQUA	12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL		
3PM-4PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM						
4PM-5PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM	LTS	LTS	LTS	LTS		
5PM-6PM	LTS	LTS	LTS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM-6PM	LTS	LTS	LTS	LTS		
6PM-7PM	LTS	LTS	LTS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6PM-7PM	LTS	LTS	LTS	LTS		
7PM-8PM	AQUA	AQUA	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	7PM-8PM						
8PM-9PM	LAP LANE	LAP LANE	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8PM-9PM						
9PM-9.30PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	9PM-9.30PM						

Friday													
MAIN POOL									LEARNERS POOL				
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4
6AM-8AM	ORCAS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM				
8AM-9AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM				
9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	9AM-10AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	GENTLE	WATER	10AM-11AM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	11AM-12PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PVCHS	PVCHS	12PM-1PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	1PM-2PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM	SCHOOL	SCHOOL	SCHOOL	SCHOOL
3PM-4PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM				
4PM-5PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM	LTS	LTS	LTS	LTS
5PM-6PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM-6PM	LTS	LTS	LTS	LTS
6PM-7PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6PM-7PM	LTS	LTS	LTS	LTS
7PM-8PM	ORCAS	ORCAS	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	7PM-8PM				
8PM-9PM	ORCAS	ORCAS	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8PM-9PM				
Saturday													
MAIN POOL									LEARNERS POOL				
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4
6AM-8AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM				
8AM-9AM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM	LTS	LTS	LTS	LTS
9AM-10AM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	9AM-10AM	LTS	LTS	LTS	LTS
10AM-11AM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	10AM-11AM	LTS	LTS	LTS	LTS
11AM-12PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	11AM-12PM	LTS	LTS	LTS	LTS
12PM-1PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	12PM-1PM	LTS	LTS	LTS	LTS
1PM-2PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	1PM-2PM	LTS	LTS	LTS	LTS
2PM-3PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM	KIDS	PARTIES		
3PM-4PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM	KIDS	PARTIES		
4PM-5PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM				
5PM - 5.30PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM - 5.30PM				



Sunday													
MAIN POOL									LEARNERS POOL				
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 5	LANE 6	LANE 7	LANE 8	TIME	LANE 1	LANE 2	LANE 3	LANE 4
6AM-8AM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	6AM-8AM				
8AM-9AM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	8AM-9AM	LTS	LTS	LTS	LTS
9AM-10AM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	9AM-10AM	LTS	LTS	LTS	LTS
10AM-11AM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	10AM-11AM	LTS	LTS	LTS	LTS
11AM-12PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	11AM-12PM	LTS	LTS	LTS	LTS
12PM-1PM	LTS	LTS	LTS	LTS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	12PM-1PM	LTS	LTS	LTS	LTS
1PM-2PM	LTS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	1PM-2PM	KIDS	PARTIES		
2PM-3PM	LTS	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	2PM-3PM	KIDS	PARTIES		
3PM-4PM	LTS	ORCAS	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	3PM-4PM				
4PM-5PM	LAP LANE	ORCAS	ORCAS	ORCAS	LAP LANE	LAP LANE	PUBLIC	PUBLIC	4PM-5PM				
5PM - 5.30PM	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	LAP LANE	PUBLIC	PUBLIC	5PM - 5.30PM				
PUBLIC	PUBLIC SWIMMING/LAP LANES AVAILABLE												
ORCAS	MILL PARK SWIM CLUB												
LTS	LEARN TO SWIM												
AQUA	AQUA AEROBICS/GENTLE WATER EXERCISE												
ATSS	MILL PARK COMMUNITY HOUSE												
PVDIS	PLENTY VALLEY COMMUNITY HEALTH												
KIDS	CHILDREN BIRTHDAY PARTIES												

## Mill Park Lesiure Centre Options Analysis

Council officer recommended option highlighted in green Below

OPTION NUMBER	OPTIONS	CONSTRUCTION TIMEFRAME	SHUTDOWN PERIOD	CAPITAL EXPENDITURE	5YR OPERATIONAL COST IMPACT (Including during construction & establishment)	VARIANCE FROM OPTIONS 1 & 1A	TOTAL CAPITAL AND OPERATING COST	Notes:
1	DESIGN AS PER APPROVED FEASIBILITY STUDY CONCEPT DESIGN - STAGED WORKS WITH SHUTDOWN OF 25METRE POOL	2 YEARS	4 MONTHS FOR 25M POOL ASSOCIATED WORKS ONLY	\$ 22,955,489.00	\$ 3,209,101.00	N/A	\$ 26,164,590.00	Works to commence in March 2018.
1A	DESIGN AS PER APPROVED FEASIBILITY STUDY CONCEPT DESIGN - STAGED WORKS WITH SHUTDOWN OF 25METRE POOL, AND COMMENCE JULY 2018 (TO COINCIDE WITH YMCA CONTRACT COMPLETION)	2 YEARS	4 MONTHS FOR 25M POOL ASSOCIATED WORKS ONLY	\$ 23,255,489.00	\$ 3,209,101.00	N/A	\$ 26,464,590.00	Works to commence in July 2018. To align with the end of the YMCA Contract. \$300K added to Option 1 above for escalation; no change in economic impact assumed as same period of construction works.
2	DESIGN AS PER APPROVED FEASIBILITY STUDY CONCEPT DESIGN - NOT STAGED, TOTAL CENTRE SHUTDOWN	18 MONTHS	18 MONTHS	\$ 22,590,489.00	\$ 4,042,991.00	-\$ 833,890.00	\$ 26,633,480.00	Works to commence in March 2018. Compensation is to be negotiated with the YMCA by Major Facilities upon the final program being determined. Proposed as per option 1A to delay the start of the works to July 2018, to align with the end of the YMCA Contract. Assumes a further \$833K impact due to complete shutdown*
3	DESIGN AS PER APPROVED FEASIBILITY STUDY CONCEPT DESIGN - PLUS RAMP CONSTRUCTION - STAGED WORKS WITH SHUTDOWN OF 25METRE POOL AND COMMENCE JULY 2018 (TO COINCIDE WITH YMCA CONTRACT COMPLETION)	2.5 YEARS	6 MONTHS FOR 25M POOL ASSOCIATED WORKS AND RAMP WORKS	\$ 24,955,489.00	\$ 3,381,586.00	-\$ 172,467.00	\$ 28,337,075.00	Ramp is to be constructed last, with the required building extension done at the same time as the planned building extension.
3A	DESIGN AS PER APPROVED FEASIBILITY STUDY CONCEPT DESIGN - PLUS IN POOL RAMP CONSTRUCTION - STAGED WORKS WITH SHUTDOWN OF 25METRE POOL AND COMMENCE JULY 2018 (TO COINCIDE WITH YMCA CONTRACT COMPLETION)	2.5 YEARS	6 MONTHS FOR 25M POOL ASSOCIATED WORKS AND RAMP WORKS	\$ 23,705,489.00	\$ 3,410,420.00	\$ 201,319.00	\$ 27,115,909.00	Ramp is to be constructed last, with the required building extension done at the same time as the planned building extension.

\*Estimated \$833K additional operating loss from Options 1 & 1A based original financial forecasts as projected in 2015 MPLC Feasibility Study



**6.1.19 PLENTY VALLEY TOWN CENTRE STRUCTURE PLAN - PROPOSED PLANNING SCHEME AMENDMENT****File No:** 193260

**Attachments:**

- 1 **Site Context Plan** [↓](#)
- 2 **Precincts Plan** [↓](#)
- 3 **Plenty Valley Town Centre Structure Plan, February 2017** (distributed separately - refer to p.7) [⇨](#)
- 4 **Stage 2 Consultation Submission Summary Table** [↓](#)
- 5 **Plenty Valley Town Centre Parking Precinct Plan** [↓](#)

**Responsible Officer:** Director Planning & Major Projects**Author:** Strategic Planner**REPORT****EXECUTIVE SUMMARY**

The draft Plenty Valley Town Centre Structure Plan (the Structure Plan) has been prepared to provide a strategic framework and guide development and investment in the Town Centre in accordance with the vision for the Centre.

The Plenty Valley Town Centre is identified by the State Government as an 'Activity Centre' however it requires an updated holistic strategic planning framework to achieve this vision. The current planning controls affecting specific areas were progressively put in place and need revision to ensure they provide for a more coordinated approach to planning, development and infrastructure provision across the Town Centre.

The Structure Plan provides a holistic plan to guide development and investment in the Town Centre for the next 20 plus years. The Structure Plan identifies the strategies and actions to be implemented to realise the vision for an attractive, accessible and vibrant Town Centre. The plan will oversee a change in the development focus throughout the Town Centre as the Centre matures from a predominantly retail/ commercial basis to a more mixed use outcome.

The Structure Plan project has been ongoing for a number of years and Council has been regularly briefed and updated at key milestones of the project. The project has also incorporated a broader community and stakeholder engagement process which has included two stages of community consultation.

Stage 1 consultation was held in May-June 2014 and was designed to get an understanding of how people use the area and their ideas and aspirations for its future. The draft Structure Plan document was prepared based on the key themes and issues received in Stage 1 consultation as well as the key findings from the Structure Plan's Background Report.

The Stage 2 consultation occurred in March-April 2016 and involved engaging with the community and other key stakeholders to obtain community feedback on a draft Structure Plan document. The feedback from the community has been reviewed and some changes have been made to the draft document in response to the feedback received. The updated Structure Plan document is attached to this report.

The next stage of the project is the implementation phase. A Planning Scheme Amendment is required to make necessary amendments to the Whittlesea Planning Scheme to implement the Structure Plan. This includes (but is not limited to):

- rezoning of majority of land in the Town Centre to the Activity Centre Zone (ACZ)
- the application of a Parking Overlay (PO) to provide guidance for parking in the Town Centre



- the application of a Development Contributions Plan Overlay (DCPO) to require contributions to be made towards infrastructure in the Town Centre
- the removal of controls which will be superseded by the Plenty Valley Structure Plan (i.e. Development Plan Overlays).

To provide for the implementation of the Plenty Valley Town Centre Structure Plan, Council needs to approve the request to seek authorisation to prepare and exhibit the Planning Scheme Amendment. The exhibition will provide stakeholders and the community an opportunity to view, and make a submission on, the updated draft Structure Plan document.

A report will be presented to Council following the public exhibition process outlining the outcomes of the exhibition period and explaining the next steps forward.

The report was originally presented to Council at its meeting of 7 February 2017 where its determination was deferred pending further clarification in relation to commuter parking in the Town Centre. This clarification has been received and the report has now been placed before Council again for consideration.

It is therefore recommended that the request to seek authorisation from the Minister for Planning to prepare and exhibit the amendment is approved in order for the Plenty Valley Town Centre Structure Plan to commence its next step in terms of implementation.

## INTRODUCTION

The purpose of this report is to:

- Provide a background on the Structure Plan project including key milestones and dates;
- Provide detail on the draft Plenty Valley Town Centre Structure Plan document;
- Provide an overview of the consultation to date, with particular focus on the most recent Stage 2 Consultation. This includes outlining the Key Findings arising from the consultation period which occurred in March-April 2016 and how the Structure Plan has been updated upon review and consideration of the feedback received; and,
- Request to seek authorisation from the Minister for Planning to prepare and exhibit a future Planning Scheme Amendment in order to implement the Structure Plan into the Whittlesea Planning Scheme.

## BACKGROUND

The Plenty Valley has long been a significant growth corridor in the north of Melbourne. In 1989, the *Plenty Valley Strategic Plan* was approved for the growth corridor, which identified the area of South Morang, Mernda and Doreen as playing a key role in meeting the housing needs of Melbourne's expanding population. The plan rezoned 7000 hectares of land and established the regional activity centre to service the entire Plenty Valley in South Morang. This is the area currently known as the Plenty Valley Town Centre (*Attachment 1*).

In recent years, it has been identified as an 'Activity Centre' in the Northern Growth Corridor Plan and Plan Melbourne. The Plenty Valley Town Centre comprises important business, retail, community and transport facilities and activities servicing the wider region. However, to date the Town Centre is without a higher order plan to guide and promote development.

The preparation of a Structure Plan for Activity Centres is a key priority of the previous and current metropolitan planning strategies for managing growth and change in metropolitan Melbourne. Council's Municipal Strategic Statement also highlights the need to ensure that effective planning is undertaken for Whittlesea's Activity Centres to provide our growing community with local jobs, more diverse housing options, an expanded and broader range of retail uses and increased leisure and entertainment options.

The *South Morang Activity Centre Overall Development Plan* (ODP) was approved in 1998. This ODP provided more specific guidance as to the development of the Plenty Valley Town Centre from the *Plenty Valley Strategic Plan* as its current regional hub and formed the basis of the multiple Development Plans which are prevalent throughout the Town Centre. Each

Development Plan applies to a small discrete area and was produced in response to a specific site context and a particular set of desired outcomes at the time of their production, noting that the oldest Development Plan dates back to 2001. As such, strategic planning and the development outcomes throughout the Plenty Valley Town Centre have varied significantly. Some parts of the Town Centre lack any site-specific direction, while others contain information and policy which needs to be updated.

Since the approval of the *South Morang Activity Centre Overall Development Plan* in 1998, there have been significant changes to the Plenty Valley Town Centre which have increased investment interest and opportunities, as well as changing the focus of the Town Centre. These include (but are not limited to) the development of the Westfield Plenty Valley Shopping Centre and the rail extension from Epping to South Morang.

Large areas of undeveloped land within the Town Centre provide development potential, and it is important that a strategic framework is provided to guide this development and ensure that Council's vision for the Plenty Valley Town Centre is realised.

The current zoning in the Plenty Valley Town Centre is also limiting its development as a fully mixed use centre. Much of the Town Centre is zoned either Commercial 1 or Commercial 2 which limits to an extent the ability to develop a fully mixed use precinct and also allows for uses which may not necessarily be desirable in the Town Centre. Zoning changes have previously been made to the Whittlesea Planning Scheme to support development opportunities, however they have not dealt with the overall precinct. Council has been advised by the Department of Environment, Land, Water and Planning (DELWP) that until a Structure Plan is prepared for the Town Centre, there will be no support for further rezoning or other amendments to the Whittlesea Planning Scheme in this area.

## THE PLENTY VALLEY TOWN CENTRE STRUCTURE PLAN

Once approved, the Plenty Valley Town Centre Structure Plan (the Structure Plan) will be the strategic policy that will set out land use and development objectives for the Town Centre, and provide guidance to the local community, Council and the private sector on the appropriate development of the area for the next 20 plus years. It will satisfy Council's obligation to provide a strategic framework for a recognised Activity Centre.

In keeping with the vision for the centre, the Structure Plan is guided by the following themes:

- **An Attractive Town Centre** – protecting and enhancing the landscape and built form character of the Town Centre, as well as improving public spaces more generally.
- **An Accessible Town Centre** – improving access to, and within, the Town Centre by a range of transport modes, but focussing in particular on better provision for walking, cycling and public transport.
- **A Vibrant Town Centre** – concentrating a greater range of activities within the Town Centre by promoting a diversity of housing, providing more social gathering places and expanding employment opportunities.

The Structure Plan has a section on centre wide strategic directions which correlate with the above themes and principles, before specifying five distinct precincts which then have a more defined focus and outcomes.

The five precincts are defined as:

1. Civic Precinct
2. Transport Hub Precinct

3. Central Shopping Precinct
4. Live and Work Precinct
5. Employment Precinct

A map of the Overall Precincts Plan is provided as *Attachment 2* and the updated Structure Plan document is included as *Attachment 3*.

The final section of the Structure Plan includes an implementation section which outlines the key actions as identified within the Structure Plan, as well as the infrastructure requirements necessary to meet the key aspects of the Structure Plan.

The following table provides a background on the process to date:

Key Milestone	Date
Commencement of Project	2013
Stage 1 Consultation	May-June 2014
Background Report	August 2015
Draft Structure Plan	February 2016
Stage 2 Consultation	March-April 2016
Updated Draft Structure Plan	February 2017 – (we are here)

As indicated above, Council officers have to date undertaken two stages of consultation relating to the Structure Plan. The outcomes of both stages of consultation have informed the content of the current Structure Plan. The Structure Plan will be finalised following the public exhibition during the Planning Scheme Amendment process.

As part of the updated Structure Plan, Council officers have also prepared a draft Parking Precinct Plan for the Town Centre. Parking (particularly commuter parking) is a significant issue within the Town Centre and as a nominated Activity Centre, it must be considered in conjunction with other inter-related factors such as existing and future land uses, public transport, road networks and employment in the Town Centre.

The draft Parking Precinct Plan is designed to ensure that sufficient levels of parking are provided within the Plenty Valley Town Centre, identify further actions to manage parking while encouraging the increased use of active and sustainable travel modes in and around the Town Centre. The plan will require Green Travel Plans to be prepared for large developments to promote the use of sustainable transport modes. The plan also encourages the provision of parking in multi-level facilities and provides guidelines for at-grade car parking so that they are sleeved by built form and appropriately landscaped. Implementing the plan will ensure sufficient parking is provided whilst reducing its visual impact.

## **SUMMARY OF COMMUNITY CONSULTATION KEY FINDINGS AND DOCUMENT UPDATES**

The Stage 1 consultation was held in May/June 2014 with its objectives to:

- Inform the community and relevant stakeholders that Council is preparing a Structure Plan for the Plenty Valley Town Centre;
- Understand how the community currently uses the Plenty Valley Town Centre; and
- Understand the community's vision for the future development of the area.

The consultation was extensive and a range of methods were used. These included (but were not limited to) staffed information stands at Westfield Plenty Valley, the distribution of approximately 4,500 brochures, display stands at 10 community facilities in the area, ads in

the *Whittlesea Leader* and internet resources such as the Community Voice website and Facebook posts.

The draft Structure Plan document was produced on the basis of the key themes and issues received in Stage 1 consultation as well as the key findings from the Structure Plan's Background Report.

The Stage 2 community consultation occurred over a four week period in March/ April 2016 and involved engaging with the community as well as key other stakeholders and obtaining feedback on the draft Structure Plan document.

The Department of Environment, Land, Water and Planning (who will ultimately process the future planning scheme amendment) and other government agencies have also been consulted in respect to the proposal.

A variety of engagement methods were used to consult with all stakeholders who may be interested in the Structure Plan.

The methods included:

- Project Brochure – distributed via mailouts and at information stands.
- Community Voice Project Webpage – materials distributed on the project webpage (Inc. accessible version), with an associated comments forum.
- Social Media – Facebook posts on Council's page.
- E-mail out to various stakeholders and Government agencies.
- Information 'pop ups' with project officers held during afternoon, evenings and weekends at Westfield Plenty Valley and South Morang Train Station.
- Drop-in sessions with project officers at Council offices (Civic Centre)
- Print Media – Advertisements and articles in *Whittlesea Leader*, *Whittlesea Review* and Business E-Newsletter
- Targeted consultation with youth, community and transport groups.
- Ensuring information was accessible to vision impaired and multi lingual

Feedback was invited via a variety of means including:

- Written submissions via email or mail
- Response to on-line forum questions
- Response to social media posts
- Completion of forms or verbal feedback provided at information stands and at drop in sessions.

From the feedback received from the community, industry, business, developers and State Government agencies, the key findings from the consultation were:

- Largely positive feedback and 'in principle' support for the Structure Plan;
- Support for the greater provision of public space outlined in the Structure Plan;
- Support for a greater variety of shops and entertainment options including restaurants, cinema and clothing stores;
- Concern with proposed connection of local streets, such as Peyton Drive and Stillman Drive to the Civic Drive extension, due to traffic and safety issues;
- Support for the Route 86 tram extension - Ferres Boulevard route preferred;
- Concern with increased numbers of multi-level buildings regarding their visual impact and generation of increased traffic in the local street network; and
- A range of site specific matters and technical issues with the document were also raised.

In light of the feedback received, a number of changes were made to the exhibited version of the Structure Plan. This feedback has now been incorporated into the updated Structure Plan document which is provided with this report.



The following table provides a summary of the issues, actions and responses to the consultation. A summary of each of the submissions received and response to the issues raised is included as *Attachment 4*.

*Table 1: Consultation Issues Summary*

Issue Arising from Stage 2 Consultation	Response in Updated Draft Structure Plan, November 2016
<i>Vision</i> Largely positive feedback and in principle support for the Structure Plan.	The vision and principles in the updated plan remain consistent with the exhibited version. Minor updates have been made to make it clearer.
<i>Public Space</i> Support for the greater provision of public space outlined in the Structure Plan.	Strategies for additional and improved public spaces have been retained. These strategies have been implemented into the infrastructure plan and will be included in the planning controls.
<i>Retail and Entertainment</i> Support for greater variety of shops and entertainment options including restaurants, cinema and clothing stores.	Strategies for additional retail and entertainment options have been retained. These strategies have been reflected in the planning controls to support these land uses particularly in the Central Shopping and Transport Hub precincts.
<i>Street Network and Traffic</i> Concern with connecting local streets, such as Peyton and Stillman Drives to the Civic Drive extension (east) due to traffic and safety issues.	A review of the street network proposed as part of previous plans and the draft Structure Plan was undertaken including additional traffic counts.
	The street network has been revised to reduce the potential of 'rat running', including staggering the intersections and relocating the signalised intersections from connecting with local streets. This will still provide important connection for local residents but discourage non local traffic from using the connection.
	The Road Network plan has been reviewed and revised to clearly show the proposed road hierarchy.
	A Glossary of has been inserted into the Appendices of the Structure Plan to provide a definition of 'key terms' including different road types.
	Additional strategies have been added into the Structure Plan requiring that the design of the local road connections to the Civic Drive extension addresses the concerns raised by local residents including traffic volumes and safety. This has also been added as a project to the Infrastructure Plan. The cross section of Civic Drive has also been revised to improve its streetscape and better reflect its role in the road network.
<i>Tram Network Extension</i> Support for Route 86 tram extension along Ferres Blvd route.	The possible extension of Route 86 north of the Town Centre to Lakes Boulevard and Plenty Road has been updated on the plans.
	The plans have been updated to show the route along

Issue Arising from Stage 2 Consultation	Response in Updated Draft Structure Plan, November 2016
	Ferres Boulevard as the proposed tram route north of McDonalds Road, with option of the tram running along Civic Drive option as a possible alternative.
<i>Density and Design</i> Concern with increased numbers of multi-level buildings in the relation to their visual impact and generation of increased traffic in the surrounding local street network.	The building heights and built form controls have been reviewed to ensure that they are appropriate for the context of the activity centre and its interfaces. Additional controls have been inserted where development is proposed with a sensitive interface (in proximity to residential development). These will be included in the draft planning controls. ( <i>refer to Attachment 4</i> ) for further information.  The clarity of the built form controls has been improved by using simple tables. Terms such as 'key marker building' have been defined in the Glossary.
<i>Environment</i> Further inclusion of environmental concepts and their related benefits.	Additional strategies have been added in respect to environmentally sustainable design and development. Requirements for sustainable development have been included in the draft planning controls.
<i>Other</i> A range of site specific matters and technical issues raised.	A range of general updates have been made to the Structure Plan. An Implementation section including proposed infrastructure items has been included to outline the infrastructure required to support the development of the centre. It is proposed that contributions will be collected to fund some of these items.

## PLANNING SCHEME AMENDMENT

The Structure Plan is proposed to be an 'Incorporated Document' in the Whittlesea Planning Scheme. Therefore, in order to implement the Structure Plan a Planning Scheme Amendment is required.

As well as implementing the Plenty Valley Town Centre Structure Plan, it is necessary to update the zoning and overlay framework applying to this precinct. As such the Planning Scheme Amendment will deal with these issues driven by the overall direction set by the Structure Plan.

In summary, the Planning Scheme Amendment proposes to:

- Incorporate the Plenty Valley Town Centre Structure Plan, or relevant parts, into Whittlesea Planning Scheme;
- Insert a new Schedule to the Activity Centre Zone (ACZ) to be introduced for the Structure Plan area (this is the zone which applies to the Epping Central Activity Centre) which will replace a number of Development Plan Overlays in the Town Centre;
- Insert a new Parking Overlay (PO) for the Structure Plan area to implement the Parking Precinct Plan prepared for the Town Centre, consistent with other Activity Centres including Epping Central;
- Apply the Development Contributions Plan Overlay (DCPO) to deal with required infrastructure contributions;
- Amend the Municipal Strategic Statement (MSS) to reflect the new Structure Plan;
- Delete the following planning scheme controls as they will be superseded by this amendment:
  - existing Development Plan Overlays which apply to the area;

- Clause 22.15 which is the Local Planning Policy regarding the current South Morang Activity Centre (SMAC); and
- Design and Development Overlay (DDO) Schedule 7 for two sites within the SMAC. Site 1 as identified by the DDO is made up of four parcels of land being 323 McDonalds Road, 351 McDonalds Road, 355 McDonalds Road and 391 McDonalds Road all in Epping. Site 2 identified by the DDO is addressed as 37-29 Buick Crescent, Mill Park; and
- Abandoning Planning Scheme Amendment C84 which proposed to apply a Development Contributions Plan Overlay (DCPO) to land north and south of McDonalds Road. The continuation of this amendment is unnecessary as this will be superseded by the proposed controls.

An explanation of these aspects is provided below.

*Incorporated Document*

It is proposed that the Plenty Valley Town Centre Structure Plan, or relevant parts of the plan, will become an Incorporated Document within the Whittlesea Planning Scheme.

*Municipal Strategic Statement (MSS)*

The MSS establishes the strategic framework for the municipality. The Whittlesea MSS will be amended and updated to include relevant strategies from the Structure Plan.

*Activity Centre Zone (ACZ)*

The ACZ will replace the current residential and commercial zones. The ACZ is considered the most appropriate zone to be used in activity centres. The zone provides land use and development guidelines for the entire town centres and more specific directions for each of the five precincts. The zone provides the flexibility to deliver the mixed use land use and development objectives envisaged by the Structure Plan which is not possible using other existing single purpose zones.

*Parking Overlay (PO)*

The PO is to be applied to implement relevant content from the Plenty Valley Parking Precinct Plan (*Attachment 5*).

As indicated earlier in the report, the draft Parking Precinct Plan is designed to ensure that sufficient levels of parking are provided within the Plenty Valley Town Centre, identify further actions to manage parking while encouraging the increased use of active and sustainable travel modes in and around the Town Centre.

The PO and Parking Precinct Plan adopts standard parking provisions which are appropriate for Activity Centres. These rates are in accordance with 'Column B' of Clause 52.06 – Carparking. The provisions also require one parking space to be provided for each dwelling regardless of the number of bedrooms. It should be noted that these are minimum rates with no maximum rates stipulated. The PO also includes a number of standards for the design of car parks.

The PO also includes a requirement for significant developments to prepare and submit a Green Travel Plan. The Green Travel Plan is required to incorporate design and behavioural change initiatives that will support the use of sustainable transport in the Town Centre.

*Development Contributions Plan Overlay (DCPO)*

The system for infrastructure contributions is currently being reformed by the State Government. The new system is based on standard levies in particular development settings. The new system has recently commenced for greenfield growth areas.

The new system in the future will also apply to strategic development areas. These are locations in existing urban areas planned for significant growth and change such as activity centres. The Plenty Valley Town Centre is considered a 'strategic development area'.

The new system is currently being finalised and will set a standard levy for residential, commercial and retail developments. The levy will be determined by the Minister for Planning and formalised through a Ministerial Direction. It is expected that this will occur towards the end of 2017.

The new system will require an Infrastructure Contributions Plan (ICP) to be prepared to identify the infrastructure which the contributions collected will be used to fund. The updated draft Structure Plan includes Section 4.4 which identifies infrastructure which could potentially be funded via a future ICP. This section will support the preparation of a future ICP.

It is considered that adopting the new system is the more appropriate manner to support the provision of new infrastructure in the Town Centre. The adoption of standard levies is considered fair for landowners and developers in the centre as the levy amount is set by the Minister for Planning. The system also reduces the level of information and analysis required to be prepared by Council to support an alternative developer contributions rate.

As an interim measure it is proposed that a DCPO be applied to require contributions to be made prior to the preparation of an ICP. This approach has been adopted in other circumstances where a structure plan has preceded the new system for infrastructure contributions and is supported by the DEWLP. The DCPO will require developers to enter into a section 173 agreement with Council to make contributions to infrastructure in the Town Centre prior to the issue of a planning permit. It is expected that the contributions made would be comparable to draft levies which were recommended in background reports for the new system.

Upon commencement of the new system it is expected that an ICP will need to be prepared and that the DCPO will convert to an Infrastructure Contributions Plan Overlay (ICPO). The process for how this occurs will require further discussion with the DEWLP.

#### *Removal of existing planning scheme controls*

The Structure Plan and the associated zones and overlays will become the primary planning controls for the area. Therefore it is proposed to remove the following provisions which will be superseded by the new controls:

- The existing Development Plan Overlays (DPOs) which affect the area;
- Clause 22.15 which is the Local Planning Policy regarding the current South Morang Activity Centre (SMAC); and
- Design and Development Overlay (DDO) for the two key sites within the SMAC. Site 1 Affected by the DDO is made up of four parcels of land being 323 McDonalds Road, 351 McDonalds Road, 355 McDonalds Road and 391 McDonalds Road, all in Epping (Public Transport Victoria owned land). Site 2 affected by the DDO is 37-39 Buick Crescent, Mill Park.

The existing Development Plans have been progressively approved over time and do not apply to the full Structure Plan area. The Plenty Valley Town Centre Structure Plan and the schedule to the proposed Activity Centre Zone will replace the function of the Development Plan, supersede their content and provide for a co-ordinated planning framework across the Town Centre.

The Local Planning Policy applying to the overall Plenty Valley Town Centre and DDO Schedule applying to the specific sites listed above are interim planning controls until the Structure Plan is finalised. These controls will be superseded by the new controls. The



relevant content from these controls, including providing for a sensitive interface between existing residential properties and new development, has been translated in the new controls.

*Abandonment of C84 – Application of a Development Contributions Plan Overlay*

Planning Scheme Amendment C84 proposed to apply a Development Contributions Plan Overlay (DCPO) to land north and south of McDonalds Road. The purpose of the DCPO was to apportion costs for a signalised intersection at McDonalds Road and Wealthland Drive.

Following extensive exhibition and an Independent Panel hearing, the Planning Scheme Amendment was ultimately adopted by Council on 27 July 2010. Ultimately, it was not approved by the Minister for Planning.

As the amendment is superseded by the proposed planning controls for the Plenty Valley Town Centre Structure Plan, it is no longer required. Therefore, it is recommended that the Amendment C84 be abandoned.

## PLANNING SCHEME AMENDMENT EXHIBITION

The proposed Planning Scheme Amendment will be exhibited in accordance with statutory requirements once the Minister for Planning has provided authorisation. This exhibition period will allow stakeholders and members of the community an opportunity to comment on both the updated Structure Plan as well as the proposed planning scheme controls and make a formal submission. If supported by Council, it is envisaged that this exhibition process will commence in April/May 2017.

## POLICY STRATEGY AND LEGISLATION

The Structure Plan and future Planning Scheme Amendment is consistent with State Government metropolitan planning strategy *Plan Melbourne*.

The plan is supportive of State and Local policies and strategies in respect to Activity Centre planning and the development of the Plenty Valley Town Centre (*South Morang Activity Centre*).

The plan has been prepared in accordance with State Government requirements for activity centre planning. The planning scheme controls have been prepared in accordance with the State Government Planning Practice notes which are designed to provide ongoing advice about planning schemes, as well as a range of planning processes and topics. In particular, the ordinate is consistent with the requirements of *PPN56: Activity Centre Zone*, *PPN5: The Parking Overlay* and *PPN: 60: Height and Setback Controls for Activity Centres*.

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Places and spaces to connect people</b>
<b>Theme</b>	<b>Planning our space</b>
<b>Strategic Objective</b>	<b>Our urban design helps build connection to place and the community</b>

The Plenty Valley Town Centre Structure Plan aims to improve the design and amenity of the Town Centre. Features such as River Red Gums, viewlines to Quarry Hills, open space areas and civic spaces are incorporated into the plan to build the connection to place and community. The plan focuses on using good urban design to improve the public realm and to create places where people want to live, work and visit.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act 1989* officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The Plenty Valley Town Centre Structure Plan (the Structure Plan) has been prepared to provide a strategic framework and to guide development of the Town Centre in accordance with the vision of being the community, civic, economic and cultural heart of the Plenty Valley. The plan identifies the strategies and actions to deliver this vision.

The overall precinct has been subject to extensive development and investment over the years with transformative projects such as the rail extension from Epping to South Morang providing a change of focus as to the overall set of uses possible in the Plenty Valley Town Centre. To accommodate and plan for current and future growth appropriately, it is necessary to review the existing strategic and statutory framework for the centre. It is also noted that the need for this work was also identified by the State Government.

The Structure Plan has been developed in consultation with the community and relevant stakeholders. It has been revised based on feedback through various consultation processes.

In order to implement the Structure Plan a Planning Scheme Amendment is required to the Whittlesea Planning Scheme. The Planning Scheme Amendment will incorporate the relevant aspects of the Structure Plan into the Planning Scheme including Planning Scheme zone and overlay changes.

The Planning Scheme Amendment process will include a public exhibition process. The Structure Plan will be finalised following this process. It is recommended that Council resolve to request authorisation to prepare and exhibit the Planning Scheme Amendment from the Minister for Planning. In this context, it is recommended that Council also notes the updated Structure Plan at Attachment 3 of this report as the current version for purposes of exhibition.

Finally, it is recommended that Council also requests the Minister for Planning abandon Planning Scheme Amendment C84 given it is not required to be pursued as it will be superseded by the proposed planning scheme controls for the Structure Plan.

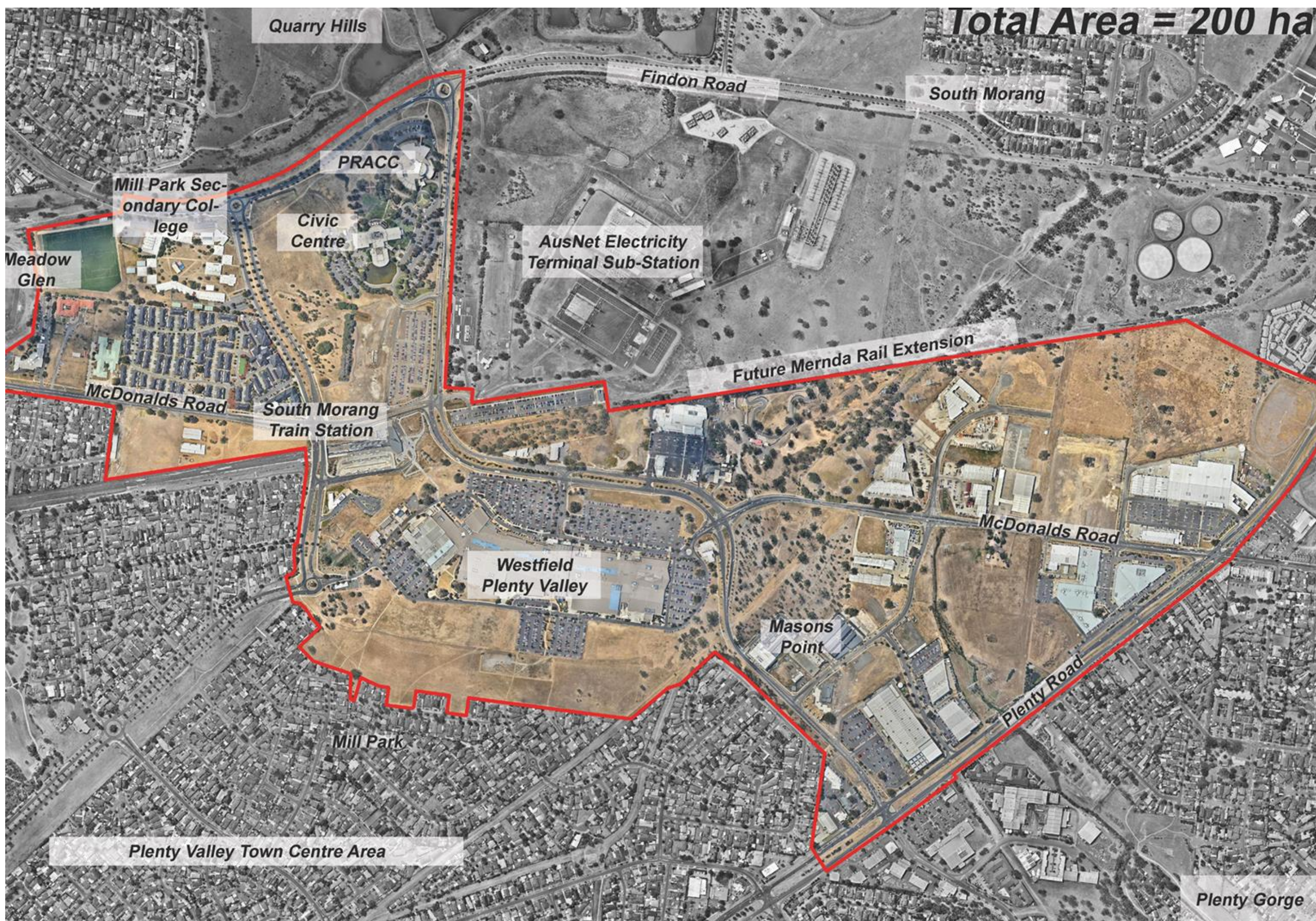
## RECOMMENDATION

**THAT Council resolve to:**

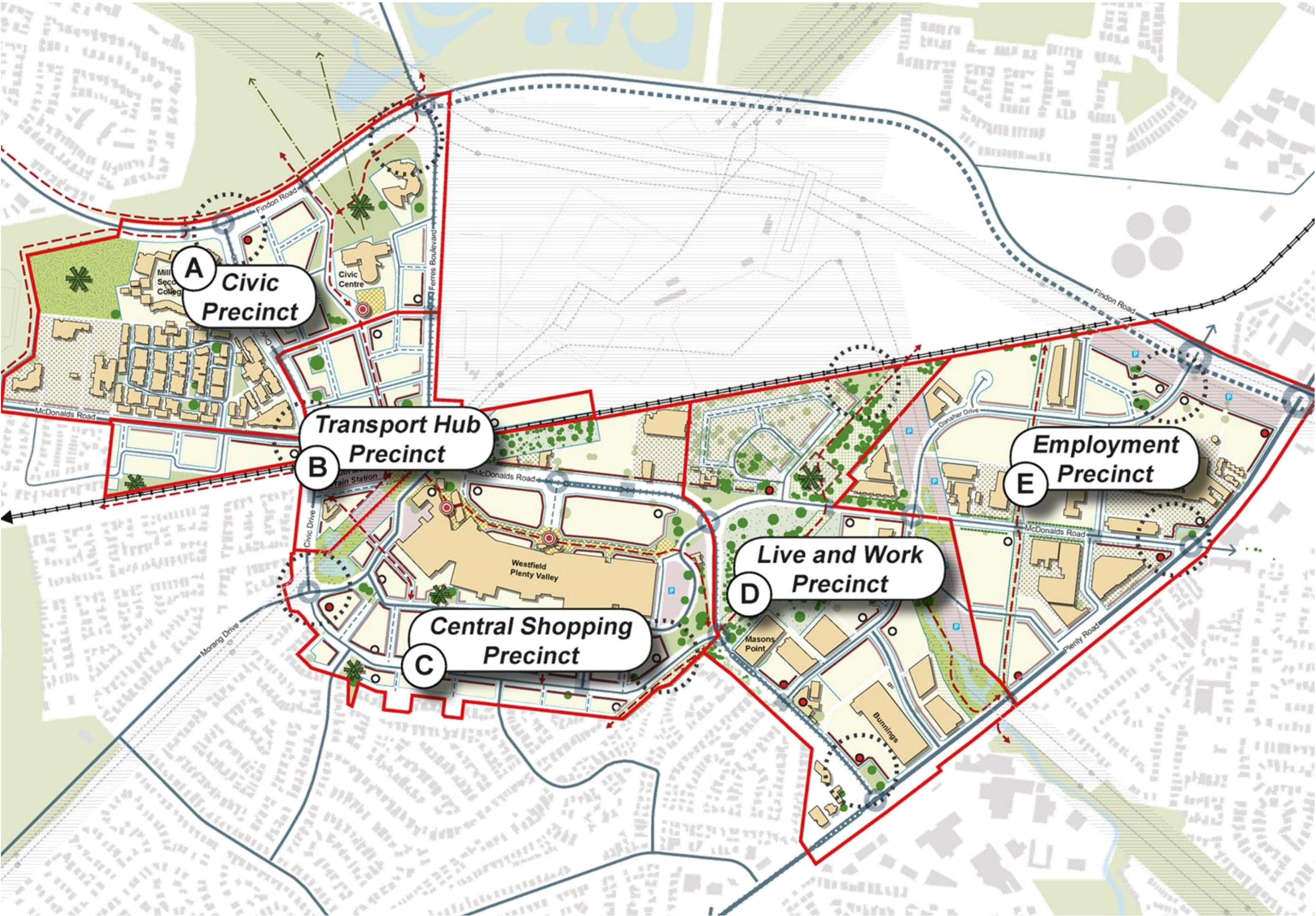
- 1. Note the updated draft Plenty Valley Town Centre Structure Plan (as provided in *Attachment 3*) and draft Parking Precinct Plan (as provided in *Attachment 5*) for the purposes of public exhibition;**
- 2. Seek authorisation from the Minister for Planning to prepare and exhibit an amendment to the Whittlesea Planning Scheme to implement the Plenty Valley Structure Plan in accordance with the *Planning and Environment Act 1987*;**
- 3. Request that the Minister for Planning abandon Planning Scheme Amendment C84 to the Whittlesea Planning Scheme; and**
- 4. Advise the affected stakeholders of the above and of any decisions by the Minister for Planning.**













## Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

**Submission No. 1**

**Summary of Submission:** Submission on behalf of significant in Shopping Centre Precinct (south of Civic Drive) generally supporting the structure plan but also raising a range of technical matters.

Summary of Issues Raised	Comment	Structure Plan Updates
<ul style="list-style-type: none"> <li>Support mixed use nomination to 6 storeys and proposed setback to Civic Drive and traffic connections from Civic Drive to both Stillman Drive and Peyton Drive.</li> <li>Seek inclusion of part of site fronting central road within development for 6 storey mixed use.</li> <li>Requests increase 2 storey min height to &lt;8m as per NRZ, and limit it to 30% of site depth.</li> </ul>	A review of the built form controls and street network in this precinct has been undertaken. The preferred building heights has been reduced from 6 storeys to 4 storeys to provide consistency with existing Development Plan and provide a transition to existing residential areas. The height of 2 storey development has been retained at 7m. Local connections to Civic Drive to both Stillman Drive and Peyton Drive have been retained as 'Left In Left Out' arrangements.	<ul style="list-style-type: none"> <li>Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls (page 36) have been reviewed and updated.</li> <li>Figure 21: Road Network and Intersection Plan (page 45) has been amended to stagger the intersection of local roads with Civic Drive and relocate the proposed traffic signals.</li> </ul>
Does not support designation of western end as max 2 storeys or the designated local street-pedestrian priority street with a range of reasons provided.	Two storey development is appropriate given the interface with existing low scale residential on two sides. Agree that the pedestrian priority local street is not a critical connection or integral to the street network and may be problematic in developing a good design.	<ul style="list-style-type: none"> <li>Figure 21: Road Network and Intersection Plan (page 45) has been amended to remove the pedestrian priority local street on this site.</li> </ul>
Object to DES1.3 requiring minimum private open space provision. Request standard Rescode provisions to apply to provision of private open	Agree. Standard Res Code should apply and DES1.3 to be reviewed	<ul style="list-style-type: none"> <li>DES1.3 (page 32) has been amended to remove private open space area specification.</li> </ul>

**Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table**

space.		
Do not support pedestrian priority streets—pedestrian priority access dissecting the site other than those which generally link to existing streets.	These local streets/access ways provide for important north south connectivity for pedestrians and therefore it is important to show them so that they are provided for as part of the future development of the site. Development proposals need to be generally in accordance with the Structure Plan and the actual alignment of the streets will be subject of further design. These streets have been removed from other plans such as the Building Heights Plan which do not show need to show a permeable street network.	<ul style="list-style-type: none"> <li>Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls (page 36) have been updated to remove the potential local streets. These have been retained on Figure 21: Road Network and Intersection Plan (page 45) to show a permeable street network.</li> </ul>
Do not support pocket park unless an agreement is made to offset/compensate for the additional open space contribution. Agreement and/or compensation is required for the additional open space contribution/ otherwise tree can be retained within development layout.	The pocket park/ tree reserve provides for the protection of a significant River Red Gum and will provide for the amenity of residents within a high density environment. Therefore, it is considered appropriate to retain it in the Structure Plan.	<ul style="list-style-type: none"> <li>Figure 37 Infrastructure Table (page 78) includes a reference to this open space area as 'POS-07 Tree Reserve'.</li> </ul>

**Submission No. 2**

**Summary of Submission:** *Submission on behalf of significant landowner in Live and Work Precinct raising a range of technical matters.*

Summary of Issues Raised	Comment	Structure Plan Updates
Request a review of building heights to ensure greater consistency with approved Development Plans. Allow	The proposed building heights have been reviewed and simplified. They now better align with existing controls and development. A figure which caused ambiguity in the draft plan has been deleted and replaced by Figure 11 (page 34) and which presents the building heights in a clear table	<ul style="list-style-type: none"> <li>Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls</li> </ul>

Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

greater flexibility for site specific design responses and allow for increases in preferred building heights if it can be demonstrated that no significant impact will occur on neighbouring properties.	supported by a plan (Figure 13 on page 35). The building heights will not be mandatory and it is not considered necessary to provide any greater flexibility. However, there is the opportunity to support good outcomes such as the provision of social housing and additional public open space in exchange for greater density.	(page 36) have been reviewed and updated to improve the clarity of controls and ensure that higher density development occurs in appropriate locations in the Town Centre and is appropriately designed. New controls have been included to provide for greater density where social housing or additional public open space is provided.
Question the pedestrian spine connection to Masons Point including its physical access and intended purpose.	The pedestrian spine is important to provide pedestrian connectivity between the precincts including residents of Masons Point to the shopping centre and train station.	<ul style="list-style-type: none"> <li>• No change to Structure Plan</li> </ul>
Seek retention of 8 storey allowable building heights on Boulevard and Connector streets as per existing DP.	The proposed building heights have been reviewed and simplified. They now better align with existing controls and development. The precinct has been identified as having a maximum building height of 6 storeys, however three key sites including at the corner of Bush Blvd and Oleander Drive have been identified as Key Corner Buildings and permitted up to 8 storeys.	<ul style="list-style-type: none"> <li>• Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls (page 36) have been reviewed and updated.</li> </ul>
Include additional text to explain rationale behind Indicative building Setbacks and Gateways Plan	It is appropriate to define gateways and setbacks in the plan to inform future controls. 'Indicative building Setbacks and Gateways Plan' requires supporting text in opening sentence and strategies. The plan (Figure 15) has been simplified and made easier to understand.	<ul style="list-style-type: none"> <li>• A Glossary of key terms (page 86) has been included to better explain key terms used in the document.</li> <li>• DES4.1 (page 33) has been revised to make clear the intention of the terms gateway' sites and 'key marker buildings'.</li> <li>• Figure 14 Built Form Controls (page 36) has been updated to</li> </ul>



Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

		<p>include setback provisions.</p> <ul style="list-style-type: none"> <li>• Figure 15 Indicative Building Setbacks and Gateways Plan (page 37) has been simplified and made easier to understand.</li> </ul>
Show site at corner of intersection at Bush Blvd and Oleander Dve as high density.	Agree. This has been amended.	<ul style="list-style-type: none"> <li>• Figure 23: Residential Development Density has been updated to show land in Masons Point being suitable to be developed for high density (page 47).</li> </ul>
Include additional text to describe 'key marker building'	Provide additional description of key marker buildings in discussion/glossary and strategies.	<ul style="list-style-type: none"> <li>• A Glossary of key terms (page 86) has been included to better explain key terms used in the document such as 'key marker buildings'.</li> <li>• DES4.1 (page 33) has been revised to make clear the intention of the terms gateway' sites and 'key marker buildings'.</li> </ul>
Figure 28 - The note 'promote the landscaping of McDonalds Road...' points to the wrong section of the plan.	Agree.	<ul style="list-style-type: none"> <li>• Figure 30 (page 65) has been updated.</li> </ul>
Question the purpose of a key pedestrian/cycle connection along the pipetrack between Plenty Road and the railway line to the north, but rather suggest pathways along the road network will suffice.	The pipe track provides the opportunity for completely off road cycle/pedestrian path limiting conflict with vehicles. The extension to the railway line is subject to a shared path being provided along the rail corridor.	<ul style="list-style-type: none"> <li>• No change to Structure Plan</li> </ul>

## Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

Supporting text is required to explain the identification for McDonalds Road as an 'alternative frontage'.	Explain 'alternative frontage' nomination in legend or glossary	<ul style="list-style-type: none"> <li>A Glossary of key terms (page 86) has been included to better explain key terms used in the document including 'frontage'.</li> </ul>
Support health services in Precinct 4 and 5.	Health services are an industry supported in the employment precinct. There is an opportunity to provide direction in respect to uses which are compatible with residential use (such as health) in the Live and Work precinct would be supported.	<ul style="list-style-type: none"> <li>LO1.8 (page 62) in the Live and Work precinct has been amended to included reference to 'health'.</li> </ul>

**Submission No. 3**

**Summary of Submission:** *Petition signed by 35 residents objecting to the connection of Stillman Drive to Civic Drive due to traffic and safety concerns.*

Summary of Issues Raised	Comment	Structure Plan Updates
Concerns with connection of Stillman Drive with Civic Drive due to increased traffic and safety impacts.	<p>The Civic Drive and local street connections are considered vital for a permeable and connected street network and have been foreshadowed since the earliest planning of the Mill Park North and Activity Centre area in the 1970s and 1980s. They were included in the <i>South Morang Activity Centre Overall Development Plan, 1998</i> and other more recent documents including the <i>South Morang Development Plan, 2009</i>. The connections will provide for improved pedestrian and vehicle connectivity for local residents to the Town Centre.</p> <p>It is important to note that the draft Structure Plan proposes to retain the Stillman Drive and Peyton Drive as 'Local Roads' only and will not upgrade their status to Collector Roads. This was occasionally misinterpreted during consultation so it is important that the final Structure Plan contains a clear street hierarchy.</p> <p>The designation of Stillman Drive and Peyton Drive as 'Local Roads' means that they are only intended to service the residents in the local area and are not designed to promote through traffic movement. There will be a</p>	<ul style="list-style-type: none"> <li>Figure 21: Road Network and Intersection Plan (page 45) has been amended to stagger the intersection of local roads with Civic Drive and relocate the proposed traffic signals.</li> <li>Include new direction CSD1.13 'ensure that connection of and Peyton Drive to Civic Drive are designed to provide local access for residents and include traffic calming measures to restrict and discourage undesired traffic movement (page 60).</li> <li>Include infrastructure item RD-09, traffic calming measures and streetscape improvements to</li> </ul>

Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

	<p>small increase in the traffic levels from local residents who will use the streets to access the Town Centre however it is envisaged it will be minimal and of a local nature. The purpose of the connection is to purely improve connectivity for local residents. Therefore, the narrowness of the street is considered appropriate and conducive to maintaining a local road function, reducing traffic speed and providing a safe environment for pedestrians.</p> <p>Traffic modelling indicates the significant majority of traffic will continue to utilise arterial and collector roads such as; Morang Drive and Bush Boulevard. It is recommended that the role and function of different streets be clearly explained in the final Structure Plan.</p> <p>The ultimate 'Road Network' proposed in the draft Structure Plan includes a number of key connections which are currently not provided such as the Findon Road and Civic Drive extensions. These road projects, along the with the Mernda Rail extension (due in 2019), will improve the overall transport system in the Town Centre. This will assist in distributing traffic across the network and reduce pressure on local streets.</p> <p>There is opportunity to explore how the final Structure Plan can help to ensure that local streets reflect their local road function and restrict 'non-local movements'. In order to inform this, it is important to understand the current use and conditions of the street. It is recommended that further investigations be undertaken in respect to the current use of the streets.</p> <p>In terms of future options, there are a range of street design initiatives which could be explored to reinforce the local road status, reduce potential traffic flows, encourage safe driver behaviour (e.g. slower vehicle speeds) and provide a safe pedestrian environment. Examples include; narrow street entrances, traffic calming devices and alternative pavement. These measures provide a signal to drivers that they are in a residential street. The final Structure Plan identifies the need to consider these</p>	<p>Peyton Drive and Stillman Drive (page 72).</p> <ul style="list-style-type: none"> <li>• Indicative cross section for Civic Drive has been included in Appendix 5.2 (page 87) which identifies a boulevard treatment.</li> </ul>
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Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

	<p>measures as part of the design of future road connections.</p> <p>In summary the updated draft Structure Plan incorporates the following changes:</p> <ol style="list-style-type: none"> <li>1. Downgrade Peyton Drive and Stillman Drive intersections with Civic Drive to 'Left In Left Out' only to restrict access and discourage traffic;</li> <li>2. Relocation of signalised intersections away from Peyton Drive and Stillman Drive so they only serve the function of providing direct connection to Westfield Plenty Valley;</li> <li>3. Reconfiguration of Civic Drive extension into a 'boulevard' with a central median to minimise turn movements into Peyton Drive and Stillman Drive;</li> <li>4. Ensure the design of Peyton Drive and Civic Drive intersection maximises pedestrian safety and discourage undesired traffic movement to local streets;</li> <li>5. Identifying additional traffic calming measures for Peyton Drive and Stillman Drive, if required; and,</li> <li>6. Clearly identifying Peyton Drive and Stillman Drive as 'local streets' only.</li> </ol>	
Concerns with 3-4 storey apartments along Civic Drive.	<p>The nomination of high density residential across the Town Centre is supported by both State and Local policies and strategies. The Town Centre is well serviced with facilities and public transport and is well suited to supporting higher densities of development. Supporting higher densities in the Town Centre will reduce pressure for such development to be built in less appropriate locations. The building heights and residential density plans have been reviewed to ensure their appropriateness.</p> <p>As part of this process the built form controls for development abutting existing residential areas have been reviewed. The Structure Plan includes specific controls for 'sensitive interface areas' which abut existing residential areas. In these areas development must be setback 9m from the boundary and 16m for higher densities (above 2 storeys). This ensures that there is no overlooking or overshadowing impacts on adjoining properties and provides a transition of building heights. Essentially the controls replicate existing built form in standard residential areas such as</p>	<ul style="list-style-type: none"> <li>• Figure 13: Buildings Heights (page 35) has been amended to clearly show a maximum of 4 storeys for development along Civic Drive and identify sensitive interface areas where development is to be less than 2 storeys.</li> <li>• Figure 14: Built form controls (page 36) has been amended to include specific controls for sensitive interfaces including a 9m setback and 16m setback for development more than 2 storeys. The controls required that development transitions in density</li> </ul>



## Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

	Buick Drive in the interface area. Development along Civic Drive will be a maximum of 4 storeys consistent with current controls.	and has minimal overshadowing and overlooking impacts.
Proposed route of tram 86 extension should be along Ferres Boulevard north of South Morang Train Station.	The alternative route was suggested as an option to improve the viability of the tram extension. It is recognised that the community preference for the tram route to be along Ferres Boulevard. It is proposed that this be shown as the preferred route and that the route along Civic Drive be shown as an alternative. Ultimately, there is further investigation and a feasibility study to be undertaken which will investigate all options.	<ul style="list-style-type: none"> <li>Figure 20: Public Transport Plan (page 43) has been amended to show the proposed route along Ferres Boulevard as the primary route and the route along Civic Drive as an alternative option. The figure has been updated to more clearly show the tram route extended north along the Lakes Boulevard.</li> </ul>

**Submission No: 4**

**Summary of Submission:** Submission from local community group (Friends of South Morang) recommending that the originally proposed extension to the No.86 Tram route be supported by the structure plan.

Summary of Issues Raised	Comment	Structure Plan Updates
Support overall development framework.	Noted.	No change to Structure Plan
Proposed route of tram 86 extension should be along Ferres Boulevard north of South Morang Train Station.	The alternative route was suggested as an option to improve the viability of the tram extension. It is recognised that the community preference for the tram route to be along Ferres Boulevard. It is proposed that this be shown as the preferred route and that the route along Civic Drive be shown as an alternative. Ultimately, a feasibility study will need to be undertaken which will investigate all options.	<ul style="list-style-type: none"> <li>Figure 20: Public Transport Plan (page 43) has been amended to show the proposed route along Ferres Boulevard as the primary route and the route along Civic Drive as an alternative option. The figure has been updated to more clearly show the tram route extended north along the Lakes Boulevard.</li> </ul>
Civic Drive extension will	This has been discussed in detail in Submission No.3.	As per Submission No. 3

Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

<p>create unreasonable traffic impacts on local streets.</p>	<p>In summary the updated draft Structure Plan incorporates the following changes:</p> <ol style="list-style-type: none"> <li>1. Downgrade Peyton Drive and Stillman Drive intersections with Civic Drive to 'Left In Left Out' only to restrict access and discourage traffic;</li> <li>2. Relocation of signalised intersections away from Peyton Drive and Stillman Drive so they only serve the function of providing direct connection to Westfield Plenty Valley;</li> <li>3. Reconfiguration of Civic Drive extension into a 'boulevard' with a central median to minimise turn movements into Peyton Drive and Stillman Drive;</li> <li>4. Ensure the design of Peyton Drive and Civic Drive intersection maximises pedestrian safety and discourage undesired traffic movement to local streets;</li> <li>5. Identifying additional traffic calming measures for Peyton Drive and Stillman Drive, if required; and,</li> <li>6. Clearly identifying Peyton Drive and Stillman Drive as 'local streets' only.</li> </ol>	<ul style="list-style-type: none"> <li>• Figure 21: Road Network and Intersection Plan (page 45) has been amended to stagger the intersection of local roads with Civic Drive and relocate the proposed traffic signals.</li> <li>• Include new direction CSD1.13 'ensure that connection of and Peyton Drive to Civic Drive are designed to provide local access for residents and include traffic calming measures to restrict and discourage undesired traffic movement (page 60).</li> <li>• Include infrastructure item RD-09, Traffic calming measures and streetscape improvements to Peyton Drive and Stillman Drive (page 72).</li> <li>• Indicative cross section for Civic Drive has been included in Appendix 5.2 (page 87). ) which identifies a boulevard treatment.</li> </ul>
<p>High density residential is inappropriate due to traffic impacts</p>	<p>The nomination of high density residential across the Town Centre is supported by both State and Local policies and strategies. The Town Centre is well serviced with facilities and public transport and is well suited to supporting higher densities of development. Supporting higher densities in the Town Centre will reduce pressure for such development to be built in less appropriate locations. The building heights and residential density plans have been reviewed to ensure their appropriateness. Car parking must be provided in accordance with the Clause 52.06 of the Planning</p>	<ul style="list-style-type: none"> <li>• Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls (page 36) have been reviewed and updated to improve the clarity of controls and ensure that higher density development occurs in</li> </ul>

## Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

	Scheme.	appropriate locations in the Town Centre and is appropriately designed. <ul style="list-style-type: none"> <li>• New controls have been included for 'sensitive interfaces' where new development abuts existing residential areas to ensure that it does not detrimentally affect these properties (page 36).</li> </ul>
A Tram stop should be nominated on Plenty Road.	Supported. This is included but has not been shown consistently across all plans.	<ul style="list-style-type: none"> <li>• Figure 20: Public Transport Plan (page 43) has been amended to show the potential tram stop on Plenty Road.</li> </ul>
A slip lane should be provided to turn left into Plenty Road from Bush Boulevard.	There is merit in investigating the option of a slip lane from Bush Boulevard into Plenty Road. However, this is detail that is too fine for a Structure Plan and will require further analysis and discussion with VicRoads.	<ul style="list-style-type: none"> <li>• No change to Structure Plan.</li> </ul>

**Submissions 5-7**

**Summary of submissions:** All submissions raised concern/ objection to the connection of Stillman Drive to Civic Drive due to safety and traffic issues.

Summary of Issues Raised	Comment	Structure Plan Updates
<ul style="list-style-type: none"> <li>• Connection of Stillman Drive and Civic Drive should be properly assessed.</li> <li>• Safety measures should be implemented onto Stillman Drive.</li> </ul>	<p>This has been discussed in detail in Submission No.3.</p> <p>In summary the updated draft Structure Plan incorporates the following changes:</p> <ol style="list-style-type: none"> <li>1. Downgrade Peyton Drive and Stillman Drive intersections with Civic Drive to 'Left In Left Out' only to restrict access and discourage traffic;</li> </ol>	<p>As per Submission No. 3</p> <ul style="list-style-type: none"> <li>• Figure 21: Road Network and Intersection Plan (page 45) has been amended to stagger the intersection of local roads with Civic Drive and relocate the proposed traffic signals.</li> </ul>

Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

<ul style="list-style-type: none"> <li>Do not support Stillman Drive connecting to Civic Drive due impacts of increase traffic and safety issues.</li> </ul>	<p>2. Relocation of signalised intersections away from Peyton Drive and Stillman Drive so they only serve the function of providing direct connection to Westfield Plenty Valley;</p> <p>3. Reconfiguration of Civic Drive extension into a 'boulevard' with a central median to minimise turn movements into Peyton Drive and Stillman Drive;</p> <p>4. Ensure the design of Peyton Drive and Civic Drive intersection maximises pedestrian safety and discourage undesired traffic movement to local streets;</p> <p>5. Identifying additional traffic calming measures for Peyton Drive and Stillman Drive, if required; and,</p> <p>6. Clearly identifying Peyton Drive and Stillman Drive as 'local streets' only.</p>	<ul style="list-style-type: none"> <li>Include new direction CSD1.13 'ensure that connection of and Peyton Drive to Civic Drive are designed to provide local access for residents and include traffic calming measures to restrict and discourage undesired traffic movement (page 60).</li> <li>Include infrastructure item RD-09, traffic calming measures and streetscape improvements to Peyton Drive and Stillman Drive (page 72).</li> <li>Indicative cross section for Civic Drive has been included in Appendix 5.2 (page 87) which identifies a boulevard treatment.</li> </ul>
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**Submission No. 8**

**Summary of Submission:** *Petition signed by 47 residents objecting to the connection of Peyton Drive to Civic Drive due to traffic and safety concerns. One also objects to the development of apartment buildings.*

Summary of Issues Raised	Comment	Structure Plan Updates
Do not support apartment buildings in the plan.	The nomination of high density residential across the Town Centre is supported by both State and Local policies and strategies. The Town Centre is well serviced with facilities and public transport and is well suited to supporting higher densities of development. Supporting higher densities in the Town Centre will reduce pressure for such development to be built in less appropriate locations. The building heights and residential density plans have been reviewed to ensure their appropriateness.	<ul style="list-style-type: none"> <li>Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls (page 36) have been reviewed and updated to improve the clarity of controls and ensure that higher density development occurs in</li> </ul>



## Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

Summary of Issues Raised	Comment	Structure Plan Updates
	As part of this process the built form controls for development abutting existing residential areas have been reviewed. The Structure Plan includes specific controls for 'sensitive interface areas' which abut existing residential areas. In these areas development must be setback 9m from the boundary and 16m for higher densities (above 2 storeys). This ensures that there is no overlooking or overshadowing impacts on adjoining properties and provides a transition of building heights. Essentially the controls replicate existing built form in standard residential areas such as Buick Drive in the interface area. Development along Civic Drive will be a maximum of 4 storeys consistent with current controls.	appropriate locations in the Town Centre and is appropriately designed. New controls have been included for 'sensitive interfaces' where new development abuts existing residential areas to ensure that it does not detrimentally affect these properties (page 36).
Do not support Peyton Drive and connecting it to Civic Drive/Westfield with a signalised intersection due to the following reasons:  - residents have not been consulted.  - will impact their livelihood.  - will increase traffic volumes.  - will encourage rat running.  - will increase noise.  - will affect safety.	This has been discussed in detail in Submission No.3.  In summary the updated draft Structure Plan incorporates the following changes:  1. Downgrade Peyton Drive and Stillman Drive intersections with Civic Drive to 'Left In Left Out' only to restrict access and discourage traffic;  2. Relocation of signalised intersections away from Peyton Drive and Stillman Drive so they only serve the function of providing direct connection to Westfield Plenty Valley;  3. Reconfiguration of Civic Drive extension into a 'boulevard' with a central median to minimise turn movements into Peyton Drive and Stillman Drive;  4. Ensure the design of Peyton Drive and Civic Drive intersection maximises pedestrian safety and discourage undesired traffic movement to local streets;  5. Identifying additional traffic calming measures for Peyton Drive and Stillman Drive, if required; and,	As per Submission No. 3 • Figure 21: Road Network and Intersection Plan (page 45) has been amended to stagger the intersection of local roads with Civic Drive and relocate the proposed traffic signals. • Include new direction CSD1.13 'ensure that connection of and Peyton Drive to Civic Drive are designed to provide local access for residents and include traffic calming measures to restrict and discourage undesired traffic movement (page 60). • Include infrastructure item RD-09, traffic calming measures and streetscape improvements to Peyton Drive and Stillman Drive (page 72).

## Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

Summary of Issues Raised	Comment	Structure Plan Updates
	6. Clearly identifying Peyton Drive and Stillman Drive as 'local streets' only.	<ul style="list-style-type: none"> <li>Indicative cross section for Civic Drive has been included in Appendix 5.2 (page 87) which identifies a boulevard treatment.</li> </ul>

**Submission No. 9**

**Summary of Submission:** *Submission promoting a development at 25 Oleander Drive and suggesting building height controls be made flexible to support good development outcomes.*

Summary of Issues Raised	Comment	Structure Plan Updates
Request a review of building heights to ensure greater consistency with approved Development Plans. Allow greater flexibility for site specific design responses and allow for increases in preferred building heights if it can be demonstrated that no significant impact will occur on neighbouring properties.	<p>The proposed building heights have been reviewed and simplified. They not better align with existing controls and development. A figure which caused ambiguity in the draft plan has been deleted and replaced by Figure 11 (page 34) and which presents the building heights in a clear table supported by a plan (Figure 13 on page 35).</p> <p>The building heights will not be mandatory and it is not considered necessary to provide any greater flexibility. However, there is the opportunity to support good outcomes such as the provision of social housing and additional public open space in exchange for greater density.</p>	Figures 11 Building Height Controls (page 34), Figure 13 Building Heights Plan (page 35) and Figure 14 Built Form Controls (page 36) have been reviewed and updated to provide improve the clarity of controls and ensure that higher density development occurs in appropriate locations in the Town Centre and is appropriately designed. New controls have been included to provide for greater density where social housing or additional public open space is provided.

Attachment 4- Plenty Valley Town Centre Structure Plan Stage 2 Consultation Submission Summary Table

**Submission No. 10**

**Summary of Submission:** Local resident concerned with the impacts of development including traffic, high density development, noise and light pollution.

Summary of Issues Raised	Comment	Structure Plan Updates
<p>Concerned with increased development and requests buffer between Civic Drive and property to deal with noise and light impacts from new road and development.</p> <p>Concerned that there is no provision for a transition between higher densities and low scale residential.</p>	<p>The longstanding and consistent planning for the area has shown an activity centre in this location. This includes the South Morang Development Plan 1997. As a result, the area is becoming increasingly urbanised with a greater range and number of activities at different times of the day. However, as noted, an appropriate transition between existing residential areas and economic uses needs to be maintained.</p> <p>Similarly, Civic Drive has long been planned to provide an additional east-west connection. The design of this road needs to consider residential areas to the south and how it will integrate with the Town Centre. The updated Structure Plan includes an updated indicative cross section for Civic Drive. The updated cross section is a boulevard style street with landscaping and street trees. This will assist in calming traffic and minimise any potential impacts.</p> <p>It is noted that both the pipetrack (20-30 metres wide) and future Civic Drive (extension) are situated between, providing a separation distance of about 50 metres to future development.</p>	<ul style="list-style-type: none"> <li>Indicative cross section for Civic Drive has been included in Appendix 5.2 (page 87).</li> <li>Figure 14 Built Form Controls (page 36) has been reviewed and updated to ensure new development is appropriately designed and minimises impact on existing residents.</li> </ul>
<p>Comments on the proposed embellishment of the Yan Yean Pipe Track and that this is still yet to occur.</p>	<p>A shared path is planned along the Yan Yean Pipetrack, to connect through Mill Park, the conservation reserve and up to South Morang. This will also be embellished in time, with an opportunity to incorporate a currently buried historic bluestone reservoir into a new public open space along the trail (next to McDonalds Road). This project has been identified in the updated Structure Plan.</p>	<ul style="list-style-type: none"> <li>Figure 35 Infrastructure Table (page 76) includes a reference to this open space area as 'PED-02 Shared Path Construction - Yan Yean Heritage Pipe Track'.</li> </ul>







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# 1. Introduction

Plenty Valley is an Activity Centre under the Plan Melbourne strategy.

Provision of car parking within the Plenty Valley Town Centre must be considered in conjunction with various other inter-related factors including existing and future land uses, public transport, road networks and employment in the centre.

The parking policies contained in this Parking Precinct Plan are supported by the findings of the Plenty Valley Town Centre Structure Plan – Sustainable Transport Modelling Background Report (GTA 2014) and the Plenty Valley Town Centre Structure Plan (2016)

The Plenty Valley Town Centre Structure Plan (the Structure Plan) includes a key objective to increase residential and employment densities close to public transport while also improving walking and cycling conditions in order to reduce dependencies on private vehicles. This whole approach includes strategies and actions relating to transport in the centre, including parking.

## 1.1 Parking outcome to be achieved

The aim of the Plenty Valley Precinct Plan is to provide on-site parking in accordance with demand whilst reducing the visual impact of parking and facilitating increased use of sustainable forms of transport.

To this effect, the plan has the following objectives:

- To sufficiently and effectively provide for parking in the Plenty Valley Town Centre.
- Provide for sufficient car parking as part of new development.
- Encourage the use of active and sustainable travel modes rather than increased private vehicle travel.
- Improve the visual and pedestrian amenity within Plenty Valley Town Centre.
- Address the high demand for commuter car parking in proximity to the South Morang Train Station.
- Identify further actions to manage parking in the Plenty Valley Town Centre.

## 1.2 Parking precinct area

This Parking Precinct Plan applies to the area within the Plenty Valley Town Centre Structure Plan boundary. This area is shown in Figure 1.

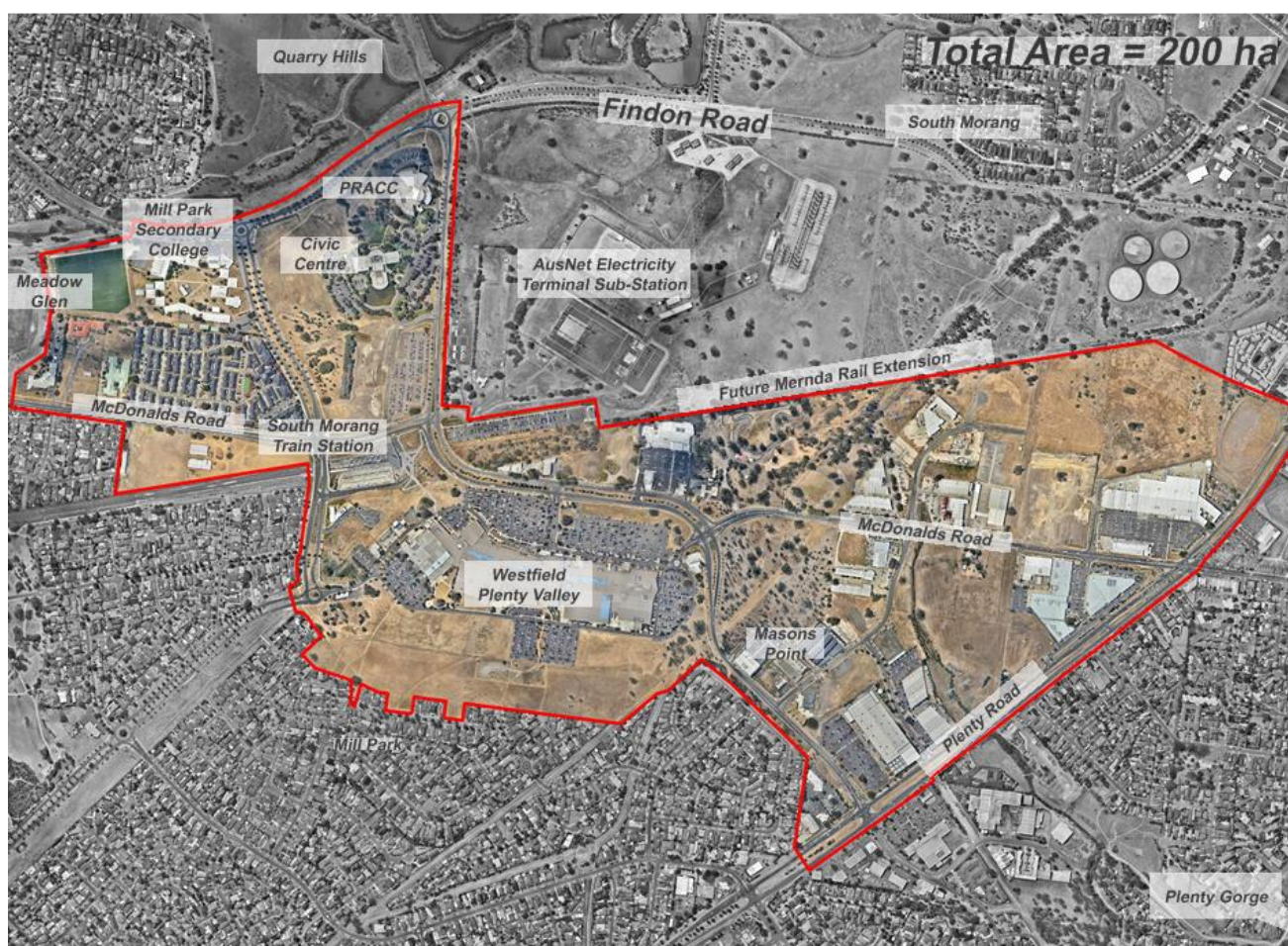


Figure 1 : Plenty Valley Town Centre Structure Plan area



## 2. Existing Car Parking

### 2.1 Parking Supply

As part of the Background Reports prepared for Plenty Valley Town Centre Structure Plan, a parking analysis was undertaken.

The analysis found that there are over 6,000 free car parks are available in off street at-grade car parks within Plenty Valley Town Centre.

Parking has been provided as part of developments, generally at the standard Planning Scheme rates. There are some individual cases of car-parking reductions be permitted.

The existing parking provision is shown in Figure 2.

Currently, large at grade car parks visually dominate the frontages of key streets through the Plenty Valley Town Centre which generally feature minimal landscaping and few pedestrian access paths. Extensive car parking comprising in excess of 2000 spaces currently exists around the Westfield Plenty Valley Shopping Centre. Other significant car parks (300+ spaces) currently exist to service Bunnings and homemaker/bulky good centres along McDonalds Road.

The Civic Precinct and Westfield Plenty Valley both have enforced time limits on their car parks to reduce the impact of commuter car parking on their operations. The commuter car park provided with the South Morang Train Station only has 450 spaces in a formal car park and an approximately additional 300 spaces in a temporary car park located north of McDonalds Road adjacent to the Train Station.

The existing core road network within Plenty Valley Town Centre has been designed as arterial and sub-arterial roads. These roads are not built to accommodate on street parking and have designated no standing zones. On street car parking is currently limited to connector and local streets including; Oleander, Wealthiland and Danaher Drives and parts of Civic Drive and Murdoch Road. The lack of on-street parking increases the amount of off-street car parking required and decreases the development potential for some land.

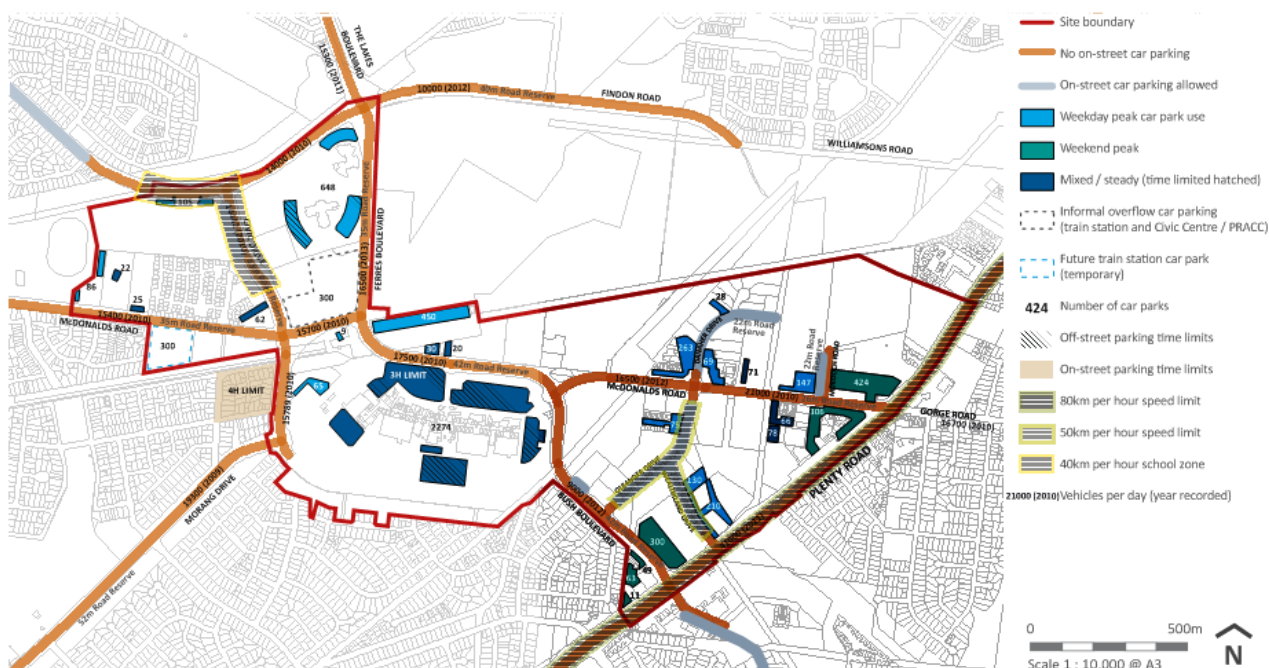


Figure 2 : Existing Parking Provision

Source: Plenty Valley Town Centre Structure Plan Background Report 2015



## 2.2 Parking Demand

### 2.2.1 Plenty Valley Town Centre Car Parking

As described above, the Plenty Valley Town Centre contains significant amount of car parking. None of the car parks within the Town Centre are used to capacity at all times. The car parking load is spread across the different uses and different times of the day, week and year.

Office and commuter car parks experience high demand on weekdays.

Retail car park demand is higher on the weekends, school holidays and close to calendar events including Christmas and Easter.

There are opportunities to make more efficient use of parking by having it utilised by different uses at different times of the day and week.

As part of the expansion of the Westfield Plenty Shopping Centre, 'a review of the car park occupancy levels across the site was undertaken by Cardno in April 2015. During the parking surveys indicates that the peak demand occurred at 1:00pm on the Saturday, when a total of 1,745 vehicles were recorded on the site. This equates to a parking demand for 3.56 spaces per 100 square metres for the centre.

On the Friday, the peak parking demand occurred at 12:00pm when 1,703 vehicles were observed on the site. This equates to a parking demand for 3.47 spaces per 100 square metres for the centre.

The above suggests approximately 3.5 spaces per 100 square metres of retail and supermarket space is required to meet peak demand.

### 2.2.2 Commuter Car Parking

There is significant demand for commuter car parking around the South Morang Train Station. Currently, 450 car parking spaces are provided in a sealed car park east of Ferres Boulevard and approximately an additional 300 spaces provided in a temporary car park located west of Ferres Boulevard. These parking areas are regularly filled during the morning commute.

The extension of the rail line to Mernda will likely ease the stress on the car parking in the short term. A number of strategies can be implemented to provide convenient access to the station and reduce the amount of strategically located land utilised for parking:

- Promote the use of new stations to be constructed as part of the Mernda Rail extension.
- Improve the pedestrian and cycle connections to the Train Station,
- Encourage greater patronage of buses which interchange at the Train Station,
- Advocate for the extension of the Route 86 Tram Route and for an interchange at the Train Station,
- Support the provision of multi-level parking with active uses at ground level.

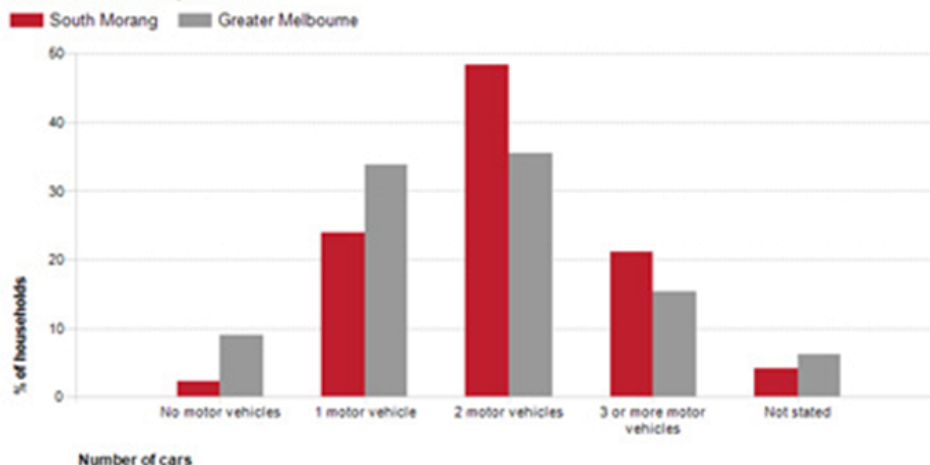
Ultimately, commuter parking is the responsibility of Public Transport Victoria and its Council's responsibility to provide a supporting role in respect to this issue.

### 2.2.3 Car Ownership

The level of car ownership per household provides an indication of private vehicle use and therefore the level of parking demand. Figure 3 shows that households in Plenty Valley are more likely to own two vehicles than Greater Melbourne. There are few households which do not own a car. This is reflective of the current vehicle dominated transport network and largely low density residential areas located some distance from public transport.

It is expected that car ownership will become more consistent with Greater Melbourne as alternative transport options improve and more housing options are provided closer to public transport similar to other more established parts of Melbourne. It would be expected that households located in the Town Centre with good access to public transport would generally only require one car.

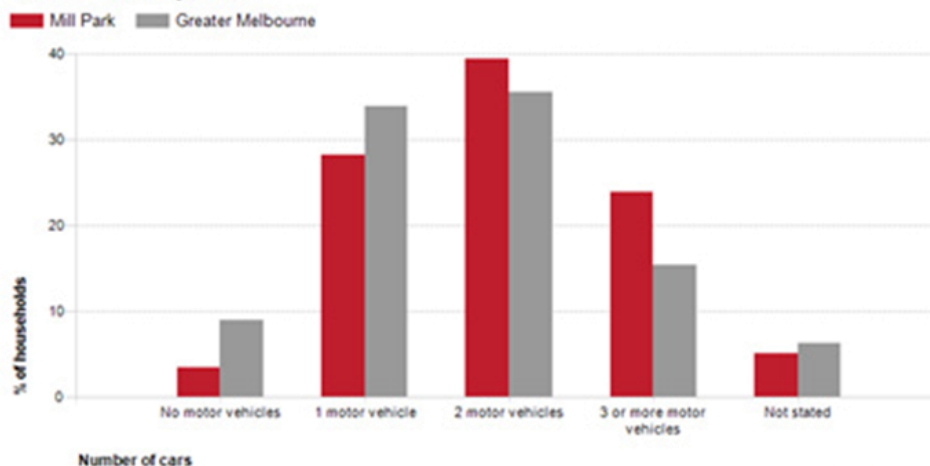
Car ownership, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

.id  
the population experts

Car ownership, 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)  
Compiled and presented in profile.id by .id, the population experts.

.id  
the population experts

Figure 3 : Car Ownership in Plenty Valley  
Source: id. The Population Experts. 2016





For example, less than one third of households in proximity to the Reservoir and Preston activity centres areas have access to more than one vehicle.

The Structure Plan aims to provide the urban environment and infrastructure which supports households to function without multiple cars. This includes locating housing close to public transport and services and making the town centre more walkable.

Other initiatives such as Green Travel Plans (2.2.6) see can help people to live with less car dependency by guiding behaviour changes. The plan provides strategies and outlines practical steps to assist people moving into new developments to live in a more sustainable manner.

This in turn supports the Structure Plan's vision to create a more attractive, accessible and vibrant Town Centre which is less dominated by traffic and vehicles.

#### **2.2.4 Alternative Transport Options**

The Plenty Valley Town Centre is well serviced by public transport and sustainable transport modes. The South Morang Train Station is located centrally within the centre and links South Morang with the Melbourne CBD, Epping, Preston and the wider train network. The line is proposed to be extended in the near future to Mernda with future stations at Marymede, Hawkstowe and Mernda.

Ten bus routes currently service the Plenty Valley Town Centre which connect with the hinterland of residential areas and activity nodes further away. A bus interchange is located beside the South Morang Train Station with additional stops located throughout the centre. Recent new bus services in Plenty

Valley have improved frequency including Route 564 which runs every 10 minutes between South Morang and RMIT Bundoora.

A proposal exists to extend the Route 86 tram route from the current terminus at RMIT Bundoora along Plenty Road to the Plenty Valley Town Centre. The extension will likely run along Plenty Road, Bush Boulevard and McDonalds Road and head further north to The Lakes Boulevard, with an interchange at the South Morang Train Station. This would provide additional access and movement opportunities to and throughout the centre. Currently, the State Government is undertaking a feasibility study into the tram extension.

Plenty Valley is connected by pedestrian and cycle networks. Further, the Plenty Valley Town Centre Structure Plan identifies a number of improvements which will further enhance pedestrian and cycle connectivity and permeability throughout the centre.

Other alternative transport modes including carshare, electric vehicles and Uber are becoming more prominent and should be accommodated for in the Town Centre. Multiple transport options which exist now and will be enhanced into the future provide alternatives to the use of the car and decreases the need and demand for car parking. This can provide the opportunity for better utilisation of land currently used for parking. Reductions and restrictions in car parking also improves the attractiveness of using public transport which in turn provides the demand for improved services. It is anticipated that this trend will continue over time as the vision for the Town Centre is realised.



### 2.2.5 Green Travel Plan

A Green Travel Plan is a suite of onsite initiatives and offsite services to encourage residents and staff of large developments to use sustainable transport options.

The Travel Plan is a tool to assist in encouraging a mode of transport shift and reducing the demand or need for increased road capacity and parking supply.

A Travel Plan promotes greener, cleaner, and healthier travel choices with a specific emphasis on reducing single-occupancy car journeys plus encouraging active modes of transport such as walking and cycling.

Depending on the development type, a Green Travel Plan may include:

- parking facilities for bicycles, motor bikes, small cars, electric cars and onsite and nearby car share systems,
- end of trip facilities for staff, including the location of showers and the availability of personal lockers,
- bicycle and walking maps,
- nearby public transport stops,
- timetables for public transport services,
- availability of free or substituted public transport tickets through the employer or relevant Owners Corporation,
- an organisation's car-pooling scheme.

### 3. Parking Precinct Policy

The Parking Precinct Policy provides a response to specific issues relating to parking provision and development in the Plenty Valley Town Centre. It is proposed that the policy will be implemented through statutory controls including the Parking Overlay.

The policy is supported by further actions to address broader parking issues in the Town Centre

#### On-Site Parking Provision Rates

1. The Parking Provision Rates set-out in Table 1 below are to be applied in Plenty Valley via the Schedule to Clause 52.06-6. These rates are most suitable for a Town Centre environment.

Use	Rate	Measure
Dwelling	1	Space for each dwelling

For all other uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for a Use shall be calculated by using the Rate in Column B of that Table.

2. Council will undertake an assessment of the appropriateness of allowing fewer spaces in accordance with 52.06-6. In assessing an application against 52.06-6, Council will consider applications to reduce parking in the Town Centre where it is demonstrated that alternative and sustainable transport option including public transport, cycling and walking will reduce the demand for car parking.
3. Developments will be encouraged to provide parking spaces for Carshare services.
4. Residential developments should make provision for electric vehicles charging in parking on their site.

#### Commuter Parking

5. Support the provision of sufficient commuter parking by Public Transport Victoria in proximity to the South Morang Station particularly in multi-level parking facilities with active ground floor uses.
6. Support the extension of the Route 86 tram route with a transport interchange at the South Morang Train Station.

#### Parking Design

7. Parking areas should be located in basement, screened undercroft and / or multi-level parking arrangements.
8. Developments are encouraged to use flexible design initiatives that enable parking areas to be used on a temporary basis for alternative uses such as community gatherings or markets.
9. Where parking is provide at grade, it should be sleeved by built form, high quality landscaping and provide trees and landscaping at the rate of one space for every eight spaces.
10. Support provision of at-grade parking beneath electricity transmission lines and within utility easements.
11. Multi-level parking should provide for alternative uses at street level. Developments should consider flexible design initiatives that enable multi-level parking areas to be transformed into office or residential space at a later time.



## **Green Travel Plans**

12. Council will require developments comprising 5,000 square metres or more of commercial or industrial floorspace and / or 30 or more dwellings to submit a Green Travel Plan. The Green Travel Plan is to demonstrate design and behaviour-change initiatives that are to be implemented over the life of the development that will assist to achieve the sustainable transport objectives for the Plenty Valley Town Centre.

## **Parking Use and Redevelopment**

13. Council will support the redevelopment of at-grade car parking into multi storey mixed use development including parking.





## 4. Implementation and Further Actions

As part of implementing this Parking Precinct Plan, Council will:

1. Apply a Parking Overlay (PO) to the Plenty Valley Town Centre in the Whittlesea Planning Scheme which implements the Parking Precinct Policy. A draft schedule is included in Appendix 1.
2. Monitor the supply and demand of car-parking and the patronage of public transport in the Town Centre.
3. Monitor and take appropriate action where necessary in respect to illegally parked vehicles, particularly where they undermine the intent of parking management tools.
4. Prepare a Parking Strategy for the municipality with specific strategies and actions for activity centres and around train stations. Review and update the Parking Overlay and other relevant controls in the Whittlesea Planning Scheme if necessary.
5. As part of the preparation of the Parking Strategy, consider parking management tools to including; pricing, permits, restrictions, physical changes to best manage parking within an activity centre environment.
6. Advocate for Public Transport Victoria to develop at-grade car parking near the South Morang Train Station into multi storey mixed use development including multi-level parking.
7. Advocate for the extension of the Route 86 tram route with a tram stop at the South Morang Train Station to provide greater transport alternatives to travel to and from the South Morang Train Station.

Plenty Valley Town Centre Parking Precinct Plan 2017

## Appendix A: Parking Overlay Schedule

### SCHEDULE 2 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO2**

#### 1.0 Parking objectives to be achieved

Provide for sufficient car parking as part of new development.

To encourage a mode shift towards the use of active and sustainable travel modes.

To improve the visual and pedestrian amenity within Plenty Valley Town Centre through the careful design and placement of car parking.

#### 2.0 Number of car parking spaces required

The required number of car parking spaces is shown in Table 1. The requirement for a use listed in the table is the product of the *Rate* and the *Measure*.

**Table 1: Car parking spaces**

Use	Rate	Measure
Dwelling	1	Space for each dwelling

[For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B and Measure in Column C of Table 1 in Clause 52.06-5 applies.](#)

#### 3.0 Application requirements

Before a new use commences or any buildings or works associated with that use or an existing use is constructed, plans must be prepared to the satisfaction of the responsible authority. In addition to the application requirements set out in Clause 45.09-8, the plans must show:

- Pedestrian access ways through parking areas.
- The potential location of electric vehicle charging points.
- Details of how the parking spaces will be allocated to individual dwellings or tenancies and whether the parking spaces will be separate lots with their own Certificate of Title.

This information may be included in other plans submitted with an application.

A Green Travel Plan must be prepared for all applications use and / or for development comprising:

- 5,000 square metres or more of commercial or industrial floorspace, and / or
- 30 or more dwellings,

that includes design initiatives and actions to encourage the use of more sustainable transport options in the Plenty Valley Town Centre consistent with the objectives of this overlay.

The responsible authority may require a Green Travel Plan to be provided for smaller developments, depending on the location of the land, the proposed use and / or the proposed provision of parking.

#### 4.0 Design standards for car parking

Plenty Valley Town Centre Parking Precinct Plan 2017

In addition to the design standards at Clause 52.06-8, the design of car parking spaces should meet the following:

- Parking areas should be located in basement, screened undercroft and / or multi-level parking arrangements.
- Flexible design initiatives should be provided to enable parking areas to be used on a temporary basis for alternative uses such as community gatherings or markets.
- Ensure the following design outcomes for at-grade car parks where basement, undercroft or multi-level parking is not feasible:
  - Locate car parking to the rear of developments and avoid the use of street frontages for car-parking, where possible;
  - Sleeve at-grade car parks with built form or screen them with extensive, high quality landscape treatments that reduce the visual dominance of the car park while contributing to the built form quality and active surveillance opportunities; and
  - Provide trees and landscaping at the rate of one space for every eight spaces in surface car parks, with engineered soils where required to ensure proper tree growth.
- Ensure the following design outcomes for car parking in multi-level developments:
  - Provide for alternative uses at street level which activates the street and creates visual interest; and
  - Flexible and adaptable design initiatives such as appropriate floor to ceiling heights should be provided that enable multi-level parking areas to be redeveloped into office or residential space at a later time if the circumstances are appropriate.

**5.0 Decision guidelines**

Before deciding on an application to reduce the number of car parking spaces required for a specified use, in addition to the application requirements and decision guidelines at Clause 52.06-09 and Clause 52.06-09, the Responsible Authority must consider as appropriate:

- The likely effectiveness of the proposed Green Travel Plan, if applicable.

**6.0 Reference document**

*Plenty Valley Town Centre Parking Precinct Plan 2017*  
*Plenty Valley Town Centre Structure Plan 2017*

**6.1.20 AURORA PLANNING SCHEME AMENDMENT: REZONING OF 239-255 CRAIGIEBURN ROAD, WOLLERT FROM FARMING ZONE TO COMPREHENSIVE DEVELOPMENT ZONE****File No:** 195394

**Attachments:**

- 1 **Aurora Comprehensive Development Plan (July 2007)**  
[↓](#)
- 2 **Locality Plan** [↓](#)
- 3 **Aurora Development Plan Part 2** [↓](#)

**Responsible Officer:** Director Planning & Major Projects**Author:** Strategic Planner**REPORT****EXECUTIVE SUMMARY**

An application has been lodged seeking to rezone land at 239-255 Craigieburn Road, Wollert, from its current Farming Zone to Comprehensive Development Zone. The proposed amendment is required to facilitate the use and development of the site in accordance with the approved *Aurora Comprehensive Development Plan (Attachment 1)* and the *Aurora Development Plan Part 2* which sets out the strategic direction for the area. The rezoning of the land is predicated upon signing the requisite legal agreement for Council to secure development contributions when the land is subdivided. This approach has been consistently applied to other similar landholdings within the Aurora area.

The report was originally presented to Council at its meeting of 7 February 2017 where determination was deferred pending additional information regarding the history of the strategic planning framework within the Aurora Precinct. This information has been provided and the report has been placed before Council again for consideration.

The proposed amendment is implementing the approved Council framework for the land, therefore it is considered procedural in nature. As such, it is recommended that the Council provide support for a limited exhibition process under Section 20(2) of the *Planning and Environment Act 1987*.

**INTRODUCTION**

The purpose of this report is to discuss a proposed planning scheme amendment at 239-255 Craigieburn Road, Wollert. Tract Consultants Pty Ltd are acting on behalf of the landowner Lenncomm Group Pty Ltd and are seeking an amendment to rezone the subject site 239-255 Craigieburn Road, Wollert from Farming Zone to Schedule 4 of the Comprehensive Development Zone.

The subject site is located to the southern side of Craigieburn Road in Wollert and is approximately four hectares in size (*Attachment 2*). The site is rectangular in shape and is undeveloped with the exception of a single dwelling and associated outbuildings. The present use of the site is in keeping with its designation as Farming Zone which allows for a range of agricultural and associated uses appropriate to a rural context.

The subject site sits adjacent to the Aurora estate which forms part of the Epping North Growth Corridor. As a result, the surrounding area is the subject of significant urban development. This process is guided by the *Aurora Comprehensive Development Plan (ACDP)*, which was approved as part of Amendment C41 (Part 1) in November 2007. The ACDP covers a far larger area than just the Aurora estate (approximately 592 hectares) and



includes a number of smaller landholdings including the subject site. The *ACDP* is bounded by O'Herns Road to the south and Craigieburn Road to the north, with the Hume Freeway forming the western boundary and pre-existing lot boundaries to the east. The subject site is located approximately midway along the northern boundary of the overall precinct with frontage to Craigieburn Road.

The *Aurora Comprehensive Development Plan* established the basis for the more detailed *Aurora Development Plan: Part 2* by establishing a set of detailed design and development principles for the development of the area (*Attachment 3*). Together these documents set out the strategic guidance required to facilitate the urban development of the precinct which will ultimately be home to approximately 25,000 residents.

The subject site is identified within the above mentioned strategic documents as being suitable for residential development.

## PLANNING ASSESSMENT

Council and the Minister for Planning agreed at the time of the original rezoning of the *ACDP* area (C41 Part 1) that the rezoning of the 'balance' individual parcels of land not forming part of the Aurora estate would be contingent upon landowners signing an agreement pursuant to Section 173 of the *Planning and Environment Act 1987*. The agreement would essentially formalise the requirements for developer and open space contributions. Aurora's majority landholder at the time, Places Victoria, entered into such an agreement as part of the original rezoning. This unilateral undertaking enabled the largest part of Aurora to be rezoned and for key infrastructure works to proceed over time.

A number of smaller landholders opted not to sign agreements and were subsequently left out of the rezoning at that time. Several of these landowners have subsequently entered into agreements with Council and have had their land rezoned. These amendments (C41 Part 2, 3 and 4) were all approved by the Minister for Planning under Section 20(4) of the *Planning and Environment Act 1987*. This was on the basis that the strategic merit of the wider proposal had already been considered as part of a large public process (C41 Part 1).

Recently, the landowner at 239-255 Craigieburn Road, Wollert has sought to commence the rezoning process in accordance with the established strategic framework. To this end, the landowner has signed the requisite Section 173 Agreement. In this context, the current request to amend 239-255 Craigieburn Road, Wollert should be considered as a procedural step in implementing this approach.

A number of planning overlays were applied to 239-255 Craigieburn Road as part of C41 Part 1 and require no alteration as part of the proposed amendment. They include:

- Schedule 23 of the Development Plan Overlay. This overlay provided the basis for the preparation of the *Aurora Development Plan (Part 2)*; and
- Schedule 2 of the Vegetation Protection Overlay. The intention of this overlay is to ensure that suitable assessment of vegetation takes place during forward planning and detailed proposal assessment stages of the planning process.

## NOTIFICATION

The strategic intent of Amendment C41 has already been extensively considered and subsequent parts to the amendment have been approved in recent years without formal exhibition. In the past, Council has sought the Minister for Planning's consideration and approval of the proposed amendment under Section 20(4) of the *Planning and Environment Act 1987*. However, Council officers have been advised that Planning Scheme Amendments seeking full Ministerial intervention are unlikely to be supported in this instance.

Notwithstanding, given that the strategic justification for the land has already been determined and the longstanding process for these 'balance' lots established, it is considered appropriate that the amendment be considered using the provisions of Section 20(2) of the *Planning and Environment Act 1987*. The provisions of Section 20(2) allows the Minister for

Planning to grant an exemption from the requirements relating to giving notice of an amendment, except for those notice requirements for any Minister as listed within the Regulations which cannot be exempted. It is considered that this approach will have a better chance of support from the Minister for Planning and in so far as it streamlines aspects of the notification process, it is considered appropriate to advance this request in this instance.

Notwithstanding, it is recommended that any Council resolution should provide for a full exhibition process in the event that the Minister does not support the Section 20(2) request. Whilst not providing the full notification exemption of a 20(4) process, it is still considered a more streamlined approach to deal with this amendment which is of a procedural nature.

## DISCUSSION

The subject site is located within the ACDP area and identified as part of this strategic plan as being suitable for urban development. The current Farming Zone affecting the property is essentially a 'holding zone' until appropriate infrastructure arrangements can be agreed. It is considered that this proposal implements Council's long term strategic vision for the area as directed by ACDP and ADP2.

Prior to considering this amendment, the land owner was required to enter into a legal agreement to 'lock in' development and open space contributions applicable to the ACDP area, consistent with other 'balance' landowners in the area. As indicated earlier in the report, this continues on a well-established process for rezoning 'balance' parcels of land within the ACDP.

Once rezoned (if supported by Council) and once all other relevant approvals are obtained, these 'balance' parcels are able to be developed and integrated into the broader area. In particular, the subject land once subdivided will connect into the existing Aurora estate which is currently being developed by Lend Lease.

The timing of 'balance' landholdings entering into legal agreements is completely dependent on the landowner and not dictated by Council. It is the preference of Council officers to include more than one landholding into a Planning Scheme Amendment as it has been the case in previous amendments, but this is not always possible given the differing individual circumstances of each landholding.

In order to ascertain interest, Council officers wrote to the remaining Farming Zone properties in the Aurora area soon after this proposal was lodged, however no response was received to these letters. Now that this landowner has signed the legal agreement, there are only three parcels of land remaining in the ACDP area where development and open space contributions have not been secured.

## POLICY STRATEGY AND LEGISLATION

The *Aurora Comprehensive Development Plan* was adopted by Council and the Minister for Planning in 2007. It sets the long term strategic direction for the area and is the approved council framework for the wider area. The proposal is intended to facilitate the ongoing development of Aurora and is necessary to achieve the overall aims and objectives of the *Aurora Development Plan (Part 2)*.

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Places and spaces to connect people</b>
<b>Theme</b>	<b>Planning our space</b>
<b>Strategic Objective</b>	<b>Our urban design helps build connection to place and the community</b>

The proposed amendment will contribute toward the strategic objective of the Council Plan to use Urban Design in order to build connection to place and the community by enabling the strategic aims of the *Aurora Comprehensive Development Plan* to be achieved. It will also contribute towards the strategic objective to establish a road network that provides adequate access to the municipality.

### DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act 1989* officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### CONCLUSION

Rezoning the land at 239-255 Craigieburn Road, Wollert from Farming Zone to Comprehensive Development Zone will implement the objectives envisaged in the *Aurora Comprehensive Development Plan* and the *Aurora Development Plan Part 2*. The landowner has entered into the necessary infrastructure agreement for the site which removes the impediment for the rezoning process to occur. This reflects the longstanding implementation framework for rezoning of these smaller 'balance' landholdings and their integration into the overall Aurora precinct.

It is considered that this proposal implements Council's long term strategic vision for the area as directed by ACDP and ADP2. This amendment is a procedural process to rezone the land for urban development following execution of the relevant Section 173 Agreement enshrining applicable development and open space contributions.

Given the procedural nature of the amendment, it is considered appropriate to request from the Minister for Planning a more 'streamlined' approach to the consideration of this amendment.

It is therefore recommended that Council support the amendment and seek authorisation from the Minister for Planning to prepare and exhibit the planning scheme amendment to rezone the land in accordance with Section 20(2) of the *Planning and Environment Act 1987*. If the request for consideration under Section 20(2) of the *Planning and Environment Act 1987* is not supported, then a full amendment would be required.

### RECOMMENDATION

**THAT Council resolve to:**

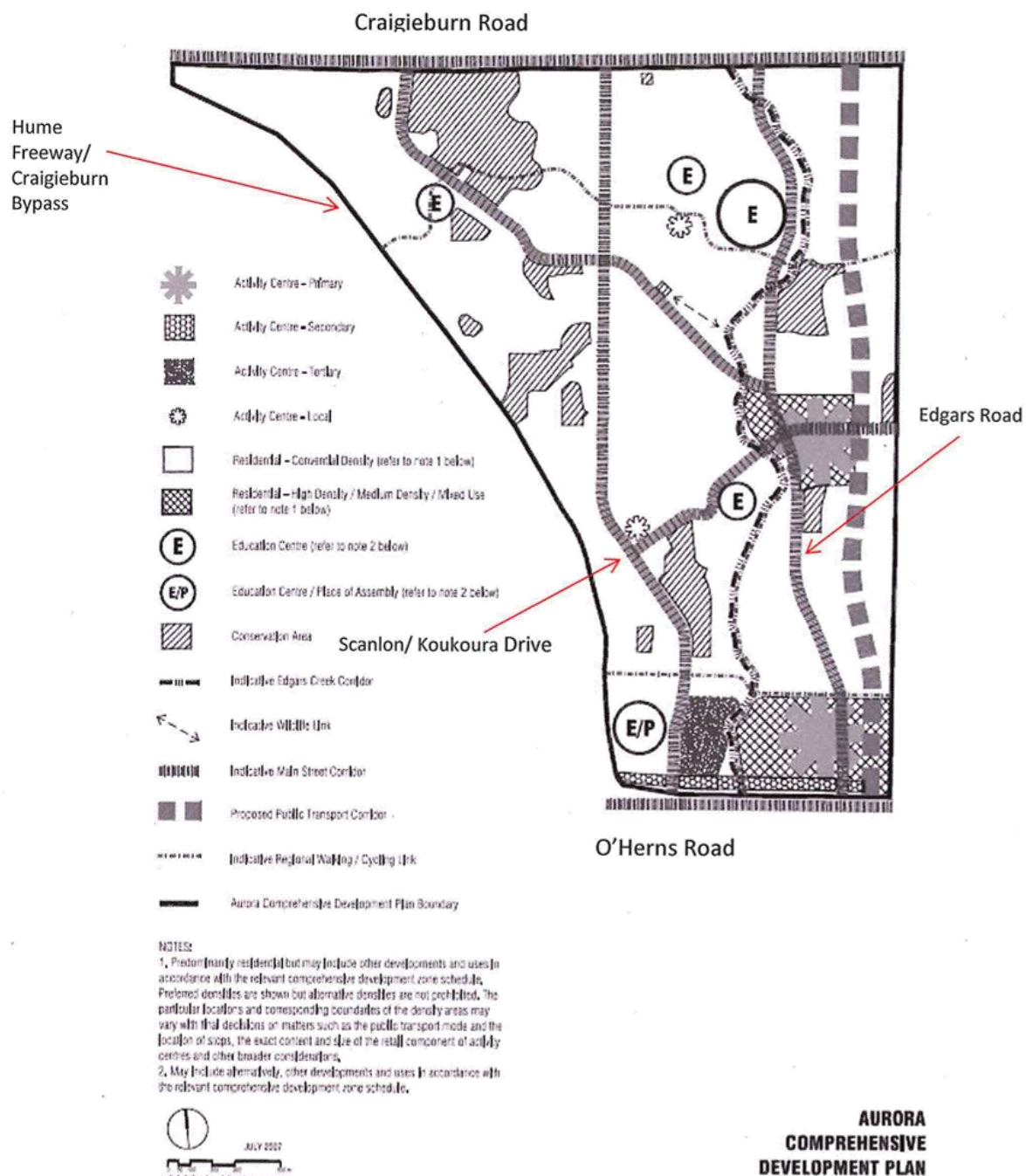
1. **Seek authorisation from the Minister for Planning to prepare and exhibit the amendment to the Whittlesea Planning Scheme for the rezoning of 239-255 Craigieburn Road, Wollert from Farming Zone to Comprehensive Development Zone under Section 20(2) of the *Planning and Environment Act 1987*.**
2. **Seek authorisation from the Minister for Planning to prepare and exhibit the amendment to the Whittlesea Planning Scheme in accordance with the *Planning and Environment Act 1987* should the Minister for Planning not consent to the exhibition of the amendment under Section 20(2) of the *Planning and Environment Act 1987*.**
3. **Advise the affected stakeholders of the above and any decisions of the Minister for Planning.**







Attachment 1: Aurora Comprehensive Development Plan (July 2007)





Attachment 2: Locality Plan – Subject Site outlined in red

*Subject site shown in red*

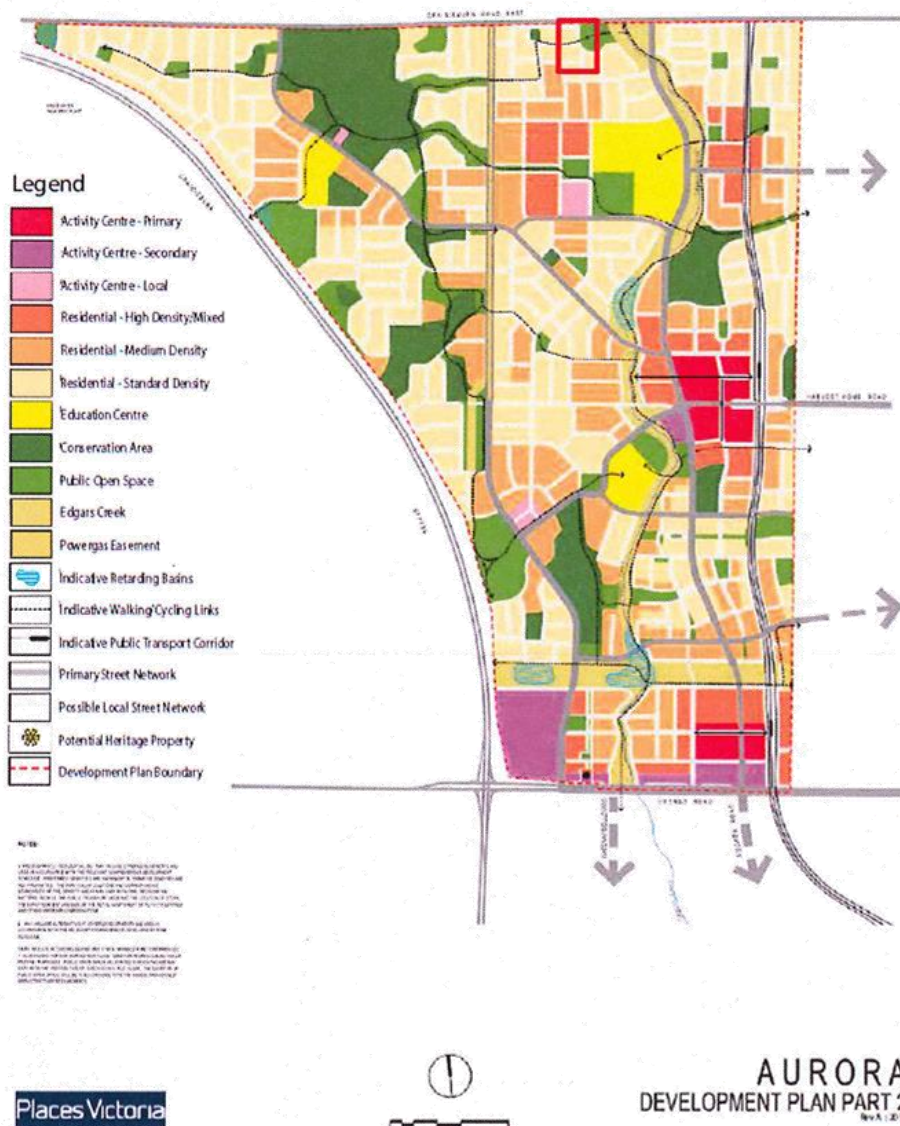






### Attachment 3: Aurora Development Plan Part 2

*Approximate location of subject site outlined in red*





## 6.2 COMMUNITY SERVICES

### 6.2.1 2017 WINTER SEASON SPORTS GROUND ALLOCATION REPORT

**File No:** 151226

**Attachments:** 1 [Attachment 1](#) 

**Responsible Officer:** Director Community Services

**Author:** Sports Club & Facilities Coordinator

#### REPORT

##### EXECUTIVE SUMMARY

The purpose of this report is to present the 2017 Winter Season Sports Ground Allocations for consideration.

All applications received for this winter season are from established sports clubs seeking similar allocations to previous winter seasons.

Attachment 1 details the proposed ground allocations for the 2017 winter season.

The 2017 Winter Season Sports Ground Allocations are subject to a club's timely payment of all fees and charges. Clubs with significant outstanding debts of over 90 days will have their allocation withheld until a full payment or a debt instalment program is agreed.

##### BACKGROUND

Winter sports ground allocations are provided on a seasonal basis upon completion of the '*Application for Seasonal Use of a Reserve by a Sporting Club*'. The winter season is conducted for the period from 1 April to 30 September annually.

Allocations are undertaken in accordance with Council's Sports Club Manual, Section 2.3. Sports grounds are allocated on a seasonal basis to clubs that have established or are establishing themselves as City of Whittlesea based clubs.

Winter Season Sports Ground Allocations cover home and away fixtures only (not including finals). If grounds are required for finals, the governing association is required to make a separate application for use of the grounds.

##### Allocation Process

In allocating sports grounds, Council will give consideration to:

- A club's previous history with the facility.
- A club's previous record with:
  - timely payment of fees
  - cleanliness of pavilion
  - support of Council objectives
  - care of the sports ground.
- Teams based within the municipality.
- Keeping clubs at one venue (or nearby) to retain club unity.



- Number of players from the previous season and the projected numbers of the club for the current season.

Winter sports clubs are notified late in the previous year advising them of the winter allocation process and the documentation required to apply for the allocation of a reserve. The applications are reviewed and any anomalies or limitations are discussed and negotiated with the clubs.

In developing the 2017 Winter Season Sports Ground Allocations schedule, specific club and reserve issues have been taken into consideration.

## PROPOSAL

It is proposed that the 2017 Winter Season Sports Ground Allocations be considered and endorsed by Council.

## SOCCER ALLOCATIONS

### Findon Reserve

Mill Park Soccer Club (MPSC) is continuing to experience a healthy growth in participation. There has been significant works undertaken at Findon Reserve throughout the summer season to prepare the pitches to accommodate the increasing growth of the Club. MPSC will also be allocated the use of Mill Park Secondary College Multipurpose Synthetic sports ground to further cater for the participation growth.

### Thomastown East Recreation Reserve

Whittlesea United Soccer Club (WUSC) has indicated that they only require the north field for junior soccer competition during the 2017 season; therefore, to accommodate the growing demand for the provision of cricket facilities during winter, the south field will be retained for cricket and be allocated by Council officers as required. The Sports Co-ordination team will continue to work closely with Cricket Victoria to plan for the future demands of winter cricket facilities being generated through the diverse multicultural communities throughout the municipality.

### Partridge Street Reserve

Whittlesea Ranges Football Club (WRFC) will continue to play in the National Premier League (NPL). Consequently, the Thomastown Raiders Football Club (TRFC) will retain the local community soccer club status within the local area. Both clubs have strong participation and will be allocated Partridge Street Reserve as a shared home base. To best manage the shared use of Partridge Street, it will be necessary to have both clubs train at various alternative overflow facilities throughout the season.

It is proposed that the WRFC be allocated the south turf pitch at Harvest Home Road as an overflow training facility. This allocation continues to service WRFC without detriment to other soccer clubs within the municipality.

### Harvest Home Road

Harvest Home Road Soccer facility will be managed in conjunction with FFV as a shared use facility as per the existing endorsed management plan.

### Epping Soccer Stadium (ESS)

In accordance with the management plan for ESS, the highest ranked team within the municipality has priority to play their home matches and conduct a weekly training session at the stadium.

All soccer clubs residing within the City of Whittlesea were invited to submit an Expression of Interest (EOI) for use of the facility throughout the 2017 winter season. Whittlesea Ranges Football Club (WRFC) was the only EOI received through this process.

The Club has met all EOI criteria and as such it is proposed that WRFC's NPL team be allocated the use of ESS in accordance with the current ESS management plan conditions.

The Sports Co-ordination team will also manage any additional booking requests for ESS throughout the 2017 winter season to ensure compliance with the facility's existing terms and condition of use and without detriment to WRFC's requirements.

#### Mill Park Secondary College Multipurpose Synthetic Sports Ground

Mill Park Secondary College Multipurpose Synthetic Sports Ground will be managed as a shared use facility as per the endorsed management plan.

### **AUSTRALIAN RULES FOOTBALL ALLOCATIONS**

#### Mill Park Lakes Recreation Reserve (MPLRR)

The east sports field synthetic conversion and pavilion redevelopment incorporating female friendly design features have been completed. The Sports Co-ordination team will continue to work with the South Morang Football Netball Club (SMFNC) and AFL Victoria to promote this reserve as a benchmark community AFL and cricket facility.

Over the past four winter seasons, the South Morang Auskick Program were allocated Mill Park Secondary College Multipurpose Synthetic Sports Ground to run their program as the increased use demand of MPLRR restricted availability of the facility for Auskick activities.

As a result of the synthetic conversion project, the Auskick program will be able to return to the reserve to further develop the player pathway between Auskick and the SMFNC.

#### W.A. Smith Reserve and Huskisson Reserve

Officers have been investigating opportunities for allocating both WA Smith and Huskisson Reserves through the 2017 winter season to ensure the best outcomes for the community.

The Victorian Social Football League (VSFL) had been allocated WA Smith Reserve over the past three winter seasons; however, they only require minimal use every third weekend.

The Mernda Dragons Rugby League Club (MDRLC) had been allocated Huskisson Reserve over the past two winter seasons; however the Club has aspirations to relocate their activities to a facility that can better manage their growing junior participation and interest in establishing senior teams.

Whilst the MDRLC have aspirations of a future facility within the Mernda/Doreen precinct, WA Smith Reserve can in the interim assist the Club to further establish their activities within the municipality.

It is proposed to allocate the MDRLC to WA Smith Reserve.

With the relocation of MDRLC to WA Smith Reserve, Huskisson Reserve will be allocated to VSFL for their competition days this winter season.

Both the MDRLC and VSFL have been consulted and are favourable of this proposed 2017 winter season allocation.

Huskisson Reserve will be also be used as an overflow training facility for clubs throughout the municipality.

#### Mernda Recreation Reserve (MRR)

Mernda Recreation Reserve will be managed by Council's Sports Co-ordination team as multi-sport overflow training ground to assist clubs such as the Mernda Dragons Rugby and Laurimar Football Netball Clubs to accommodate their growth and emerging female participation.

## **BASEBALL/SOFTBALL ALLOCATIONS**

### Mill Park Reserve

In 2016, Mill Park Reserve was successfully shared between Plenty Valley Baseball Club, Northern Districts Softball and Diamond Valley Junior Baseball Association.

All three applicants have applied for allocation again in 2017 and it is considered that a similar shared used arrangement can be achieved.

Council officers will continue to work with all three applicant Clubs throughout the season to manage the shared use of this reserve.

All other reserves in the municipality have no allocation issues. Attachment 1 details the proposed schedule for the 2017 Winter Season Ground Allocation.

## **CONSULTATION**

Consultation with sports clubs has been undertaken via the sports ground allocation process including submission of formal application forms as well as follow up conversations to clarify or verify information provided.

## **CRITICAL DATES**

The 2017 Winter Season opens on 1 April 2017.

## **FINANCIAL IMPLICATIONS**

The 2017 winter season allocations are subject to a club's timely payment of all fees and charges. The Sports Debtor Report is included in this Council Agenda.

In accordance with the outcome of the Sports Debtor Report, clubs with significant outstanding debts of over 90 days will have their allocation withheld until a full payment or a debt instalment program is agreed.

## **POLICY STRATEGY AND LEGISLATION**

The seasonal allocation of sports grounds provides access to community activity and meeting venues which is one of the six key directions of Shaping Our Future – Whittlesea 2025, Strategic Community Plan – Place and Spaces to connect people.

## **LINKS TO THE COUNCIL PLAN**

<b>FUTURE DIRECTION</b>	<b>Places and spaces to connect people</b>
<b>Theme</b>	<b>Leisure &amp; recreation</b>
<b>Strategic Objective</b>	<b>Our recreation facilities and open spaces are accessible and respond to local need</b>

Council recognises the importance of ensuring there are adequate opportunities for residents to have access to, and participate in a diversity of community sport and active recreation pursuits. To assist in achieving this objective, Council is committed to managing the fair and equitable allocation of sports facilities to support community sport and active recreation opportunities and to guide their immediate and long-term management across the municipality.

## **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The provision and allocation of Winter Sports Grounds ensures that winter sports clubs have access to appropriate facilities to play, and that Council's sports grounds are used to best effect. The allocation of the Winter Sports Grounds for 2017 meets these goals.

## RECOMMENDATION

**THAT Council resolve to:**

1. **Endorse the 2017 Winter Sports Ground Allocation from 1 April 2017 to 30 September 2017 as per Attachment 1.**
2. **Notify all clubs of their 2017 Winter Sports Ground Allocation under the terms and conditions of the Sports Club Manual.**
3. **Reserve the right to withdraw sports grounds from use at any time throughout the season to protect the playing surface, for maintenance works, due to poor weather conditions or as a result of water restrictions where use may be considered a safety risk to users or detrimental to conditions of the playing surface.**
4. **Withhold allocation to sports clubs with significant outstanding debts of over 90 days until full payment or a debt instalment program is agreed.**





**Attachment One - 2017 Winter Season Allocation**

**Football – AFL:**

Name of Club	2017 Pavilion / Ground Requested	2016 Pavilion / Ground Allocated	2017 Recommended Pavilion / Ground
Epping Football Club	Epping Recreation Reserve	Epping Recreation Reserve	Epping Recreation Reserve
Lalor Football Club	Lalor Recreation Reserve	Lalor Recreation Reserve	Lalor Recreation Reserve
Mernda Football Club	Waterview Community Recreation Reserve	Waterview Community Recreation Reserve	Waterview Community Recreation Reserve
Mill Park Football Club	Kelynack Reserve Redleap Reserve	Kelynack Reserve Redleap Reserve	Kelynack Reserve Redleap Reserve
South Morang Football Club	Mill Park Lakes Recreation Reserve	Mill Park Lakes Recreation Reserve W A Smith Reserve	Mill Park Lakes Recreation Reserve
Thomastown Football Club	Main Street Reserve	Main Street Reserve	Main Street Reserve
Laurimar Football Club	Laurimar Reserve	Laurimar Reserve	Laurimar Reserve
Whittlesea Junior Football Club	A.F Walker Reserve	A.F Walker Reserve	A.F Walker Reserve
South Morang Auskick	Mill Park Lakes Recreation Reserve	Mill Park Secondary College	Mill Park Lakes Recreation Reserve
Victorian Social Football League	Huskisson Reserve	WA Smith Reserve	Huskisson Reserve

**Soccer:**

Name of Club	2017 Pavilion / Ground Requested	2016 Pavilion / Ground Allocated	2017 Recommended Pavilion / Ground
Khalsa Lions Inc	Meadowglen Reserve	Meadowglen Reserve	Meadowglen Reserve
Bundoora United Football Club	Hillsview Recreation Reserve	Hillsview Recreation Reserve	Hillsview Recreation Reserve
Epping City Football Club	Duffy Street Reserve Casa D'Abruzzo	Duffy Street Reserve Casa D'Abruzzo	Duffy Street Reserve Casa D'Abruzzo
Sporting Whittlesea Football Club	RGC Cook Reserve	RGC Cook Reserve	RGC Cook Reserve
Lalor United Soccer Club	HR Uren Recreation Reserve	HR Uren Recreation Reserve	HR Uren Recreation Reserve
Mill Park Soccer Club	Findon Recreation Reserve North and South Pitches	Findon Recreation Reserve North and South Pitches	Findon Recreation Reserve North and South Pitches
Plenty Valley Lions Football Club	Sycamore Reserve	Sycamore Reserve	Sycamore Reserve
Thomastown Raiders Football Club	Partridge Street Reserve	Partridge Street Reserve	Partridge Street Reserve
Whittlesea Ranges Football Club	Partridge Street Reserve Harvest Home Road South Turf Pitch	Partridge Street Reserve Harvest Home Road South Turf Pitch	Partridge Street Reserve Harvest Home Road South Turf Pitch
Whittlesea United Soccer Club	Thomas Street Reserve Thomastown East Recreation Reserve	Thomas Street Reserve Thomastown East Recreation Reserve	Thomas Street Reserve Thomastown East Recreation Reserve

**Softball / Baseball:**

<b>Name of Club</b>	<b>2017 Pavilion / Ground Requested</b>	<b>2016 Pavilion / Ground Allocated</b>	<b>2017 Recommended Pavilion / Ground</b>
<b>Northern District Softball Association</b>	Mill Park Reserve	Mill Park Reserve	Mill Park Reserve
<b>Plenty Valley Baseball Club</b>	Mill Park Reserve	Mill Park Reserve	Mill Park Reserve
<b>Diamond Valley Junior Baseball Association</b>	Mill Park Reserve	Mill Park Reserve	Mill Park Reserve

**Rugby League:**

<b>Name of Club</b>	<b>2017 Pavilion / Ground Requested</b>	<b>2016 Pavilion / Ground Allocated</b>	<b>2017 Recommended Pavilion / Ground</b>
<b>Mernda Dragons Rugby League Club</b>	WA Smith Reserve	Huskisson Reserve	WA Smith Reserve

### 6.3 CITY TRANSPORT AND PRESENTATION

#### 6.3.1 STATION STREET - PARKING AND TRAFFIC MANAGEMENT

**File No:** 104544

**Attachments:** 1 Station Street Locality Plan [↓](#)

**Responsible Officer:** Director City Transport & Presentation

**Author:** Traffic Engineer

#### REPORT

##### EXECUTIVE SUMMARY

This report discusses a petition tabled at the Council Meeting held on the 20 September 2016, requesting Council to install timed 4 hour (4P) parking restrictions, a 40km/h speed limit and speed humps in Station Street, Lalor.

The report concludes that parking restrictions are not appropriate due to the close proximity to the train station and the importance placed on public transport by the community as their third most important community concern. The request for a 40km/h speed limit and speed humps are also not justified as a stand-alone treatment in this section of Station Street, Lalor.

##### BACKGROUND

Petitioners from eight (8) residential properties located on the east side of Station Street, between Anderson Street and Paschke Crescent, Lalor (*Attachment 1*) raised the following:

*We, as the residents of Station Street – from Paschke Crescent to Anderson Street request that the car parks in front of our houses have a four hour time limit that is monitored.*

*We request this for the valid reason that there no parking available for any of our guests that visit our homes from Monday through to Friday from 8am to 6pm. There isn't even the option of parking our own cars on street as many houses in the area and within the City of Whittlesea have the opportunity to do so.*

*We also request that the speed limit be lowered to 40km as the increased traffic on Station Street is a safety concerns especially as residents drive in and out of the driveway with traffic doing 60km. Perhaps a speed hump would accommodate.*

*We feel as though the City of Whittlesea have neglected their Duty of Care to provided reasonable considerations to the Station Street residents. There isn't parking for the residents that reside on Station Street and the current speed limit does not accommodate to the increased traffic which is a safety hazard.*

##### DISCUSSION

###### Scope of Investigation

As all of the petitioners reside in the section of Station between Anderson Street and Paschke Crescent, the focus of the investigations and this report is on that section of the street.



### Road Network and Layout

Station Street is a north-south collector road, approximately 2.6 kilometres (km) in length, which connects to Childs Road (in the north) and Heyington Avenue (in the south) and services a variety of land use functions (residential, retail, commercial and light industrial).

The section between Anderson Street and Paschke Crescent is approximately 225 metres (m) in length, with residential development on the east side of the street and the Lalor Railway Station and station car park on the west side. The roadway varies between approximately 7.6m and 8.8m in width, which is adequate to allow parking on the east side of the road and two-way traffic to pass unimpeded.

This section of Station Street forms part of the 556 bus route and has a 50 km/h speed limit.

Traffic calming devices (asphalt road cushions) were installed in Station Street between Kingsford Street and Child Road in October 2006. In May 2005 prior to the road cushions being installed in 2006, the average speed in this section was 48km/h, the 85<sup>th</sup> percentile<sup>1</sup> speed of vehicles was 58km/h, and 42% of all vehicles exceeded the speed limit.

*Note: The 85<sup>th</sup> percentile speed is a speed at which 85% of vehicles are travelling at or below; it is a factor used in determining the safe operating speed of a road.*

### Traffic Conditions

Results of the past and recent traffic surveys conducted in the area specific to the petitioners concerns i.e. between Anderson Street and Paschke Crescent are summarised below:

Location (Property / House No.)	Date	24 hour Volume	Speeds (km/h)		Number of Vehicles Over	
			Average	85 <sup>th</sup> ile	40 km/h	50 km/h
456	Jun 2006	3,684	45	53	2,999 (81%)	763 (21%)
446	Oct 2016	3,250	46	53	2,502 (77%)	787 (24%)

The above results indicate that current traffic conditions in this section of Station Street are acceptable, and in particular:

- Traffic volumes have decreased in the past 10 years.
- The average speed (46km/h) is acceptable and below the posted 50km/h speed limit, and;
- The 85<sup>th</sup> percentile speed (53km/h) is only 3km/h in excess of the posted speed limit;

Whilst any speed in excess of the speed limit cannot be condoned, current speeds are not at a threshold where Council would normally intervene with the installation of traffic management or speed calming devices.

### Road Safety

There are no crashes recorded in VicRoads' "CrashStats" database for this section of Station Street. It is worth noting, however, that south of the investigation area (i.e. between Paschke Crescent and Heyington Avenue) Station Street has a poor safety record with a total of 17 crashes over the past five (5) years recorded in Vic Roads CrashStats database.

This poor safety record classifies this section of Station Street (between Paschke Crescent and Heyington Avenue), as an *Accident Blacklength*, and as a result, an application has been submitted to VicRoads for Accident Blackspot Funding.

The submission proposes a range of traffic calming devices (in this case, road cushions due to the street being used as a bus route) along the entire length of Station Street, inclusive of the petitioners area of concern, between Paschke Crescent to Anderson Street.

Although the Black Length funding submission includes road cushions for the length of Station Street, it is not proposed to install road humps as a stand-alone traffic response for the investigation area as it is far more preferable from a traffic management and street scape amenity perspective to have a consistent treatment for the full length of the street. There are no localised reasons why this section should be treated independently.

#### Speed Limit

The existing speed limit along this section of Station Street is 50 km/h. A reduction in this speed limit is not warranted given the traffic analysis, and notwithstanding this is not possible as the current conditions do not meet VicRoads' criteria for a 40km/h speed limit.

#### Parking Conditions

No Stopping signs were installed on the west side of the road in the early 2000's due to concerns raised by the bus company about traffic congestion and bus service delays.

Parking bays (22 in number) were line-marked on the east side of Station Street, between Partridge Street and Paschke Crescent, in November 2008 due to concerns about vehicles parking too close to driveways and to ensure that the limited parking was used efficiently.

Parking restrictions in the form of *4 hour Parking (4P) 9am to 6pm Monday to Friday* have been installed in other sections of Station Street, eg. between Alexander Avenue and Heyington Avenue, and between Paschke Crescent and Newton Crescent.

Surveys and on site observations have identified that commuters regularly park all day in the 22 parking spaces on the east side of Station Street between Anderson Street and Paschke Crescent and therefore some form of restrictions on this side of the street would be required to address the petitioners requests for visitor and residential parking access. Parking restrictions (4P, 8am to 6pm Monday, to Friday) on Station Street, between Anderson Street and Paschke Crescent would as a result displace 22 commuter vehicles and It is probable that the drivers of these vehicles will disperse and park in other local streets in close proximity to the station. Considering this area is directly opposite the Lalor Train station and public transport is considered by the Whittlesea community as its third most important issue in the *2016 Annual Household Survey* (with parking listed at No. 5), it is not considered appropriate to implement 4 hour parking restrictions in a section of the street that will provide a direct disincentive to public transport users and erode access to this service.

### **CONSULTATION**

The petitioners represent 57% (eight of the 14 properties) of the houses along this section of Station Street. A letter and questionnaire with a reply paid envelope was circulated to all residents in this section of Station Street, seeking feedback and comments on the proposed parking restrictions (4P, 8am to 6pm, Monday to Friday) on the east side of Station Street.

A total of 8 responses were received. A summary of the responses received is as follows:

Letters Sent	Responses Received	Response Rate	Support for 4P Restrictions		
			Number (%)		
			Yes	No	Did not Respond
14	8	57%	6 (43%)	2 (14%)	6 (43%)

These results indicate that from the residents who responded to the questionnaire there is only moderate support for 4 hour parking restrictions on the east side of Station Street. It is worth highlighting that the original petition received support from eight of the 14 properties surveyed.

### FINANCIAL IMPLICATIONS

The cost to install parking restriction signs is estimated at \$800 which can be funded from Council's operational budget.

### POLICY STRATEGY AND LEGISLATION

City of Whittlesea, Municipal Road Safety Strategy, 2004: Action Plan 3. Ensure that a safer road environment is developed and maintained.

City of Whittlesea, Integrated Transport Strategy, 2014: Action RF 2.2. Manage local roads to improve amenity and safety for users.

### LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Accessibility in, out and around our city</b>
<b>Theme</b>	<b>Transport</b>
<b>Strategic Objective</b>	<b>Our road network provides adequate access to the Advocate municipality and beyond</b>

The management of on-street parking and vehicle speeds are critical components of an accessible road network that is accepted by the community.

### DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### CONCLUSION

Traffic surveys indicate that current traffic conditions in Station Street between Anderson Street and Paschke Crescent currently do not justify the installation of speed cushions as a stand-alone treatment in this section of the street, or a 40km/h speed limit.

Parking surveys and on site observations have confirmed petitioners and residents' concerns that commuters regularly park all day in Station Street between Anderson Street and Paschke Crescent and there is a moderate level of support from the total of 14 properties affected who support 4 hour parking restrictions (between 8am to 6pm, Monday to Friday). It

is also noted that public transport and access to public transport services is one of the most important issues for the Whittlesea community and any disincentive for commuters in accessing these important services will erode the liveability of the municipality and therefore parking restrictions in this location are not considered appropriate.

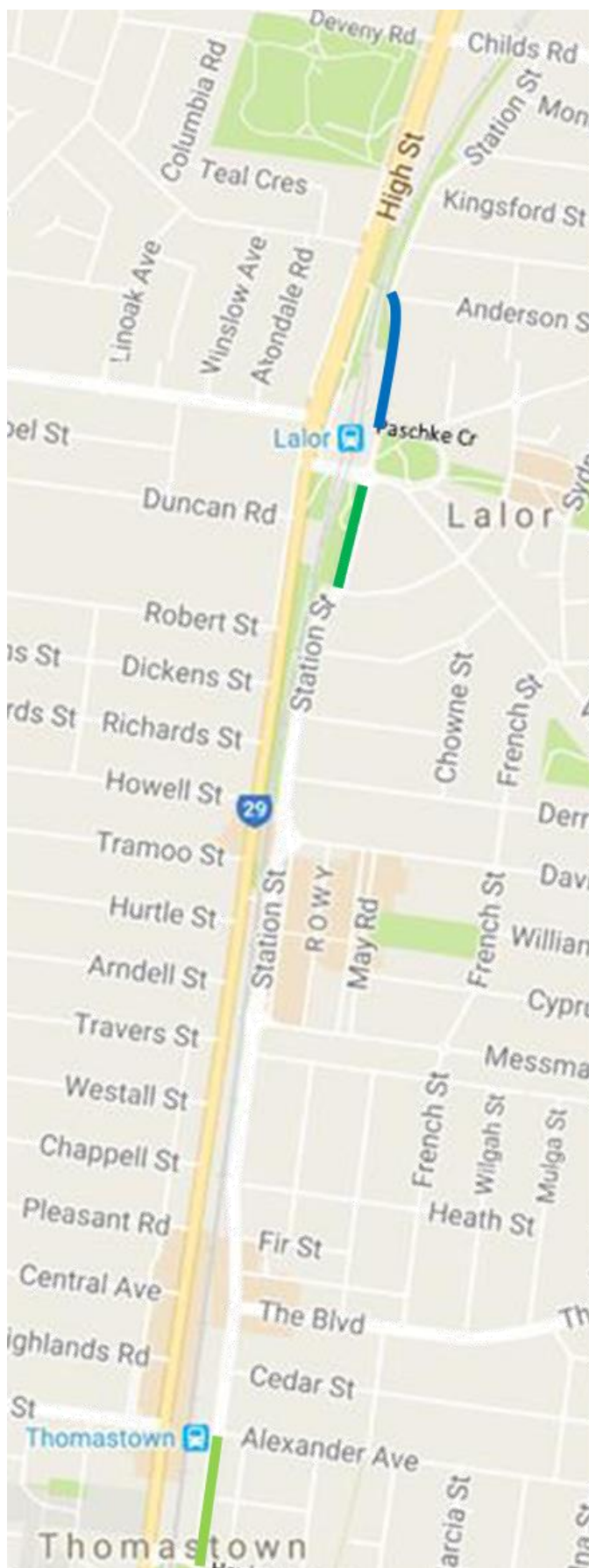
<b>RECOMMENDATION</b>
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**THAT Council resolve to:**

- 1. Not Install 4 hour parking restrictions '4P, 8am to 6pm (Monday to Friday)' on the east side of Station Street between Anderson Street and Paschke Crescent;**
- 2. Not install speed treatment devices or a 40km/h speed limit on Station Street between Paschke Crescent and Anderson Street in isolation as part of a localised approach to this section of road.**
- 3. Advise the residents of Station Street between Anderson Street and Paschke Crescent of Council's decision on this matter.**







- Investigation Area
- Existing time based 4P restrictions
- Existing permanent 4P restrictions



**6.3.2 MUNICIPAL EMERGENCY MANAGEMENT PLAN UPDATE AND ENDORSEMENT****File No:** 141744**Attachments:** 1 **MEMP (Public Version)** (distributed separately - refer to p.7) [⇒](#)**Responsible Officer:** Director City Transport & Presentation**Author:** Resilience & Emergency Management Coordinator**REPORT****EXECUTIVE SUMMARY**

The Emergency Management Act 1986 requires Council to prepare and maintain a Municipal Emergency Management Plan (MEMP). Periodically Council is required to endorse and affix Council's Common Seal to the MEMP and to note the appointment of Municipal Emergency Resource Officers (MEROs) as required under the Emergency Management Act 1986 and Municipal Recovery Managers (MRMs) as recommended in the Emergency Management Manual Victoria (EMMV).

**BACKGROUND**

Section 20(1) of the Emergency Management Act 1986, requires Councils to prepare and maintain a MEMP and in Section 21A(1), for it to be audited by the Victorian State Emergency Service (SES) every three years.

The audit of Council's MEMP is to occur in late 2017. As part of the certification of the MEMP, the SES requires a clear affirmation that the MEMP has been considered and endorsed by Council. To achieve this, Council has in the past attached the Common Seal of the Council. It is proposed to again attach the Common Seal if the MEMP is endorsed by Council.

Under Section 21(1) of the Act, Council must also appoint a MERO or MEROs who are responsible to Council for ensuring the co-ordination of municipal resources used in emergency response and recovery. Council has delegated this power to the Chief Executive Officer.

A number of officers are appointed as MEROs to ensure sufficient staffing during a prolonged emergency event. From time to time changes in personnel occur that necessitate a change in these appointments.

Although not required under legislation, Council has developed the practice of also nominating officers as MRMs at the time of nominating MEROs. This practice enables Council to stipulate the key personnel responsible for both emergency response and recovery and enable those officers to develop the capacity to undertake the roles to deliver Council's responsibilities under the Act in a seamless manner.

Since the last report to Council in October 2014, changes have occurred that require this report to Council to endorse the appointment of new MERO officers.

**PROPOSAL**

It is proposed to seek Council's consideration and endorsement of the MEMP and to attach the Common Seal.

Council periodically endorses the MEMP, the last endorsement was October 2015. Since that time there has been a SES audit of the MEMP, changes as a result of the Emergency



Manage Act (2013) and minor changes to the Emergency Management Manual Victoria. The current version of the MEMP has been amended to reflect changes to:

- Emergency Control Arrangements
- Emergency Contact Details
- Emergency Relief Centre arrangements
- Emergency Risk Assessment
- Emergency Recovery Arrangements

A publically accessible version of Council's MEMP is available on Council's website. A full version of the MEMP is not available publically as it contains private contact details of a range of staff from Council and other agencies that may be required in an emergency event.

It is also proposed that Council note the appointment of the following members of Council staff as MEROs and MRMs. The appointments were made by the Chief Executive Officer under delegated power from Council:

- MERO/Executive Officer Municipal Emergency Management Committee (MEMPC) - Nick Mann (Director City Transport and Presentation);
- MERO – Ben Harries (Manager City Design and Transport);
- MERO – Tracey Mallett (Manager Jobs and Investment);
- MERO – Nick Mazzearella (Manager Major Projects);
- MRM – Russell Hopkins (Director Community Services);
- MRM – Neville Kurth (Manager Community Wellbeing);
- MRM – Paul Reading (Manager Leisure and Community Facilities);
- MRM – Catherine Rinaudo (Manager Community Cultural Development); and
- MRM – Steve Ward (Manager Aged and Disability).

### **CONSULTATION**

The MEMP is reviewed annually by the Municipal Emergency Management Committee (MEMPC) which is a committee of Council and includes emergency service agencies, government departments, not-for-profit support agencies, council officers and community representatives.

A public version of the MEMP is available on the Council website, at Libraries and Council offices for viewing and comment by the public. Comments received through that source are considered in the quarterly updates of the MEMP.

### **CRITICAL DATES**

The MEMP is to be audited by the SES in late 2017. A condition of the audit is that the MEMP is endorsed by Council.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with endorsing the MEMP or in appointing officers to the roles of MERO or MRM.

### **POLICY STRATEGY AND LEGISLATION**

The Chief Executive Officer has delegated power from Council to prepare, maintain and audit the MEMP as required under Sections 20(1) and 21A(1) of the Emergency Management Act 1986 and to appoint MEROs as required under Section 21(1) of that Act.

The appointment of a MRM(s) is recommended under Part 6 of the EMMV. The EMMV provides the policy and planning framework for emergency management in Victoria.

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Health and Wellbeing</b>
<b>Theme</b>	<b>Safety</b>
<b>Strategic Objective</b>	<b>We have disaster community safety and resilience programs</b>

As part of the three (3) yearly statutory auditing process, Council is required to consider endorsing the MEMP.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

The provision of the MEMP outlines the procedures to be taken by Council in the event of an emergency incident occurring. The intent is to enable Council to respond to the needs of our community (and that of neighbouring communities) in a timely manner. Minimising the impact of an emergency and ensuring that relief and recovery activities occur as needed, assists in a speedier restoration of services to affected communities. The MEMP is updated regularly, however the MEMP to be used in the SES audit will be the version endorsed by Council.

## RECOMMENDATION

**THAT Council resolve to:**

1. **Endorse and execute the Municipal Emergency Management Plan (MEMP), November 2016.**
2. **Note the appointment of the following Council officers to the position of Municipal Emergency Resource Officer (MERO):**
  - a) **Nick Mann**
  - b) **Tracey Mallett**
  - c) **Nick Mazarella; and**
  - d) **Ben Harries.**
3. **Note the appointment of the following Council officers to the position of Municipal Recovery Manager (MRM):**

- a) Russell Hopkins;
- b) Neville Kurth;
- c) Steve Ward;
- d) Paul Reading; and
- e) Catherine Rinaudo.

**6.3.3 PARKING MANAGEMENT: FULLARTON DRIVE, EPPING****File No:** 182323**Attachments:**  
1 Locality Plan [↓](#)  
2 Summary of Parking Fees [↓](#)**Responsible Officer:** Director City Transport & Presentation**Author:** Traffic Engineer**REPORT****EXECUTIVE SUMMARY**

The purpose of this report is to consider a petition tabled at the Council Meeting held on 11 October 2016, requesting Council address the current parking and site access issues in Fullarton Drive Epping.

The report concludes that allowances to ensure appropriate access is maintained for businesses and restrictions placed on parking, are justified in Fullarton Drive, Epping.

**BACKGROUND**

The petition, which contains 26 signatures, raised the following concerns, and requested:

*Whittlesea Council to put no parking during business hours on Fullarton Drive Epping So we can resume business and get trucks in and out our driveways and continue to expand our business and employ people. The council keeps giving poor nurses fines everyday as they as saving lives at the Epping hospital, one day the life they save will be yours then they come back to their car and they have a parking ticket on their car due to the poor signage.*

None of the petitioners list Fullarton Drive as their address; from this it has been concluded that the petitioners are Fullarton Drive business owners, operators and / or a transport operator dropping-off or picking-up goods and materials in Fullarton Drive; the head petitioner has confirmed this assessment is accurate.

**DISCUSSION**Road network and layout

Fullarton Drive is a north - south local industrial road which commences at Cooper Street (at the south end), and it currently terminates at a paddock at the north end (see *Attached*). The road is currently 600 metres in length; however it is proposed to extend, approximately 200 metres to the north in the future when the subdivision is complete. As of January 2017, the road provides access to 26 industrial properties, 14 of which are developed and 12 which are yet to be developed.

The roadway is approximately 10.4 metres wide, which is adequate for vehicles parking on both sides of the road and allowing for unimpeded access in both traffic lanes. The speed limit is 50 km/h.

Land use development

The Fullarton Drive area is only partially developed with approximately 25% of the industrial allotments occupied or improved. All but one abutting allotment north of Gipps Court is occupied. Current development is largely south of Gipps Court and range from six factories on a 3,000m<sup>2</sup> lot, to a single factory on a 4,000m<sup>2</sup> lot.



### Parking demand and property access

Investigations indicate that there is a high demand for on-street parking in Fullarton Drive, between Cooper Street and Gipps Court with occupancy rates as high as 100%, with limited to infrequent parking north of Gipps Court.

Very high occupancy rates are not unusual in business areas, however in this case observations of the occupancy rates in factory car parks are generally at 50%, and in some car parks as low as 10%. From this it is concluded that the high on-street occupancy rates and demand are not attributed to abutting business needs or as a result of staff or visitors of abutting businesses, but rather a demand of parking from the nearby Northern Hospital.

Many staff and visitors to the Northern Hospital (on the south of Cooper Street, opposite and to the east of Fullarton Drive) have been observed walking to and from vehicle parked in Fullarton Drive; this confirms the petitioners' concerns that Northern Hospital staff park in the street. In some observations as many as 80 vehicles were parked on-street in Fullarton Drive.

Concerns about Hospital staff for parking in Fullarton Drive have been raised previously. The frequency of concerns increased sharply in October 2010; this is the same time as fee for parking at Northern Hospital were increased. For example, staff parking fees at the Hospital has increased from \$0.40 per day (in the mid-2000s) to \$12.00 per day (2017); fees for visitors range from "free" (20 minutes or less) to \$19 (greater than 4 hours). A detailed summary of the parking fee structure at the Northern Hospital is included in *Attachment 2*.

Vehicles have also been observed parking too close to driveways. This results in large vehicles frequently having difficulty manoeuvring in and out adjacent property driveways, and confirms the petitioners concerns on this matter affecting their ongoing business operations.

### Existing parking controls

Previous concerns about property access were the basis for the installation of "No Stopping" signs and yellow edge lines on either side of access driveways. The measures have been enforced with 184 parking infringement notices (PINs) being issued from 1 January 2013; 179 for parking in a "No Stopping" area, and one for across a driveway.

### Options to address petitioners' concerns

There is no engineering option to address all of the petitioners' concerns and requests about *getting trucks in and out of driveways, no parking during business hours, and Council issuing fines to nurses every day*, however, the following discussion points are presented on available options to minimise these issues:

- Access

In residential areas, access concerns have previously been addressed with parking bays being line-marked either side of, and off-set (usually approximately 0.5m to 1.0m) from driveways.

In this case, a further expansion of "No Stopping" sign areas on either side of driveways would be more appropriate to accommodate the areas developing conditions allowing for sign arrangements to be easily adjusted to suit new or altered driveways. Positioning of signs either side of each driveway would need consideration on a case-by-case basis, having regard to the specific needs of each business and in consultation with each business operator.

- No Parking arrangements

“No Parking” signs can be installed; however, this is viewed as unnecessary if access arrangements can be adequately addressed through the installation of “No Stopping” signs to provide clearance around businesses driveways, as discussed above.

Where, “No Stopping” is applied in Fullarton Drive as many as 80 drivers would need to find an alternative location to park their vehicle. An option would be for Hospital staff to park in the Hospital car park, however in these situations parking fees would apply.

As this seems to be the reason why so many Hospital staff park already park in Fullarton Drive, the Hospital staff are likely to seek out another convenient and less costly alternative. The most obvious location would be in another local street, e.g. Gibbs Court, Webb Court or Yale Drive, and as a result, transferring the problem to another local street. This is unlikely to be to the satisfaction of newly affected business owners.

#### Parking enforcement

If parking and access is to be successfully managed, a key element is the enforcement of any new parking controls implemented (No Stopping and time restrictions are the most common).

### CONSULTATION

#### Fullarton Drive Community

A letter, questionnaire and reply paid envelope was circulated to 20 owners and business operators of the occupied properties in Fullarton Drive, between Cooper Street and Gipps Court, in November 2016.

As 4 hour parking, 9:00am to 5:00pm, Monday to Friday on one side of the street (no restrictions opposite) has been successfully used by Council at other locations where there are competing parking needs around schools, shopping centre and railway stations, the questionnaire asked for feedback and comments on these parking arrangements.

The questionnaire also sought feedback and comments to the line-marking of parking bays on both sides of Fullarton Drive between Cooper Street and Gipps Court.

A total of seven responses were received which represents a 35% response rate. A summary of responses are provided in the table below:

Letters Sent	Responses Received Number (%)	Support for 4P Restrictions Number. (%)		Support for Line-marked Parking Bays	
		Yes	No	Yes	No
20	7 (35%)	6 (85%)	1 (15%)	6 (85%)	1 (15%)

The results indicate, that from the responses received, there is support for 4 hour parking restrictions, between 9:00am to 5:00pm along the west side of Fullarton Drive, and the line-marking of parking bays.

#### Northern Hospital

The Northern Hospital management advised that adequate parking for staff and visitors has been provided at the Hospital and there is no need for staff and visitors to park in Fullarton Drive.

### FINANCIAL IMPLICATIONS

The cost to install or upgrade existing parking restriction signs on Fullarton Drive is estimated to be between \$1,000 and \$3,000. The cost to line-mark parking bays on both sides of

Fullarton Drive, between Cooper Street and Gipps Court, is estimated at \$5,000; funding for these works can be provided through existing operational budgets.

### **POLICY STRATEGY AND LEGISLATION**

City of Whittlesea, Municipal Road Safety Strategy, 2004: Action Plan 3. Ensure that a safer road environment is developed and maintained.

City of Whittlesea, Integrated Transport Strategy, 2014: Action RF 2.2. Manage local roads to improve amenity and safety for users.

### **LINKS TO THE COUNCIL PLAN**

<b>FUTURE DIRECTION</b>	<b>Inclusive &amp; Engaged Community</b>
<b>Theme</b>	<b>Participation &amp; decision making</b>
<b>Strategic Objective</b>	<b>People are involved in issues that affect them</b>

Council engagement with the businesses in Fullarton Drive informs the decision making process about parking management options within those streets

### **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### **CONCLUSION**

Petitioner concerns about vehicles parking all day in Fullarton Drive and frequently impeding driveway access are confirmed.

If “No Stopping” signs are installed over the entire length of Fullarton Drive, the petitioners’ concerns would only be transferring the issue to other local industrial streets, which is unlikely to be to the satisfaction of these business owners.

It is considered that the installation of “No Stopping” signs on either side of driveways, that meet the access need of each business, would be the most optimal approach to address the ongoing concerns raised by the petitioners of Fullarton Drive.

<b>RECOMMENDATION</b>
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**THAT Council resolve to:**

- 1. Install “No Stopping” signs either side of driveways in Fullarton Drive in consultation with each business’s access requirements.**
- 2. Advise the head petitioner, Fullarton Drive businesses and the Northern Hospital of Council’s decision on this matter.**









## ATTACHMENT 2

### Visitor Parking Fees (at January 2017)

Period	Fee
Up to 20 minutes	Free
20 – 40 minute	\$5:00
40 minute – 1 hour	\$8:00
1 – 2 hours	\$14:00
2 – 3 hours	\$17:00
3 – 4 hours	\$18:00
4 – 8 hours	\$19:00

### Staff Parking Fees

Per 2010	Fee
All day	\$0:40
All night	\$0:40
Post 2010 & Current	
All day	\$12:00
All night	\$12:00





**6.3.4 LOCAL AREA TRAFFIC MANAGEMENT (LATM) 20 - MILL PARK****File No:** SU/194852

**Attachments:**

- 1 Traffic Data [↓](#)
- 2 Proposed Traffic Management Plan [↓](#)
- 3 Examples of proposed traffic calming devices [↓](#)
- 4 Community Consultation results summary [↓](#)
- 5 Detailed discussion on community responses [↓](#)

**Responsible Officer:** Director City Transport & Presentation**Author:** Traffic Engineer**REPORT****EXECUTIVE SUMMARY**

This report outlines the Local Area Traffic Management (LATM) 20 study in Mill Park and presents a Draft Traffic Management Plan (TMP) for Council approval.

**BACKGROUND**

The purpose of the Local Area Traffic Management program is to review and improve road safety, local traffic movement and pedestrian connectivity within a specific LATM area. To ensure consistency in the development of LATM schemes, in 1996 Council adopted a LATM Priority Program for the selection of LATM study areas. This program is based upon an evaluation and ranking of casualty road crashes, traffic speed and volume data for individual roads and resident concerns (over a preceding five year period) within the assigned LATM area. All data is updated and tabulated to determine annual LATM rankings for future delivery in the Council New Works program.

LATM 20 is the area bounded by Childs Road (to the north), McKimmies Road (south), Betula Avenue (east), and the E6 Road reservation (west), as indicated in Attachment 1. This area was ranked the highest LATM priority when assessed in 2014/15, due to poor crash history, higher than desirable traffic speeds and the number of concerns raised by residents.

**DISCUSSION**Scope of Study Area

The study area is limited to the local road and footpath network in the area bounded by Childs Road, McKimmies Road, Betula Avenue, and the E6 Road reservation. As Betula Avenue is a collector road, it was included in the study; however Childs Road and McKimmies Road were excluded due to them being major arterial roads under VicRoads responsibility.

Road Network and Neighbourhood Conditions

The arterial road network external to the LATM area; ie. Plenty Road and Childs Road, as well as the Childs Road / Plenty Road intersection, are not adequate for the current traffic demand along the Plenty corridor, and this results in traffic “rat-running” and cutting through the LATM area and along Betula Avenue.

The road network within the LATM area is generally curvilinear in nature consisting of mainly local streets, cul-de-sacs and courts. Whilst the curvilinear nature of main collector roads somewhat limits permeability within the local road network, it still provides for the unwanted situation where “rat-running” of through traffic is present (i.e. Betula Avenue, Cuthbert Drive, Garden Grove Drive and Roycroft Avenue). This situation results in an increase in the carrying capacity of these thoroughfares, causing localised nuisances and a diminishing road safety environment.

Collector roads such as Roycroft Avenue and Garden Grove Drive typically have 2 x 3.0m wide traffic lanes and 2 x 1.8m wide parking lanes, other streets have a road pavement approximately 7.2 m in width.

Traffic management treatments in the form of roundabouts, traffic islands, road cushions/humps have already been installed in a number of streets, including; Appletree Drive, Crampton Crescent, Cuthbert Drive, Grenda Drive, Garden Grove Drive (between Betula Avenue and Roycroft Avenue), Jasmine Drive (between Norwood Drive and Roycroft Avenue), in previous years. This was on an as may arise, smaller scale basis to address road safety and traffic operational concerns in those individual streets.

LATM 20 is predominantly residential in nature with the exception of the Findon Recreation Reserve and the Findon Primary School. The area contains approximately 2,400 residential properties.

#### Public Transport

The 564 bus operates along Garden Grove Drive (between McKimmies Road and Roycroft Avenue) and Roycroft Avenue; the 382 bus operates along Betula Avenue.

#### Road Safety

*CrashStats* (VicRoads casualty crash database) indicates that from 2011 to 2016, eight casualty crashes were recorded in the study area, with five crashes on Betula Avenue (four at the Roycroft Avenue intersection, one at the Belmont Way intersection), two crashes in Roycroft Avenue (one at the Konrads Crescent intersection, and one between Chestnut Road and Protea Court), and one crash in Konrads Crescent.

#### Traffic Data & Conditions

Traffic surveys have been undertaken on local streets and collector roads over many years. The results of the most recent and relevant are summarised in *Attachment 1*, and indicate that whilst traffic speeds and volumes are “generally acceptable” in most streets, they are unacceptable in several streets. In this case, “generally acceptable” is considered to be where traffic speeds, average 85th percentile (the speed at which 85% of the traffic is travelling at, or below) are not exceeding the speed limit; “unacceptable” is where traffic speeds are well in excess of the speed limit. In LATM 20, Roycroft Avenue, Garden Grove Drive and Mimosa Road have “unacceptable” excessive speeds.

It is worthwhile noting that the current traffic conditions on Konrads Crescent is acceptable, however, there is a likelihood that traffic speeds and volumes will increase where traffic calming measures are installed on Roycroft Avenue, and drivers opt to use Konrads Crescent to avoid these new installations.

The survey results also indicate that traffic volumes on local roads in the LATM 20 area range from less than 100 vehicles per day (vpd) in some cul-de-sacs and local streets, to approximately 4,000 vpd in Roycroft Avenue and 6,300 vpd in Garden Grove Drive (just north of McKimmies Road).

The lane width and parking arrangements in these more heavily used streets adequately cater for traffic volumes in excess of these figures (eg. Centenary Drive in Mill Park has a similar road cross-section and lane configuration, and currently caters for approximately 10,000vpd). The current traffic volumes and incidences of speeding exceed the residents' expectations however give rise to many of the resident's concerns below.

### Resident Concerns

Council Customer Request Management (CRM) records database indicates that the number of residents who have contacted Council averaged 11 times per year through 2009 to 2014, and 5 times per year through 2015 to 2016. This decline is likely to be at least partly due to the opportunity residents have had to provide feedback in the initial LATM community consultant process (579 responses were received).

Throughout the community consultation process the key concerns raised were:

- Current traffic conditions in Konrads Crescent (this may worsen if traffic management is installed on Roycroft Avenue and motorists use Konrads Crescent as an alternative route to avoid the new traffic management devices).
- Some drivers are negotiating the roundabouts at the Garden Grove Drive / Mimosa Road, Roycroft Avenue and Sycamore Street, and the Roycroft Avenue / Cuthbert Drive intersections, too fast and often mount the flat central islands and kerbs.
- Poor driver behaviour at the Garden Grove Drive / Roycroft Avenue intersection.
- Hoon driver behaviour in a number of streets and locations.
- Poor bus stop locations and safety in Garden Grove Drive north of McKimmies Road intersection.
- Lack of sufficient, quality pedestrian and bicycle links.
- Traffic congestion at the Childs Road / Cuthbert Drive intersection.

Some form of intervention is necessary to mitigate speeds and volumes, the potential for future casualty crashes, and the risk of injury to road users resulting from incidents of hoon driving. If these reductions can be achieved it will result in improved local residential amenity.

### Options to Address Resident Concerns

Council has the ability to install traffic management and traffic calming measures to address the concerns raised regarding road safety and traffic operational matters, and where possible, opportunities can be taken for some streetscape improvements to be integrated with the traffic management and traffic calming measures.

## **COMMUNITY CONSULTATION**

A rigorous and thorough community consultation process was undertaken that involved; two LATM area wide mail outs (to approximately 3,000 owners and / or occupiers of properties in the study area), questionnaires with reply paid envelopes, a public meeting, a series of LATM working group meetings and the ongoing opportunity for residents to provide valued input via the City of Whittlesea's website, social media and at other public events during the investigation period.

### Community Meetings

In October 2015, a letter was circulated to property owners and occupiers in LATM 20, advising that an LATM study was to be conducted, and inviting residents to attend a public



meeting. The public meeting was also promoted through the local newspaper and on social media. Community members that were not able to attend the meeting were also afforded an opportunity to provide feedback / input via the Council's Community Voice website and on social media.

The public meeting was held at the Findon Primary School (within the LATM area) on 11 November 2015. This was attended by 25 residents, South East Ward Councillors and Council Officers.

At the meeting, community representatives were invited to form a Working Group (with Councillors and Officers) to investigate concerns, consider available traffic management options and develop a preliminary TMP. The Working Group met on three occasions and this resulted in a Draft TMP being prepared.

As the investigations progressed, it became apparent to the Working Group that a number of minor improvements could be implemented immediately.

These were:

- Bus stop upgrades in Garden Grove Drive.
- Duplicate STOP signs and advance warning signs at the Garden Grove Drive / Roycroft Avenue intersection to improve visibility and safety.
- Upgrade of existing gravel or sub-standard 1.5m wide concrete footpaths to 2.5m concrete shared (pedestrian and cyclist) paths.
- "Keep Clear" pavement line marking at the Childs Road / Cuthbert Drive intersection.

These upgrades were completed in 2016.

#### Consultation on the Draft Traffic Management Plan

The Draft TMP was circulated to approximately 3,000 property owners and occupiers in August 2016 with a questionnaire and a reply paid envelope. The overall response rate was 18%, with a 28% response rate received from owners and occupiers of directly affected properties.

To improve the response rate Council officers telephoned and then visited owners or occupiers who had not responded to solicit a response. A copy of the questionnaire and a note to call Council officers was left if residents were not at home. This resulted in boosting the overall response rate to 21%, but more importantly the response rate from the directly affected property owners and occupiers increased to 45%.

Community feedback on the Draft TMP saw, on average, 80% (see *Attachment 4*) of the overall respondents indicating support for the range of traffic management devices proposed.

#### Discussion on Resident Concerns

Resident feedback has been reviewed in detail, and has resulted in the modification of a number of proposed treatments.

Further details on the residents' concerns and officers' response to the concerns are summarised in *Attachment 5*.

#### Bus Company Consultation

Dysons Bus Services were consulted and have advised that it would prefer not to have any additional traffic calming devices on its bus routes, however if traffic management is to be

installed, the proposed road cushions would be tolerated, subject to careful design when installed close to a bus stop.

Dysons have indicated their support for the indented bus bays in Garden Grove Drive.

#### Emergency Service Consultation

The Metropolitan Fire Brigade (MFB) indicated that:

- Raised pavements are not preferred in local streets and other traffic management options should be investigated. However, in the event that other traffic management options are not available, raised pavements should be installed in the least intrusive manner.

Ambulance Victoria has advised that:

- It does not have any policy regarding traffic management devices, in particular raised pavements.
- The paramedics are advised to choose a route without, or with less raised pavements, if there is a choice.
- It supports any traffic management system that helps to slow motorists, reduces crashes or the impact of crashes.

### **DRAFT TRAFFIC MANAGEMENT PLAN**

The Draft Traffic Management Plan (TMP), *Attachment 2*, was prepared with the general agreement of the Working Party and following consultation with the community, it involves a range of traffic management devices to enhance the safety and operation of the road network, addresses residents' concerns, and provides an opportunity to improve the streetscape and the residential amenity of the neighbourhoods.

#### Betula Avenue

Road safety and traffic operational concerns have been raised in the past and by the Working Group, as well as in the community consultation phase of the study, with specific requests for new or modified roundabouts. Based on this feedback, crash data and speed and volume traffic surveys identified that traffic speeds in Betula Avenue are unacceptable and the following treatments are suggested:

- A new roundabout at Belmont Way.
- A new roundabout at Garden Grove Drive.
- A modified roundabout at Roycroft Avenue (modification involves replacing the fully mountable outer perimeter of the roundabout central island with a bus friendly semi-mountable perimeter).

#### Garden Grove Drive

Concerns regarding safety and unacceptable speeds along Garden Grove Drive have been expressed by the Working Group and in the community consultation phase. Survey data substantiated these concerns, identifying that traffic speeds are unacceptable in the 500m section between McKimmies Road and Roycroft Avenue intersection.

The following treatments are suggested:

- 3 x Road Cushions.
- Roundabout to be modified at Mimosa Road.

### Roycroft Avenue

Roycroft Avenue is 2.2km in length. Concerns regarding safety and unacceptable speeds have been expressed by the Working Group and in the community consultation survey data phase. Survey data substantiated these concerns, identifying that traffic speeds are unacceptable.

The following treatments are suggested:

- 14 x sets of Road Cushions.
- Roundabout to be modified at Sycamore Street.
- Roundabout to be modified at Crampton Crescent.
- Roundabout to be modified at Cuthbert Drive.

The roundabout modifications at Betula Avenue, Garden Grove Drive and Roycroft Avenue comprise replacing the fully mountable outer perimeter of the roundabout central island with a bus friendly semi-mountable perimeter.

### Mimosa Road

Concerns regarding safety and unacceptable speeds have been expressed by the Working Group and in the community consultation survey data phase. Survey data substantiated these concerns, identifying that traffic speeds are unacceptable.

The following treatments are suggested:

- 1 x Raised Pavement
- 1 x Raised Pedestrian Crossing
- 1 x Raised Intersection with a pedestrian crossing

### Konrads Crescent

There is a likelihood traffic speeds and volumes will increase if traffic calming measures are installed on Roycroft Avenue, with one crash already occurring in Konrads Crescent and the following treatments are suggested:

- 4 x Raised Pavements

### Off road path connections

- Between Citrus Court and Konrads Crescent (completed).
- Between Henricks Court and Roycroft Avenue (completed).
- Between Kardella Close and Winter Close (completed).
- Between Freeman Crescent, Devitt Court and Childs Road
- Easement link between Transmission Line Path and Tonelli Crescent

In addition to the above, any existing T-intersections currently without Stop or Give Way line-marking will be line-marked.

The suite of devices in the proposed TMP is expected to result in a significant reduction in traffic speeds, improved lane discipline at intersections, enhanced road safety, and generally improved residential amenity and liveability of the neighbourhood areas.

Examples of devices proposed can be seen in *Attachment 3*.

## FINANCIAL IMPLICATIONS

It is estimated that \$995,000 of works will be required to implement the proposed LATM 20 Traffic Management Plan. \$220,000 in funding for these works is available in the 2016 / 2017 New Works Program. The remaining works will be installed in future new works programs proposed over the next two financial years.

## POLICY STRATEGY AND LEGISLATION

The LATM investigation accords with Council's *Community Plan* (CP) and *Road Safety Strategy 2004* (RSS), in particular:

- Engage and consult with our community, stakeholders and customers in a meaningful way.
- Deliver road safety improvement projects to the satisfaction of authorities and residents.
- RSS – Action Plans 2 (relating to community consultation on road safety matters), 4 (pedestrian safety), 7 (children and road safety), 8 (older persons and road safety) & 9 (speed management).

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Health and Wellbeing</b>
<b>Theme</b>	<b>Safety</b>
<b>Strategic Objective</b>	<b>Our built form incorporates safety design</b>

The TMP will result in a reduction in vehicle speeds, clearer definition of intersection priorities, improvements to existing devices and improved traffic conditions at a number of pedestrian crossing locations, a reduction in the number of motor vehicle crashes in the LATM area and an opportunity for streetscape improvements to be implemented.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

A comprehensive technical assessment, community consultation and investigation of the road safety and traffic conditions in the LATM 20 area has been conducted and this has resulted in a LATM 20 proposed TMP being prepared.

There is a good level of community support for the Draft Traffic Management Plan. An average of 80% of all respondents supported the devices proposed.

The proposed LATM 20 TMP is expected to result in a significant reduction in traffic speeds, enhanced road safety, improved lane discipline at intersections and generally improve the residential amenity and liveability of the neighbourhood area.



**RECOMMENDATION**

**THAT Council resolve to:**

- 1. Adopt the proposed Traffic Management Plan (TMP) for LATM 20 and implement the following devices:**
  - a) Betula Avenue**
    - New roundabout at Belmont Way.
    - New roundabout at Garden Grove Drive.
    - Roundabout to be modified at Roycroft Avenue.
  - b) Garden Grove Drive**
    - 3 x Road Cushions.
    - Roundabout to be modified at Mimosa Road
  - c) Roycroft Avenue**
    - 14 x Road Cushions
    - Roundabout to be modified at Sycamore Street
    - Roundabout to be modified at Crampton Crescent
    - Roundabout to be modified at Cuthbert Drive
  - d) Mimosa Road**
    - 1 x Raised pavement
    - 1 x Raised pedestrian crossing
    - 1 x Raised intersection with a pedestrian crossing
  - e) Konrads Crescent**
    - 4 x Raised pavements
  - f) Off road path connections**
    - Between Freeman Crescent, Devitt Court and Childs Road Easement link
    - between Transmission Line Path and Tonelli Crescent
- 2. Advise the Local Area Traffic Management (LATM) 20 community of Council's decision on the matter.**
- 3. Within six months of completion of implementation of the Traffic Management Plan (TMP) evaluate the effectiveness of the TMP and provide advice to the Mayor and Councillors on this matter.**







## ATTACHMENT 2



## LATM 20 - TRAFFIC MANAGEMENT OPTIONS

### LIST OF DEVICES

#### BETULA AVENUE

- 1 New Roundabout at Belmont Way
- 2 New Roundabout at Garden Grove Drive
- 3 Roundabout to be modified at Roycroft Avenue

#### GARDEN GROVE DRIVE

- 4 3 x Road Cushions
- 5 2 x Bus Stop upgrades \*\*
- 6 Roundabout to be modified at Mimosa Road

#### ROYCROFT AVENUE

- 7 13 x Road Cushions along the whole length of road
- 8 Raised intersection approach treatment at Garden Grove Drive
- 9 Roundabouts to be modified at Sycamore Street
- 10 Roundabouts to be modified at Crampton Crescent
- 11 Roundabouts to be modified at Cuthbert Drive

#### MIMOSA ROAD

- 12 2 x Raised Pavements
- 1 x Raised T-Intersection

#### KONRADS CRESCENT

- 13 4 x Raised Pavements

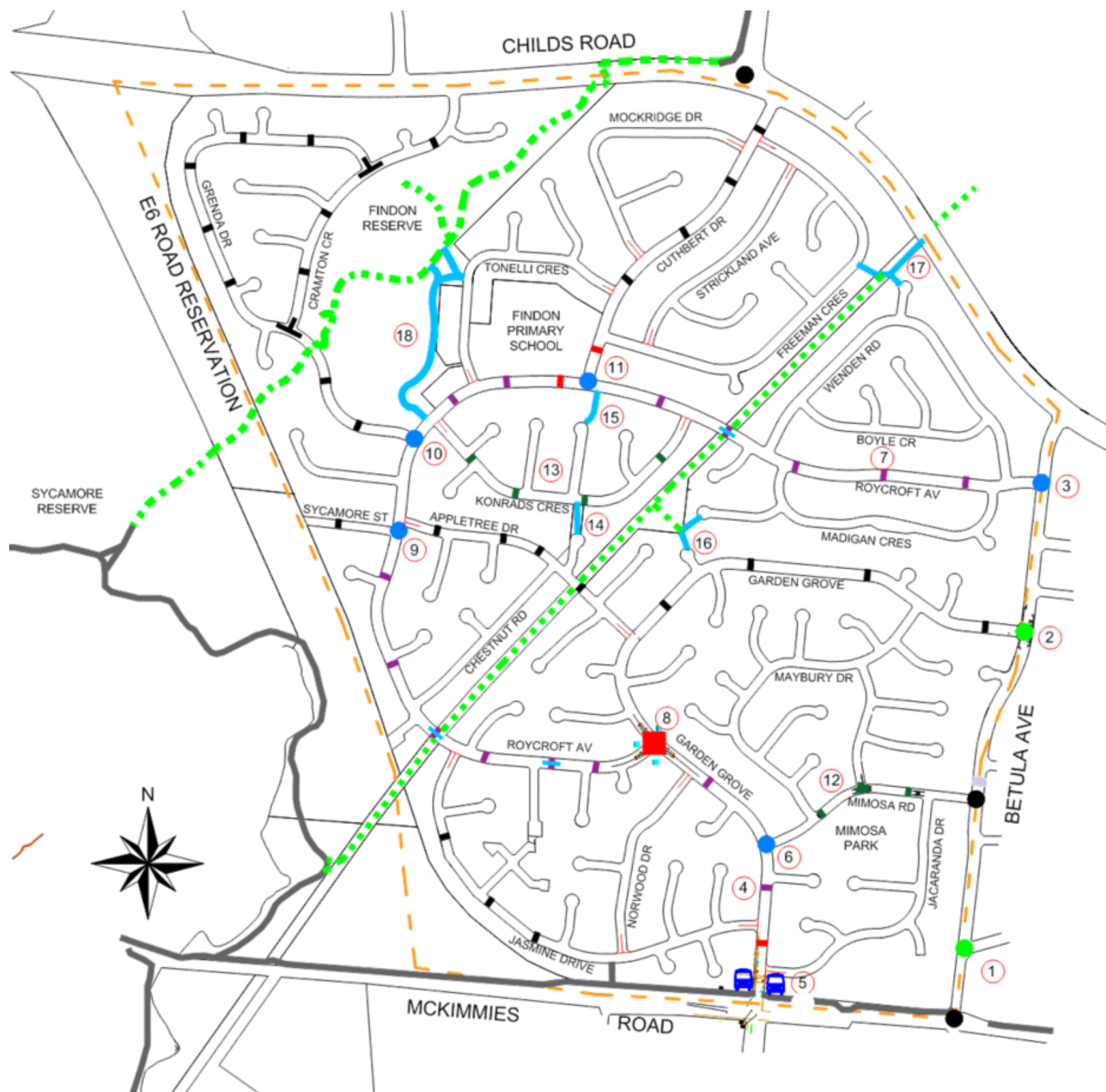
#### OFF ROAD PATH CONNECTIONS

- 14 Between Citrus Court & Konrads Crescent \*\*
- 15 Between Henriks Court & Roycroft Avenue \*\*
- 16 Between Kardella Close & Winter Court \*\*
- 17 Between Freeman Crescent, Devitt Court & Childs Road
- 18 Easement links between Transmission Line Path and Tonelli Crescent

#### OFF ROAD PATH CONNECTIONS (FUTURE WORKS)

- Between Darebin Creek Trail & Childs Road via Yan Yean Pipe Track
- Between Darebin Creek Trail & Childs Road via transmission easement

\*\* Committed works within the area



#### KEY

- |  |  |   |   |   |
|--|--|---|---|---|
| <span style="color: green;">●</span> PROPOSED NEW ROUNDABOUT         | <span style="color: red;">■</span> PROPOSED INTERSECTION MODIFICATION          | <span style="color: green;">—</span> PROPOSED RAISED PAVEMENTS              | <span style="color: black;">—</span> EXISTING RAISED PAVEMENT | <span style="color: red;">—</span> EXISTING RAISED CHILDRENS CROSSING             |
| <span style="color: blue;">●</span> PROPOSED ROUNDABOUT MODIFICATION | <span style="color: green;">- - -</span> PROPOSED OFF ROAD PATH - FUTURE WORKS | <span style="color: blue;">+</span> PROPOSED ROAD CUSHION AT TRAFFIC ISLAND | <span style="color: black;">●</span> EXISTING ROUNDABOUT      | <span style="color: blue;">—</span> EXISTING CHILDRENS CROSSING                   |
| <span style="color: purple;">—</span> PROPOSED ROAD CUSHION          | <span style="color: blue;">—</span> PROPOSED OFF ROAD PATH UPGRADE             | <span style="color: red;">—</span> PROPOSED INTERSECTION LINEMARKING        | <span style="color: black;">T</span> EXISTING TRAFFIC ISLANDS | <span style="color: orange;">—</span> STUDY AREA BOUNDARY                         |
| <span style="color: blue;">🚌</span> PROPOSED BUS STOP UPGRADE        |  |   | <span style="color: grey;">—</span> EXISTING OFF ROAD PATH    | <span style="color: red;">1</span> LOCATION OF PROPOSED TRAFFIC MANAGEMENT DEVICE |





## Traffic Management Examples

	<p>Mid-Block Raised Pavement</p>
	
	<p>Intersection Raised Pavement/Platform</p>

Attachment 3

 An aerial photograph showing a raised pedestrian crossing on a two-lane road. The crossing is marked with white rectangular blocks. A dark car is visible on the road to the right of the crossing. The 'nearmap' logo is visible in the bottom right corner of the image.	<p>Raised pedestrian crossing</p>
 A street-level photograph looking down a road towards a raised pedestrian crossing. The road is paved with asphalt and has white lane markings. The crossing is marked with white rectangular blocks. The name 'May Rd' is painted on the road surface. Several cars are parked along the sides of the road. In the background, there are houses, trees, and utility poles.	



Attachment 3

	<p>Roundabout</p>
	



Attachment 3

	<p>Road cushions</p>
	

## ATTACHMENT 4

### COMMUNITY FEEDBACK TO PROPOSED TMP

PROPOSED DEVICE	PERCENTAGE SUPPORT ALL RESPONDENTS OF LATM 20 AREA
1. Installation of roundabout in Betula Avenue at Belmont Way intersection	80 %
2. Installation of roundabout in Betula Avenue at Garden Grove Drive intersection	86 %
3. Modification of the roundabout in Betula Avenue at Roycroft Avenue intersection	88 %
4. Installation of road cushions in Garden Grove Drive	67 %
5. Modification of the roundabout in Garden Grove Drive at Mimosa Road intersection	83 %
6. Installation of road cushions in Roycroft Avenue	65 %
7. Installation of a raised intersection approach treatment in Roycroft Avenue at Garden Grove Intersection	75 %
8. Modification of the roundabouts on Roycroft Avenue at Sycamore Street intersection to include kerb outstands	80 %
9. Modification of the roundabouts on Roycroft Avenue at Grenda Drive intersection to include kerb outstands.	79%
10. Modification of the roundabouts on Roycroft Avenue at Cuthbert Drive intersection to include kerb outstands	80 %
11. Installation of 2 x raised pavements and one raised intersection treatment including pedestrian crossings in Mimosa Road	81 %
12. Installation of raised pavements in Konrads Crescent?	77 %
13. Pedestrian/cyclist path link upgrade between Freeman Cres, Devit Ct and Childs Rd?	95 %
14. Pedestrian/cyclist path link upgrade between Roycroft Avenue and Childs Rd?	95 %



## DETAILED DISCUSSION ON AND RESPONSES TO RESIDENTS COMMENTS OR CONCERNS

### **Betula Avenue / Belmont Drive Roundabout**

Seven properties were identified as being directly affected by the proposal and a consultation letter was circulated to these owners and occupiers. Four residents raised concerns.

Resident Comments or Concerns	Technical Response
Loss of parking	<ul style="list-style-type: none"> <li>• Three parking spaces would be lost with a roundabout</li> <li>• There is ample on-street parking in close proximity to adjacent residences.</li> <li>• Each property has at least two off-street parking spaces</li> <li>• Some properties have four off-street spaces.</li> </ul>
Reduced nature strip width	The roundabout design maintains current nature strip width.
Concerns with entering property	The roundabout will reduce traffic speed, calm traffic, separate traffic and result in enhanced safety for all traffic travelling along or turning into or out of adjacent properties.
There are too many roundabouts in Betula Avenue.	The number and the distances between existing and proposed roundabouts accords with Federal and State Engineering Guides and Standards.

The overall community benefits from the provision of the roundabout at this location will outweigh some minor inconvenience. The roundabout will enhance safety of all road users by reducing traffic speed and improving traffic movements and will ultimately result in a reduced risk of accidents at this intersection.

### **Betula Avenue / Garden Grove Drive Roundabout**

Seven properties were identified as being directly affected by the proposal and a consultation letter was circulated to these owners and occupiers. Two residents raised concerns.

Objector's Concerns	Response
Increased noise due to the reduced distance between the traffic and the house	The distance between traffic and the house remains the same.
Don't want the change	There was no reason specified to support their objection.

### **Road Cushions / Raised Pavement Proposal**

47 properties were identified in Garden Grove Drive, Konrads Crescent, Mimosa Road and Roycroft Avenue as being directly affected by the proposal and a consultation letter was circulated to these owners and occupiers. Six residents raised concerns.

Objector's Concerns	Response
The increased number of road cushions along Roycroft Avenue and the impact on the residents' health.	<ul style="list-style-type: none"> <li>• The proposed road cushions are spaced at 80m to 120m which accords with Federal and State Engineering Guides.</li> <li>• The design (height, width, length and ramp grade) accords with Federal and State Engineering Guides and Standards.</li> <li>• If drivers negotiate the road cushions at an appropriate low speed, there should be no reason for the cushions to have an adverse impact on residents'</li> <li>• The benefits of the road cushions in terms of safer roads and restoration of residential amenity to the broader community outweighs some minor inconvenience to a few individuals.</li> <li>• The proposed road cushions will be constructed of asphalt. A previous noise assessment study for a different location noted</li> </ul>

Attachment 5 – Outcome of Community Consultation



	that asphalt road cushions performed better than rubber road cushions both for ambient noise levels and noise events and were within the required decibel values of sound.
Loss of parking	Parking over a road cushion/ raised pavement is acceptable.
Restricted property access	Road cushions or raised pavement will not restrict access.
Impact on the property value	There is no evidence that the property value is affected by installation of traffic management devices.

Attachment 5 – Outcome of Community Consultation

## 6.4 CORPORATE SERVICES

### 6.4.1 MAYORAL AND COUNCILLOR ALLOWANCES

**File No:** 162919

**Responsible Officer:** Director Corporate Services

**Author:** Governance Officer

#### REPORT

#### EXECUTIVE SUMMARY

The purpose of this report is to review the mayoral and councillor allowances and to set allowances for the period 1 July 2017 to 30 June 2021.

The level of allowance must be set within the period of 6 months after a general election or by the next 30 June, whichever is later.

It is proposed that the level of allowances for the mayor and councillors remain unchanged at the maximum level for Category 3 and that public submissions be invited in respect of the review in accordance with sections 74(4) and 223 of the *Local Government Act 1989*.

#### BACKGROUND

Councillor and Mayoral allowances are categorised and each Council is placed into a category based on its population and revenue. The range of allowances permitted in each category is determined by the Minister for Local Government. Whittlesea Council has been categorised as a Category 3 Council.

Council may retain allowances at current levels or can vary them within the range and limits applicable to Category 3. In statutory review following the 2012 Council elections, Council set the mayoral and councillor allowances at the maximum level for Category 3.

Category 3 Councils are typically large metropolitan Councils including most interface Councils such as Casey, Hume, Knox, Melton and Wyndham.

The range of allowances for a Category 3 Council is currently:-

Mayoral Allowance	Councillor Allowance	
Up to	Minimum	Maximum
\$94,641 p.a.	\$12,367 p.a.	\$29,630 p.a.

Under Commonwealth taxation legislation, an amount equivalent to the superannuation guarantee, currently 9.5%, is added to allowances and this amount is not included in the above figures.

#### PROPOSAL

It is proposed that the level of allowances for the mayor and councillors remain unchanged at the maximum level for Category 3.

It is also proposed that public submissions be invited in respect of the proposal and that an advisory committee of Council hear and consider any submissions and report back to Council with recommendations.

### CONSULTATION

Council must seek public submissions on the review process under Section 74 and 223 of the *Local Government Act 1989*. Submissions will be invited for a period no less than 28 days and referred to an advisory committee of Council appointed to hear and consider any submissions.

A notice will be placed in the Whittlesea Leader newspaper and on Council's website on 7 March 2017 inviting public submissions. The submissions period will close at 5pm on 4 April 2017.

The advisory Committee will consider any submissions and report its recommendations to Council at its meeting on 18 April 2017.

### FINANCIAL IMPLICATIONS

An appropriate budget allocation will be made in Council's 2017/18 Budget for the mayoral and councillor allowances.

### POLICY STRATEGY AND LEGISLATION

The Act requires that Council must review and determine the level of mayoral and councillor allowances within the period of six months after a general election or by 30 June, whichever is the later.

### LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Inclusive &amp; Engaged Community</b>
<b>Theme</b>	<b>Participation &amp; decision making</b>
<b>Strategic Objective</b>	<b>Community decision making is inclusive</b>

Advertising the review of mayoral and councillor allowances ensures that the community is consulted on the review and is involved in the decision making process.

### DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act 1989* officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### CONCLUSION

It is proposed that the level of allowances for the mayor and councillors remain unchanged at the maximum level for Category 3 the four year period 1 July 2017 to 30 June 2021 and that public submissions be invited and considered in respect of the proposal.

### RECOMMENDATION

**THAT Council resolve to:**

- 1. Give notice that it intends to set the level of Mayoral and Councillor Allowances at the maximum level for Category 3 for the four year period 1 July 2017 to 30**

June 2021;

2. Invite public submissions under section 223 of the Local Government Act 1989 on the proposed level of allowances; and
3. Establish an advisory Committee of Council comprising Cr ..... Cr ..... and Cr ..... to consider any written submissions on the proposal made in accordance with section 223 of the *Local Government Act* 1989 and report on and make recommendations to Council on any submissions at a subsequent meeting.





**6.4.2 AUSTRALIAN LOCAL GOVERNMENT WOMEN'S ASSOCIATION NATIONAL CONFERENCE 2017****File No:** .**Responsible Officer:** Director Corporate Services**Author:** Governance Officer**REPORT****EXECUTIVE SUMMARY**

To approve the attendance of interested Councillors at the ALGWA Conference to be held in Launceston, Tasmania from 11 – 13 April 2017.

**INTRODUCTION**

The ALGWA Launceston Conference, “Be the Balance” will bring together people interested in issues pertaining to women in Local Government. This includes ALGWA members, delegates, Mayors, elected members, Council staff and decision-makers from across Australia.

**PROGRAM**

The program includes the following speakers and topics:

Topic/Session	Speakers
<b>Tuesday 11 April 2017</b>	
Site Tour	<ul style="list-style-type: none"><li>Walking Tours in Launceston.</li><li>Civic Reception hosted by the Mayor of Launceston.</li></ul>
<b>Wednesday 12 April 2017</b>	
Welcome	<ul style="list-style-type: none"><li>ALGWA National President Cr Coral Ross.</li><li>Her Excellency Professor the Honourable Kate Warner AM (Official Opening).</li></ul>
Keynote speaker	<ul style="list-style-type: none"><li>Helene Chung, first female posted overseas by ABC and the first Chinese-Australian journalist to be appointed to China.</li></ul>
Workshop Options	<ul style="list-style-type: none"><li>Collective Impact: Discussion from two Collective Impacts Project Groups on how their methodology could be used in our municipal area.</li><li>Age Friendly Cities: Aging population issues and a presentation on Clarence City Council's Positive Ageing Committee Program.</li></ul>
An update on the Status of Women and Girls	<ul style="list-style-type: none"><li>Professor Megan Alessandrini, University of Tasmania Gender and Policy Strategy Group.</li></ul>
Speakers	<ul style="list-style-type: none"><li>Kate Jenkins, Australian Sex Discrimination Commissioner.</li><li>Ben Milbourne, star of Master Chef, writer on how he balances fame and living in rural Tasmania.</li></ul>

Topic/Session	Speakers
<b>Thursday 13 April 2017</b>	
Speakers	<ul style="list-style-type: none"> <li>• Darren Hine, Commissioner of Police and Secretary of the Department of Police, Fire and Emergency Management.</li> <li>• Dr Joan Webb, Creativity with the frail aged.</li> </ul>
Panel Discussion: What does Climate Change mean for Councils?	<ul style="list-style-type: none"> <li>• Moderated by Professor Jean Palutikof, National Climate Change Adaptation Research Facility.</li> </ul>
Speakers	<ul style="list-style-type: none"> <li>• Dr Daryl Peebles, Profession career in corporation communications and human resource management.</li> <li>• Rob Edwards, Company Director for 20 years in the health and well-being industry where he designs and develops staff development programs.</li> </ul>

### CRITICAL DATES

Registration for the Conference is currently open.

### FINANCIAL IMPLICATIONS

The cost of attending the Conference is \$750.00 per person plus airfares, accommodation and other associated costs.

An appropriate budget allocation is included in the 2016/17 Council budget for Councillor training and development.

### POLICY STRATEGY AND LEGISLATION

Council approval is required for any interstate or overseas travel by Councillors.

### LINKS TO THE COUNCIL PLAN

**FUTURE DIRECTION**                      **Good Governance**

**Theme**                                      **Continuous improvements**

**Strategic Objective**                      **Council adopts best practice models of operation**

### DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act* 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### RECOMMENDATION

**THAT Council resolve to approve the attendance of interested Councillors at the Australian Local Government Women's Association National Conference to be held in Launceston from 11 – 13 April 2017.**

**6.4.3 2018 GENERAL REVALUATION & APPOINTMENT OF VALUER UNDER VALUATION OF LAND ACT**

**File No:** 141768

**Attachments:** 1 Statutory Declaration [↓](#)

**Responsible Officer:** Director Corporate Services

**Author:** Manager Property & Valuations

**REPORT****EXECUTIVE SUMMARY**

This report seeks to formally cause a general revaluation of all rateable and non-rateable land within Council's municipal district and to appoint Council's Manager Property and Valuations as the person to make valuations under the *Valuation of Land Act* 1960 (the Act) for the purposes of the *Local Government Act* 1989.

**BACKGROUND**

Under Section 11 of the Act councils must cause a valuation of rateable and non-rateable land within their municipal districts to be made and returned after 1 January and before 30 April in every even calendar year. Section 6(1) of the Act requires a Council proposing to make a general revaluation of all rateable and non-rateable land to give to the Valuer General and to every other rating authority interested in the general revaluation not less than one month's notice of its resolution.

Further, Section 13DA of the Act empowers Council to appoint one or more people to make valuations under that Act for the purposes of the *Local Government Act* 1989. Council may only appoint a person who holds the qualifications or experience specified from time to time by the Minister by notice published in the Government Gazette.

**PROPOSAL**

It is proposed that Council cause a general revaluation of all rateable and non-rateable land within its municipal district and notify the Valuer General and all other interested rating authorities. It is also proposed that Council's Manager Property and Valuations, Mr Gino Mitrione, be appointed under Section 13DA of the Act as the person to make valuations for the purposes of the *Local Government Act*.

Mr Gino Mitrione, who has returned each of the General Revaluations for Council since 2000, is a duly qualified valuer and holds the qualifications and experience specified by the Minister.

Before any general valuation and return is made, the person appointed to make the return must make a statutory declaration (see *Attachment 1*) that the valuation and return will be impartial and true to the best of that person's judgement and will be made by that person or under that person's immediate personal supervision.

**CONSULTATION**

All necessary consultation internal and external has been undertaken.



## CRITICAL DATES

The General Valuation must be made and returned after 1 January 2018 and before 30 April 2018 in accordance with the Valuation of Land Act 1960.

## FINANCIAL IMPLICATIONS

The 2018 General Valuation will be utilised for the first time on 1 July 2018 for the determination of municipal rates within the municipality. Council's Valuation Team is in-house, therefore, there are no additional costs in undertaking the 2018 General Valuation.

## POLICY STRATEGY AND LEGISLATION

Conduct of the 2018 Revaluation of all rateable and non-rateable property within the City of Whittlesea is required under the *Valuation of Land Act* 1960, Section 13DC.

## LINKS TO THE COUNCIL PLAN

**FUTURE DIRECTION**                      **Good Governance**

**Theme**    **Continuous improvements**

**Strategic Objective**                      **Council adopts best practice models of operation**

Council's in-house Valuation Team has adopted best practice in completing the valuation of all rateable and non-rateable property within the municipality.

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act* 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

That Council undertake a valuation of rateable and non-rateable land within the municipal district in accordance with the *Valuation of Land Act* and that Mr Gino Mitrione be appointed to complete the valuation.

## RECOMMENDATION

**THAT Council resolve to:**

1. **Cause a valuation of rateable and non-rateable land within its municipal district to be made and returned after 1 January 2018 and before 30 April 2018 pursuant to Section 11 the *Valuation of Land Act* 1960.**
2. **Notify the Valuer General and all other rating authorities interested in the general revaluation of its resolution to cause a general revaluation pursuant to Section 6(1) of the *Valuation of Land Act* 1960.**
3. **Appoint Mr Gino Mitrione, Manager Property and Valuations, as the person to make valuations under the *Valuation of Land Act* 1960 for the purposes of the *Local Government Act* 1989.**
4. **Note that the Statutory Declaration has been signed and witnessed under the *Valuation of Land Act* 1960.**

# Statutory Declaration

Of

**Gino Mitrione**

**Dated 10 February 2017**

I, Gino Mitrione, care of the City of Whittlesea, 25 Ferres Boulevard, South Morang, Victoria, and holding the position of Manager Property and Valuations, for the City of Whittlesea, do solemnly and sincerely declare, pursuant to section 13DH(2) of the *Valuation of Land Act* 1960 (No 6653) that the valuation and return I make on behalf of the City of Whittlesea will be impartial and true to the best of my judgement.

AND I make this solemn declaration believing the same to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

DECLARED at Whittlesea )  
City Council Municipal Offices, )  
South Morang, in the State of )  
Victoria this )  
10<sup>th</sup> day of February 2017 )

  
Gino Mitrione

Before me

  
Helen Sui  
Director Corporate Services



**6.4.4 FINANCIAL PERFORMANCE REPORT FOR THE PERIOD ENDED 31 DECEMBER 2016 & 2016/17 MID-YEAR BUDGET REVIEW****File No:** 146746

**Attachments:**

1	Financial Performance Report - December 2016 <a href="#">↓</a>
2	2016/17 Mid Year Review - Operating Budgets <a href="#">↓</a>
3	2016/17 Mid Year Review - New Works Program <a href="#">↓</a>

**Responsible Officer:** Director Corporate Services**Author:** Team Leader Management Accounting**REPORT****EXECUTIVE SUMMARY**

The Financial Performance Report (Attachment 1) for the period ended 30 September 2016, is presented for consideration by Council, in accordance with the *Local Government Act* 1989. In addition, officers undertook a Mid-Year Budget Review to identify major changes that have occurred since budget adoption.

**BACKGROUND**

The Financial Performance Report includes the following financial statements:

- Comprehensive income statement
- Balance sheet
- Statement of cash flows
- Statement of capital works

A detailed analysis of income and expenditure in the comprehensive income statement is included in the report. The statement shows a favourable year to date variance of Council's underlying surplus of \$5.77 million. Significant income and expenditure variances for the first quarter are highlighted below.

The favourable income variances have occurred in rates and charges (supplementary valuations) (\$610,000), and contributions - cash (\$1.95 million). The favourable expenditure variation is predominately in employee benefits (\$1.26 million) and materials and services (\$1.90 million).

In June 2016, Council adopted the 2016/17 Budget, which projected a total operating surplus of \$85.8 million (as per the Budgeted Comprehensive Income Statement) and a break even cash-basis result (rates funded budget) following adjustments for the treatment of capital items (grants and expenditure), non-monetary asset contributions, reserve transfers and loan principal repayment requirements.

Officers have completed a Mid-Year Budget Review for 2016/17 to identify major changes that have occurred since budget adoption (Attachment 2). The review was undertaken to check that the financial result will be delivered in line with the Adopted Budget at year end, and to address significant budget impacts that have occurred since the original budget was set.

A review of the New Works Program for 2016/17 has also been undertaken. The outcome of this review has identified savings in a number of completed projects and also projects which have encountered unforeseen delays (Attachment 3). It is proposed that the identified savings be transferred to a reserve to be used to fund future capital projects. It is also proposed a



number of projects be brought forward from the 2017/18 New Works Program to utilise the 2016/17 budgeted funds. These identified projects (Attachment 3) have been selected based on their ability to be delivered prior to the end of the 2016/17 financial year.

## CONSULTATION

Consultation with the various departments of Council has been undertaken in preparation of this report.

## FINANCIAL IMPLICATIONS

Overall, the Mid-Year Budget Review projects a revised cash-basis favourable surplus of \$2.66 million which includes released rates funding of \$953,000 due to receipt of interface growth project funding. It is proposed to transfer this surplus to reserves to fund future capital projects.

The New Works Program has realised savings of \$871,000 and project delays to the value of \$1.6 million. It is proposed that the identified savings be transferred to a reserve to be used to fund future capital projects. It is also proposed a number of projects be brought forward from the 2017/18 New Works Program to utilise the 2016/17 budgeted funds.

## POLICY STRATEGY AND LEGISLATION

Section 138 of the *Local Government Act* 1989 provides that at least every three months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure for the financial year, with the actual revenue and expenditure to date, is presented to Council.

## LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Good Governance</b>
<b>Theme</b>	<b>Resource Management</b>
<b>Strategic Objective</b>	<b>Council is financially sustainable for the long term</b>

## DECLARATIONS OF CONFLICTS OF INTEREST

Under section 80C of the *Local Government Act* 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## CONCLUSION

For the six month period ending 31 December 2016, Council's underlying surplus shows a favourable year to date variance of \$5.77 million against budget. Although this result is generally in-line with budget predictions, variances will continue to be monitored over the next quarter.

The 2016/17 Mid-Year Budget Review projects a cash-basis surplus of \$2.66 million. It is proposed to transfer this surplus to a reserve to use to fund future capital projects. The New Works Program has realised savings of \$871,000 and project delays to the value of \$1.6 million. It is proposed that the identified savings be transferred to a reserve to be used to fund future capital projects. It is also proposed a number of projects be brought forward from the 2017/18 New Works Program to utilise the 2016/17 budgeted funds.

<b>RECOMMENDATION</b>
-----------------------

**THAT Council resolve to:**

- 1. Note the Financial Performance Report for the period ended 31 December 2016;**
- 2. Note the outcome of the 2016/17 Mid-Year Budget Review (operating budgets) and agree that at 2016/17 financial year end the actual budget surplus be transferred to a reserve for use to fund future capital projects.**
- 3. Note the outcome of the 2016/17 Mid-Year Budget Review (new works budget) and agree that at 2016/17 financial year end realised savings be transferred to a reserve for use to fund future capital projects and also to bring forward the recommended projects to 2016/17.**





***City of***  
**Whittlesea**

**Financial Performance Report  
For the period ended  
31 December 2016**

Creating vibrant self-sustaining communities **together**



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Statement of capital works	12

City of Whittlesea Financial Performance Report

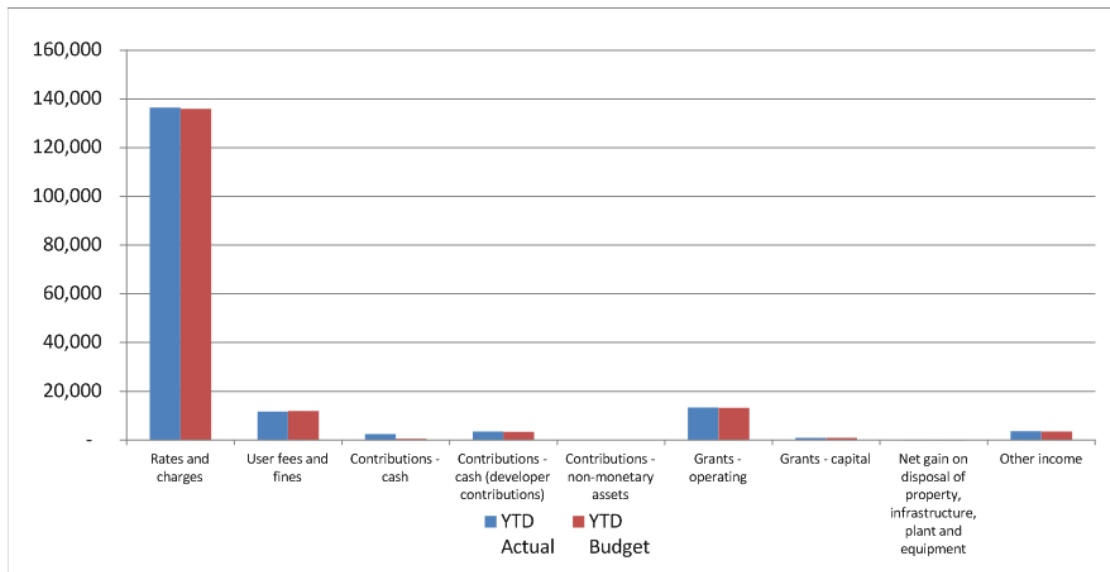
Comprehensive income statement

	2016/17 YTD Actual \$'000	2016/17 YTD Budget \$'000	2016/17 YTD Variance \$'000	2016/17 Adopted Budget \$'000
<b>Income</b>				
Rates and charges	136,510	135,900	610	136,455
User fees and fines	11,679	11,968	(289)	21,876
Contributions - cash	2,579	632	1,947	1,699
Contributions - cash (developer contributions)	3,448	3,366	82	10,405
Contributions - non-monetary assets	-	-	-	70,000
Grants - operating	13,301	13,249	52	25,574
Grants - capital	890	900	(10)	4,230
Net gain on disposal of property, infrastructure, plant and equipment	110	133	(23)	266
Other income	3,698	3,480	218	7,468
<b>Total income</b>	<b>172,215</b>	<b>169,628</b>	<b>2,587</b>	<b>277,973</b>
<b>Expenditure</b>				
Employee benefits	39,866	41,125	(1,259)	84,017
Materials and services	23,486	25,388	(1,902)	66,208
Depreciation and amortisation	11,976	12,000	(24)	24,000
Finance costs	567	572	(5)	1,984
Other expenses	6,871	6,917	(46)	15,938
<b>Total expenditure</b>	<b>82,766</b>	<b>86,002</b>	<b>(3,236)</b>	<b>192,147</b>
<b>Total comprehensive result</b>	<b>89,449</b>	<b>83,626</b>	<b>5,823</b>	<b>85,826</b>

<b>Underlying result reconciliation</b>				
Comprehensive result	89,449	83,626	5,823	85,826
Less non -operating income and expenditure:				
Net gain on disposal of property, infrastructure, plant and equipment	(110)	(133)	23	(266)
Grants - capital	(890)	(900)	10	(4,230)
Contributions - cash (developer contributions)	(3,448)	(3,366)	(82)	(10,405)
Contributions - non-monetary assets	-	-	-	(70,000)
<b>Underlying surplus/(deficit)</b>	<b>85,001</b>	<b>79,227</b>	<b>5,774</b>	<b>925</b>

City of Whittlesea Financial Performance Report

Income summary



	Notes	2016/17 YTD Actual \$'000	2016/17 YTD Budget \$'000	2016/17 YTD Variance \$'000	2016/17 Adopted Budget \$'000
<b>Income</b>					
Rates and charges	1.1	136,510	135,900	610	136,455
User fees and fines		11,679	11,968	(289)	21,876
Contributions - cash	1.2	2,579	632	1,947	1,699
Contributions - cash (developer contributions)		3,448	3,366	82	10,405
Contributions - non-monetary assets		-	-	-	70,000
Grants - operating		13,301	13,249	52	25,574
Grants - capital		890	900	(10)	4,230
Net gain on disposal of property, infrastructure, plant and equipment		110	133	(23)	266
Other income		3,698	3,480	218	7,468
<b>Total income</b>		<b>172,215</b>	<b>169,628</b>	<b>2,587</b>	<b>277,973</b>

City of Whittlesea Financial Performance Report

**Analysis of income variances**

**1.1 Rates & charges**

**0.4% Variance      \$0.61M Fav**

All property rates are recognised as income when notices are issued. Variation to budget is the result of supplementary valuations (*permanent variance*).

**1.2 Contributions - cash**

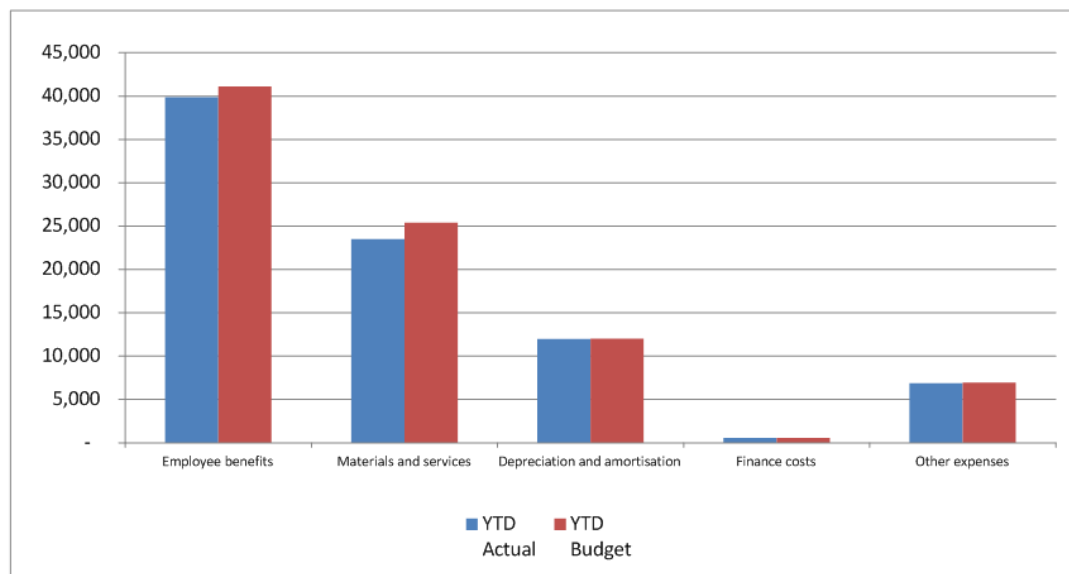
**308.1% Variance      \$1.95M Fav**

Category includes contributions from organisations (including other levels of government) for works carried out on their behalf. Favourable variance due to contribution for Animal Welfare Facility (\$1.86M), Green, Connect & Active Project (\$95K)



City of Whittlesea Financial Performance Report

**Expenditure summary**



	Notes	2016/17 YTD Actual \$'000	2016/17 YTD Budget \$'000	2016/17 YTD Variance \$'000	2016/17 Adopted Budget \$'000
<b>Expenditure</b>					
Employee benefits	2.1	39,866	41,125	(1,259)	84,017
Materials and services	2.2	23,486	25,388	(1,902)	66,208
Depreciation and amortisation		11,976	12,000	(24)	24,000
Finance costs		567	572	(5)	1,984
Other expenses		6,871	6,917	(46)	15,938
<b>Total expenditure</b>		<b>82,766</b>	<b>86,002</b>	<b>(3,236)</b>	<b>192,147</b>

City of Whittlesea Financial Performance Report

**Analysis of expenditure variances**

**2.1 Employee benefits**

**3.1% Variance**

**\$1.26M Fav**

Includes all labour related expenditure such as salaries, wages, allowances and on-costs such as leave entitlements, superannuation and WorkCover. Favourable year to date variance mainly due to lower than budgeted payments to permanent/fixed term staff (due to staff movements and vacancies) (\$1.77M); offset by casual staff (\$165K), overtime (\$78K), and WorkCover premium (\$271K).

**2.2 Materials and services**

**7.5% Variance**

**\$1.9M Fav**

Includes the purchase of supplies and consumables, payments to contractors for the provision of services, and fleets costs. Major year to date variances:

*Favourable variances:*

- lower than anticipated year to date expenditure on:
  - External works (\$1.41M)
  - Supplies and services (\$691K)
  - Plant and fleet operations (\$281K)
  - Computer services (\$380K)

*Offset by unfavourable variances:*

- higher than anticipated year to date expenditure on:
  - Consultants/external support (\$383K)
  - Temporary/agency staff (\$271K)
  - Training, seminars & courses (\$63K)
  - Communications (\$115K)

City of Whittlesea Financial Performance Report

Balance sheet

	Notes	2016/17 YTD Actual \$'000	2015/16 Actual \$'000	Net Movement \$'000
<b>Current assets</b>				
Cash and cash equivalents	3.1	31,756	4,587	27,169
Financial assets (investments)	3.2	87,100	135,100	(48,000)
Trade and other receivables	3.3	111,248	18,325	92,923
Inventories		265	128	137
Other assets		3,158	1,320	1,838
<b>Total current assets</b>		<b>233,527</b>	<b>159,460</b>	<b>74,067</b>
<b>Non-current assets</b>				
Investment in associate		2,617	2,617	-
Unlisted shares		22	22	-
Infrastructure, property, plant and equipment		2,897,884	2,880,959	16,925
Intangible assets		577	577	-
Investment property		2,435	2,435	-
<b>Total non-current assets</b>		<b>2,903,535</b>	<b>2,886,610</b>	<b>16,925</b>
<b>Total assets</b>		<b>3,137,062</b>	<b>3,046,070</b>	<b>90,992</b>
<b>Current liabilities</b>				
Trade and other payables		25,444	21,982	3,462
Trust funds and deposits		8,284	8,672	(388)
Provisions		16,473	17,407	(934)
Interest bearing loans and borrowings		1,752	2,349	(597)
<b>Total current liabilities</b>		<b>51,953</b>	<b>50,410</b>	<b>1,543</b>
<b>Non-current liabilities</b>				
Provisions		2,432	2,432	-
Interest bearing loans and borrowings		28,096	28,096	-
<b>Total non-current liabilities</b>		<b>30,528</b>	<b>30,528</b>	<b>-</b>
<b>Total liabilities</b>		<b>82,481</b>	<b>80,938</b>	<b>1,543</b>
<b>Net assets</b>		<b>3,054,581</b>	<b>2,965,132</b>	<b>89,449</b>
<b>Equity</b>				
Accumulated surplus	3.4	2,331,031	2,237,261	93,770
Reserves		723,550	727,871	(4,321)
<b>Total equity</b>		<b>3,054,581</b>	<b>2,965,132</b>	<b>89,449</b>

City of Whittlesea Financial Performance Report

**Analysis of balance sheet**

**Comparison to prior financial year - June 2016 actual**

3.1 - Cash assets have increased by \$27.17M - refer to Statement of Cash Flows (pg. 10). This is due in part to the maturity of longer term investments (financial assets) that have been reinvested for shorter periods (within 90 days).

3.2 - Financial assets are cash investments that have a maturity date greater than 90 days from the end of the reporting period. Financial assets have decreased by (\$48.0M) to manage Council's cash flow which varies during the year, as it is dependant on the receipt of revenue and the timing of expenditure.

3.3 - Receivables have increased due to rate debtors (including Fire Service Levy). This is because rates are recognised as income when notices are sent out at the start of the financial year. The rate debtor balance reduces throughout the year as payments are received - either by instalments or in full by 15 February.

3.4 - Accumulated surplus is the value of all net assets less reserves that have accumulated over time. The movement is directly related to the surplus for the period (refer to Income statement) and net reserve transfers.



City of Whittlesea Financial Performance Report

Statement of cash flows

	Notes	2016/17 YTD Actual \$'000	2015/16 Actual \$'000
<b>Cash flows from operating activities</b>			
Rates		53,990	127,348
User fees and fines		10,735	24,321
Developer contributions		3,448	16,762
Grants (inclusive of GST)		14,336	30,609
Other receipts and charges (inclusive of GST)		4,517	8,297
Interest received		1,760	4,483
Net GST refund		3,487	7,794
Net Fire Services Levy		173	(649)
Payments to employees		(41,665)	(82,233)
Payments to suppliers (inclusive of GST)		(38,758)	(75,452)
<b>Net cash provided by (used in) operating activities</b>	4.1	<u>12,023</u>	<u>61,280</u>
<b>Cash flows from investing activities</b>			
Proceeds from disposal of non-current assets		380	475
Payments for infrastructure, property, plant and equipment (inclusive of GST)		(32,070)	(43,673)
Redemptions/(Payments) for investments (maturing later than 90 days)		48,000	(43,892)
<b>Net cash provided by (used in) investing activities</b>	4.2	<u>16,310</u>	<u>(87,090)</u>
<b>Cash flows from financing activities</b>			
Repayment of borrowings		(597)	(2,173)
Finance costs		(567)	(2,046)
Proceeds from borrowings		-	-
<b>Net cash provided by (used in) financing activities</b>	4.3	<u>(1,164)</u>	<u>(4,219)</u>
<b>Net increase (decrease) in cash and cash equivalents</b>		27,169	(30,029)
Cash and cash equivalents at the beginning of the year		4,587	34,616
<b>Cash and cash equivalents at the end of the period</b>	4.4	<u>31,756</u>	<u>4,587</u>

City of Whittlesea Financial Performance Report

**Explanation of statement of cash flows**

**4.1 Operating activities**

Refers to the cash generated or used in the normal service delivery functions of Council. Cash remaining after paying for the provision of services to the community may be available for investment in capital works, or repayment of debt.

**4.2 Investing activities**

Refers to cash generated or used in the enhancement or creation of infrastructure and other assets. These activities included the acquisition and sale of assets such as vehicles, property and equipment.

**4.3 Financing activities**

Refers to cash generated or used in the financing of Council functions and include borrowings from financial institutions and advancing of repayable loans to organisations. These activities also include repayment of the principal component of loan repayments for the year.

**4.4 Cash and cash equivalents at the end of the period**

Cash and cash equivalents at the end of the period have increased by \$27.17M.

City of Whittlesea Financial Performance Report

Statement of capital works

	Notes	2016/17 YTD Actual \$'000	2016/17 YTD Budget \$'000	2016/17 YTD Variance \$'000	2016/17 Annual Budget \$'000
<b>Capital works areas</b>					
Buildings	5.1	14,440	14,494	53	24,209
Drains		84	188	104	1,404
Planning & feasibility	5.2	27	140	113	300
Open space	5.3	6,218	5,297	- 922	11,464
Plant & equipment	5.4	1,922	1,443	- 479	4,243
Roads & paths	5.5	5,058	6,819	1,761	14,034
Transport	5.6	1,407	3,655	2,248	5,908
<b>Total capital works</b>		<b>29,158</b>	<b>32,035</b>	<b>2,877</b>	<b>61,561</b>

City of Whittlesea Financial Performance Report

**Analysis of statement of capital works**

Refer to New Works Program 2016/17 Q1 report presented to Council at the meeting of 7 February 2017 for more detail.





2016/17 Mid-Year Budget Review

Income/Expenditure (cash basis)	Notes	2016/17 Budget	2016/17 Mid Year Budget	Variance \$	Variance %
<b>Income</b>					
Rates and charges		136,454,675	136,454,675	0	0.0%
User fees and fines	1	21,875,616	21,443,431	(432,185)	-2.0%
Contributions - cash		1,698,620	1,769,300	70,680	4.2%
Contributions - cash (developer contributions)	2	10,404,900	10,273,900	(131,000)	-1.3%
Grants	3	25,574,275	25,862,713	288,438	1.1%
Other income	4	12,010,631	11,810,105	(200,526)	-1.7%
<b>Total Income</b>		<b>208,018,717</b>	<b>207,614,124</b>	<b>(116,155)</b>	<b>-0.1%</b>
<b>Expenditure</b>					
Employee benefits	5	84,042,390	82,722,881	(1,319,509)	-1.6%
Materials and services		64,928,437	64,506,714	(421,723)	-0.6%
Bad and doubtful debts		605,000	605,000	0	0.0%
Finance costs		1,984,051	1,984,051	0	0.0%
Other expenses	6	17,853,423	17,025,929	(827,494)	-4.6%
<b>Total Expenditure</b>		<b>169,413,301</b>	<b>166,844,575</b>	<b>(2,568,726)</b>	<b>-1.5%</b>
<b>Subtotal</b>		<b>38,605,416</b>	<b>40,769,549</b>	<b>2,164,133</b>	<b>5.6%</b>
Net reserve transfers	7	14,425,416	14,884,212	458,796	3.2%
Interface Growth Fund (IGF)	8		(952,998)	(952,998)	-100.0%
New Works (net)	9	24,180,000	24,180,000	0	0.0%
<b>Surplus/(Deficit)</b>		<b>-</b>	<b>2,658,335</b>	<b>2,658,335</b>	

Notes

1. User Fees & Fines

Decrease in user fees and fines is due to a reduction in income for:

Landscape plan checking/surveillance fees	(133,000)
Leisure centre income net reduction	(23,000)
TRAC contract variation	(135,000)
Mill Park Leisure and Services Centre	47,000
Mill Park Basketball Stadium	60,000
Whittlesea Swim Centre	5,000
Golf course fees	(211,000)
Golf course catering income	(126,000)
Building and planning fees	(190,000)
Commercial asset protection	(43,000)
Local laws	(27,000)
Offset by increase in income for:	
Waste collection	170,000
PRACC fee income	50,000
Tip royalties	17,000
Recycling rebate	70,000

**Notes (Continued)**

**2. Contributions - cash (developer contributions)**

Decrease is due to lower than anticipated contributions received for:

Traffic lights maintenance (net budget impact is zero - transferred to reserve) (145,000)

Offset by increase in contributions for:

Parks & Open Space 14,000

**3. Grants**

Increase in grants is due to higher than budgeted grants commission allocation 288,000

**4. Other income**

Decrease is predominately due to:

Lower than budgeted carried forward project income (net budget impact zero) (558,000)

PRACC sales (119,000)

Golf course catering sales (98,000)

External workshop sales (64,000)

Offset by:

Additional funding for MCH Right@Home program 254,000

Legal costs recovered 149,000

Rates interest 211,000

Footpath maintenance reimbursements 17,000

**5. Employee benefits**

Reduction in employee benefits (\$1.32M) due to a reduction in the oncost rate from 18.5% to 17.1% and net savings from vacancies and staff movements. (1,319,509)

**6. Other expenses**

Reduction in other expenses is due to:

Utilities (261,000)

Parks growth allowance - lower than anticipated sites handed over from developers (580,000)

**7. Net reserve transfers**

Increase in reserve transfers due to:

Landfill royalty (tip reserve) 38,000

Green Waste 344,000

Multi-year Community Inclusion program funding (full amount received upfront) 68,000

Aged Services grant - funding source for Senior Resource Centre 150,000

Offset by:

Traffic lights maintenance (decrease in developer contributions received) (145,000)

**8. Interface growth fund**

Release of rates funding for New Works due to receipt of 15/16 Interface Growth Funds (now known as Growing Suburbs Fund) (952,998)

**9. New Works (net)**

Please refer to the attached report.

# 2016/17 New Works Program Mid-Year Review

There are several changes to the New Works Program which have been identified due to projects being under budget and significant delays to projects.

PID #	Project Title	Income		Expenditure		NET		2016/17 Underspend	Comment
		Original Budget	Revised Budget	Original Budget	Revised Budget	Original Budget	Revised Budget		
240	Animal Welfare Facility - Cooper St Epping	(5,499,216)	(7,365,496)	5,499,216	7,365,496	-	-	0	Original budget was based on CoW proposal only. Revised budget is based on regional facility which is being constructed.
671	Ashley Park CAC, Mernda	(1,716,226)	(3,910,000)	1,716,226	3,910,000	-	-	0	Legals, Funding and Construction Agreements signed in August 2016. Revised budget reflects actuals forecast in 2016/17. Net impact of zero on budget. Project funded from DEECD and Developer Contributions.
1064	Drainage Improvement Works - Various Locations	(50,000)	(82,200)	50,000	82,200	-	-	0	Urgent project to upgrade drainage at 56 Coulstock St, Epping was required which was unbudgeted. Proposed to fund from Drainage Reserve.
2075	Black Spot - Yan Yean Rd/Jorgensen Rd Intersection	(973,750)	0	973,750	-	-	-	0	VicRoads funded project now being delivered by VicRoads not CoW.
2168	Black Length - Glenburnie Road	0	(880,000)	-	880,000	-	-	0	Unbudgeted VicRoads funded project
				Net impact of Zero on Budget				0	
Projects Under Budget - Derived Surplus									
672	Mernda YMCA ELC (Hawkestone Pde), Mernda South	(100,000)	(675,000)	600,000	850,000	500,000	175,000	325,000	Final Agreement and construction program finalised in June 2016. Revised budget reflects actuals forecast for 16/17. Surplus of \$325,000 due to negotiation of lower fitout and limiting possible variations.
1473	Construction of two tennis courts - Mill Park Lakes CAC	(150,000)	0	200,000	-	50,000	-	50,000	Project was dependent upon getting a Grant from SRV. Grant application was unsuccessful and therefore project is not proceeding. Funds (\$50k) are surplus!
2060	Refurbish Harbard Street Kindergarten	0	0	30,000	13,475	30,000	13,475	16,525	Project complete. Surplus funds.
1989	Painted Hills Rd/Bridge Inn Rd Intersection	(3,250,000)	(3,250,000)	3,800,000	3,319,804	550,000	69,804	480,196	Project anticipated to be underspent by \$480,196.
				Total surplus				871,721	
Projects Delayed in 2016/17									
813	Road Safety Improvements - Install Roundabout at Hurlstone Crescent	0	0	150,000	-	150,000	-	150,000	Following a Council resolution on 18 November 2014, Council resolved that this project was to be put on hold until the roundabouts at Centenary /Bradley (PID 1986) and Centenary/Hinkler (PID 1987) were upgraded. After the upgrades at each intersection are complete then a new community consultation is to be undertaken and new report sent to Council.
1802	Hillcroft Drainage Issues	0	0	47,500	-	47,500	-	47,500	Delays resulting from issue with property owner
1992	Construct Shared Path - Plenty Road (west side) McKimmies Road to Weatherland Dve Bundoora	0	0	324,500	45,000	324,500	45,000	279,500	Awaiting confirmation of VicRoads business case for Plenty Road upgrade before decision is made on works status. Project deferred until after VicRoads finishes works or to provide funding to VicRoads for their contractor to carry out the works depending which presents best value.
1994	Pedestrian Operated Signals - High St Thomastown	0	0	189,750	-	189,750	-	189,750	Works on hold pending outcome of High Street Thomastown Streetscape Masterplan. Project delayed in context of Thomastown /Lalor Masterplan
2072	Streetscape Improvements Program - Lalor High Street Shops	(36,480)	0	316,480	36,480	280,000	36,480	243,520	Multi-year GSF Project.
2077	Streetscape Improvement Program Thomastown High Street Shops	0	0	200,000	40,000	200,000	40,000	160,000	Stakeholder consultation to inform project scope has delayed project.
2052	Sycamore BMX Track Development - Sycamore Reserve	0	0	300,000	10,000	300,000	10,000	290,000	Design Issues.
2053	Sycamore BMX Facility Improvement (Pavilion) - Sycamore Reserve	0	0	200,000	10,000	200,000	10,000	190,000	Design Issues. Additional funding in 17/18.
2121	Epping Central DCP Implementation - Streetscape Improvements Coulstock St & High St, Epping	0	0	100,000	50,000	100,000	50,000	50,000	Complex site surveys and stakeholder investigations will not conclude until late 2016/17
				Total Projects Delayed				1,600,270	
								2,471,991	

Supplementary Projects that could be brought forward from 2017/18		Expenditure		Net		Offset Project	Comment
		Original	Revised	Original	Revised		
The Lakes Boulevard Road - Gordons Rd to Pretty Valley Gve		0	171,000	0	171,000	(171,000)	Deep lift patching, then wearing course.
Temple Dve Road Rehab/Reseal		0	150,000	0	150,000	(150,000)	Full road reconstruction between Mine St and Settlement Rd
Bridge Inn Rd - Cravens Rd to Wellington		0	45,000	0	45,000	(45,000)	Profile, Corrector course (to shape Rd) then wearing course
Bridge Inn Rd - Bridge to Landfill Site		0	130,000	0	130,000	(130,000)	Deep lift patching, then wearing course
Bridge Inn Rd - Quarry to High St		0	130,000	0	130,000	(130,000)	Deep lift patching, then wearing course
Bridge Inn Rd - Plenty Rd to Mernda Village Dve		0	145,000	0	145,000	(145,000)	Deep lift patching, then wearing course
Roycroft Ave Cushions (LATM)		0	109,000	0	109,000	(109,000)	13 sets of asphalt road cushions
Garden Gve Drive Cushions (LATM)		0	29,000	0	29,000	(29,000)	3 sets of asphalt road cushions
Mimosa Rd Cushions (LATM)		0	49,000	0	49,000	(49,000)	2 sets of asphalt road cushions and 1 raised intersection treatment
Meridian Dve Roundabout at Gordons Rd		0	81,000	0	81,000	(81,000)	Deep lift patching, then wearing course
Bourke / Hill Sts Intersection, Whittlesea		0	10,000	0	10,000	(10,000)	
Hut and Fore Sts Intersection, Whittlesea		0	10,000	0	10,000	(10,000)	
Fore St, Whittlesea from No. 18		0	15,000	0	15,000	(15,000)	
Whittlesea CAC Urban Design Improvements		0	86,991	0	86,991	(86,991)	Improve pick up/drop off area in response to safety issues
		1,160,991		1,160,991		(1,160,991)	

- Surplus
- Net impact of Zero on budget
- Projects delayed for a variety of reasons





#### 6.4.5 URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA (UDIA) NATIONAL CONGRESS 2017

**File No:** 147434

**Responsible Officer:** Director Corporate Services

**Author:** Governance Officer

### REPORT

#### SUMMARY

To approve the attendance of interested Councillors at the Urban Development Institute of Australia National Congress 2017 (UDIA National Congress) to be held 4-6 April 2017 in Perth.

#### INTRODUCTION

The 2017 Congress is the 25<sup>th</sup> anniversary of the UDIA National Congress. It presents delegates with an opportunity to learn from international and Australian leaders about the future of urban development and city building.

This Congress highlights that before change can take place, there has to be disruption to the business as usual approach. The focus of the Congress is disruptions. Delegates will be taken on a thought-provoking journey into how technology, transportation, urban infrastructure and social trends shape the way cities develop in the future.

A new program structure has been introduced this year. Delegates have the ability to tailor their own program from a series of concurrent session options and study tours.

#### PROGRAM

The program includes the following issues and topics:

Session	Topic
<b>Tuesday 4 April 2017</b>	
Keynote Presentation:	The Uberfication of Everything: How Uber is changing the way the world moves David Rohsheim, CEO Uber Australia & New Zealand
Concurrent Study Tours	
Study Tour 1:	From Quay to CBD
Study Tour 2:	East Perth Pedal Power
Study Tour 3:	Southern Sights
Study Tour 4:	Northern Neighbourhoods
Study Tour 5:	North Easter Highlights
Study Tour 6	Innovative Affordable & Social Housing
<b>Wednesday 5 April 2017</b>	
Congress Welcome	The Right Honourable the Lord Mayor of Perth Lisa Scaffidi
Keynote Presentation	Future Cities – Where We Want to Live Ryan Gravel, Urban Planner, Designer and Author, Sixpitch, USA

Session	Topic
	Launch of the State of the Land Report Robert Papaleo, National Executive Director Research, Charter Keck Cramer
Concurrent Sessions	
1 - Affordability: New ways to deliver affordable homes	
2 - Market Trends: What you need to know	
3 - Liveable Communities: Creating places and spaces	
4 - Technological Innovation and Infrastructure	
Concurrent Sessions	
A. Built Form for the Next Generation	
B. Doing it Better: Opportunities for Urban Design Renewal	
C. Managing Environment Outcomes	
D. Innovation in Infrastructure Financing	
Keynote Presentation	Transforming Cities – The Australian Government's Cities Policy Angus Taylor MP, Federal Minister for Cities
Keynote Presentation	No, They're not Aliens They're Millenials – Understanding the Next Generation of Home Buyers Holly Ransom, CEO, Emergent
<b>Thursday 6 April 2017</b>	
Keynote Presentation	Delivering Affordability through Growth in the City of Houston, USA Patrick Walsh, Director of Planning, City of Houston USA
National President's Address	Michael Corcoran, UDIA National President
Panel Discussion	The Rise of International Investment in Capital Markets – Will it Last? Nigel Satterley, Managing Director & Chief Executive, Satterley Property Group John Poynton, Director, Linc Property Michael Corcoran, UDIA National President
Keynote Presentation	What happens when normal planning rules don't apply? Enabling revitalisation through Pink Zones in the City of Detroit, USA Maurice Cox, Director Planning and Development, City of Detroit, USA

## FINANCIAL IMPLICATIONS

The cost of attending the Congress is \$3,295 per person plus airfare, accommodation and other associated costs.

The costs have been included in the 2016-2017 budget for Councillor training and development.

**POLICY STRATEGY AND LEGISLATION**

Council approval is required for any interstate or overseas travel by Councillors.

**LINKS TO THE COUNCIL PLAN**

<b>FUTURE DIRECTION</b>	<b>Places and spaces to connect people</b>
<b>Theme</b>	<b>Planning our space</b>
<b>Strategic Objective</b>	<b>Our urban design helps build connection to place and the community</b>

Attendance at the UDIA National Congress 2017 will better equip Councillors in advocating on behalf of the community.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**CONCLUSION**

It is recommended that Councillors consider their attendance at the Urban Development Institute of Australia National Congress 2017 to be held 4-6 April 2017 in Perth.

<b>RECOMMENDATION</b>
-----------------------

**THAT Council resolve to authorise interested Councillors to attend the Urban Development Institute of Australia National Congress 2017 to be held 4-6 April 2017 in Perth.**



## 6.4.6 ASSEMBLIES OF COUNCILLORS - 28 FEBRUARY 2017

**File No:** 188199

**Responsible Officer:** Director Corporate Services

**Author:** Governance Officer

### REPORT

#### SUMMARY

To report to Council the records of Assemblies of Councillors in accordance with Section 80A(2) of the *Local Government Act 1989 (the Act)*.

#### BACKGROUND

The Act requires records of Assemblies of Councillors to be reported to an ordinary Council meeting and recorded in the minutes of that meeting.

A meeting is an assembly of Councillors if it considers matters that are likely to be the subject of a Council decision or the exercise of a Council delegation and the meeting is:

- A planned or scheduled meeting that includes at least half the Councillors and a member of Council staff; or
- An advisory committee of Council where one or more Councillors are present.

A record must be kept of an assembly of Councillors which lists the Councillors and members of Council staff attending, the matters discussed, disclosures of conflict of interest and whether a Councillor left the meeting after making a disclosure.

#### PROPOSAL

Assemblies of Councillors records not previously reported to Council are detailed in the following table:-

Assembly Details	Councillor attendees	Officer attendees	Matters discussed
Arts Cultural and Sporting Grants Program for Young People <b>20 January 2017</b>	Cr Alessi Cr Desiato Cr Kozmevski Cr Monteleone Cr Pavlidis Cr Sterjova	MG	The advisory committee made a recommendation to the delegate regarding the following application via a virtual meeting:  1. Isabella De Pasquale – Sporting Grant – Interstate  <i>Nil disclosures</i>
Council Forum <b>24 January 2017</b>	Cr Kelly (Deputy Mayor) Cr Alessi Cr Butler Cr Desiato Cr Cox Cr Kozmevski Cr Monteleone Cr Sterjova	CEO DCS DCRS DCTP DPE DPMP TLSP SPP TLBI	1. Councillor Code of Conduct. 2. Planning Scheme Amendment C198: Bushfire Management Local Planning Policy. 3. 2017-21 Council Plan Update 4. 2017 – Indicative List of Major Items to be discussed with Councillors during the year.  <i>Nil disclosures</i>



Assembly Details	Councillor attendees	Officer attendees	Matters discussed
Council Forum <b>31 January 2017</b>	Cr Kirkham (Mayor) Cr Kelly (Deputy Mayor) Cr Alessi Cr Butler Cr Desiato Cr Cox Cr Kozmevski Cr Lalios Cr Monteleone Cr Pavlidis Cr Sterjova	CEO DCS DCRS DCTP DPE DPMP	1. Mill Park Leisure Centre Redevelopment – Council Actions Update. 2. Mernda Rail Extension – Land use beneath Elevated Rail.  <i>Nil disclosures</i>
Council Forum <b>8 February 2017</b>	Cr Kirkham (Mayor) Cr Kelly (Deputy Mayor) Cr Alessi Cr Butler Cr Desiato Cr Cox Cr Kozmevski Cr Monteleone Cr Pavlidis Cr Sterjova	CEO DCS DCRS DCTP DPE DPMP MCAP TLBI CP	1. 2017-21 Council Plan and 2017/18 Council Action Plan Development External person present – Richard Baum, Director at Ashton Forsyth  <i>Nil disclosures</i>

The table below represents an Index of Officer titles:

Initials	Title of Officer	Initials	Title of Officer
CEO	Chief Executive Officer – Michael Wootten	DPMP	Director Planning & Major Projects – Steve O'Brien
DCS	Director Community Services – Russell Hopkins	MG	Manager Governance – Michael Tonta
DCRS	Director Corporate Services – Helen Sui	TLSP	Team Leader Strategic Planning Policy – Denise Turner
DCTP	Director City Transport and Presentation – Nick Mann	SPP	Senior Policy Planner – Victor Ng
DPE	Director Partnerships and Engagement – Liana Thompson	TLBI	Team Leader Business Improvement – Robert Kisgen
CP	Corporate Planner – David Echeverry	MCAP	Manager Corporate Accountability and Performance – Frank Joyce

## CONSULTATION

Consultation has taken place with internal Council Officer representatives of each of the meetings and committees that qualify as an Assembly of Councillors.

## FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

**POLICY STRATEGY AND LEGISLATION**

Section 3C(2)(g) of the Local Government Act 1989 provides that one of Council's facilitating objectives is to have regard to ensuring transparency and accountability in Council decision making.

Accordingly, section 80A of the Local Government Act 1989 requires that the Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable:-

- (a) reported at an ordinary meeting of the Council; and
- (b) incorporated in the minutes of that Council meeting.

**LINKS TO THE COUNCIL PLAN**

<b>Future Direction</b>	Good Governance
<b>Theme</b>	Continuous improvement
<b>Strategic Objective</b>	Best practice models of operation are adopted by Council
<b>Council Goal</b>	Council adopts best practice models of operation

The provision of this report is in line with the Future Direction 7 – Good Governance of Council's Community Plan by ensuring Council adopts best practice models of operation.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**CONCLUSION**

That Council note the record of the Assemblies of Councillors meetings in the table set out in the report.

<b>RECOMMENDATION</b>
-----------------------

**THAT Council note the record of the Assemblies of Councillors meetings in the table set out in the report.**



**6.4.7 REVIEW OF FINANCIAL DELEGATIONS TO THE CHIEF EXECUTIVE OFFICER****File No:** .**Attachments:** 1 Instrument of Delegation to the Chief Executive Officer [↓](#)**Responsible Officer:** Director Corporate Services**Author:** Team Leader Governance**REPORT****EXECUTIVE SUMMARY**

To review financial delegations from Council to the Chief Executive Officer as required under section 98(6) of the *Local Government Act 1989*.

The current Instrument of Delegation provides a broad delegation which empowers the CEO under many Acts and Regulations. In terms of financial delegations, the Instrument contains a limitation on the awarding, varying or extending a contract for the purchase of goods and services up to an amount of \$150,000 (GST inclusive) and for works up to an amount of \$200,000 (GST inclusive).

Provision is made in the Instrument for a higher limit (between \$150,000 and \$250,000 for goods and services and between \$200,000 and \$300,000 for works) in cases where a decision needs to be made urgently and could not safely or conveniently be deferred until the next meeting of Council for consideration. This exclusion, however, does not extend to the calling or recalling of tenders or anything relating to the tendering process other than to accept a particular tender.

Contracts with a total value greater than these thresholds cannot be entered into without a Council resolution.

Financial delegations have remained unchanged and at minimum levels since 2008 while Council's annual budget has increased significantly over the past 15 years. This has resulted in a greater number of matters being referred to Council for decision and delays in the time it takes to make decisions on contractual matters.

To streamline decision making and to improve organisation efficiency, it is proposed that financial delegations to the CEO be revised to be \$500,000 for both goods and services and for works subject to any expenditures approved by the Chief Executive Officer under delegated power being within approved Council budgets.

**BACKGROUND**

The CEO's delegations were last reviewed in 2013 following the October 2012 Council elections when Council resolved to not change them.

The financial thresholds in the delegation are consistent with the statutory limits set by the State Government in 2008, being the minimum amount where a Council is required to enter into a competitive process before entering into a contract or completing a purchase.

The current delegation limits have been unchanged since at least 2008. In the meantime, the annual budget of Council has increased by a total over 200%.

Preparation of reports for consideration by Council has the impact of increasing the time taken to award or vary a contract, in most cases by weeks but in some instances longer, depending on the time of year and the meeting schedule.

Further, the higher number of confidential contract reports impacts on the ratio of open to closed reports that is reported in the LGPRF and the "My Council" State Government website, in 2016 Whittlesea had the highest ratio of closed reports in the State.

A change to the delegation also provides an opportunity for Council to spend more time on a broad range of strategic issues and less on lower level procurements.

## PROPOSAL

It is proposed that the Instrument of Delegation from Council to the Chief Executive Officer be reviewed and that financial delegations be revised to be \$500,000 for both goods and services and for works subject to any expenditures approved by the Chief Executive Officer under delegated power being within approved Council budgets. The revised Instrument showing the proposed amendments is attached. (Refer to Attachment 1).

## CONSULTATION

Councillors were consulted and provided feedback on the proposed review of financial delegations to the Chief Executive Officer.

## CRITICAL DATES

The CEO's contract of employment contains a Key Performance Measure which requires Council to review financial delegations to the CEO by 28 February 2017.

The Local Government Act requires Council delegations to be reviewed by 22 October 2017.

## FINANCIAL IMPLICATIONS

This report notes the relationship between Council's annual budget and the CEO's financial delegations, as well as the financial delegation limits to CEO's of LGAs in this region. Options to vary the CEO financial delegations are discussed below.

The table below contains details of Council's annual budgets (operating and capital) for every five years over a 15 year period commencing in 2000. The table also shows the annual percentage increase for every 5 year period.

Year	Operating Budget	Capital Budget	Total Budget	Percentage increase from previous period	CEO delegation
2017	\$192M	\$43M	\$235M	11.9%	\$150,000 goods and services \$200,000 works
2015	\$171M	\$39M	\$210M	21.4%	\$150,000 goods and services \$200,000 works
2010	\$129M	\$44M	\$173M	61.7%	\$150,000 goods and services \$200,000 works
2005	\$85M	\$22M	\$107M	40.7%	\$100,000 goods and services and works
2000	\$63M	\$13M	\$76M	N/A	\$100,000 goods and services and works

The table shows that the delegation amount was \$100,000 for goods and services and works until 2010 when it increased to \$150,000 for goods and services and \$200,000 for works. It



has remained at that level while Council's annual budget has increased significantly since. The buying power of the delegation limits in 2000 compared with 2017 is significant.

#### Financial Delegations at other Councils

The following is a table showing the financial limits for the CEO of LGAs in this region, some of whom are more directly comparable to Whittlesea, especially Hume and Moreland.

Council	Annual Budget	Financial Delegation	Comments
Banyule	\$134M	\$500,000	For both goods and services and works
Hume	\$253M	\$500,000	For both goods and services and works
Moreland	\$183M	\$700,000	For both goods and services and works
Mitchell	\$62M	\$300,000	For both goods and services and works
Nillumbik	\$108M	\$150,000 \$200,000	\$150,000 in relation to goods and services and \$200,000 for works - note: excludes the payment of insurance premiums and contracts
Wyndham	\$354M	\$1,000,000	For both goods and services and works

Based on the analysis of comparable LGA's in this region, namely Hume and Moreland and the other matters set out in this report, it is proposed that the CEO financial delegations be revised to be \$500,000 for both goods and services and for works.

### **POLICY STRATEGY AND LEGISLATION**

Council is required to review financial delegations from Council to the Chief Executive Officer within 6 months of Council elections or by 30 June next, whichever is the later, in accordance with section 98(6) of the *Local Government Act 1989*.

### **LINKS TO THE COUNCIL PLAN**

<b>FUTURE DIRECTION</b>	<b>Good Governance</b>
<b>Theme</b>	<b>Continuous improvements</b>
<b>Strategic Objective</b>	<b>Council adopts best practice models of operation</b>

Effective functioning of Council would not be possible if all decisions of Council were made at Council meetings. Delegating specific functions to staff members enables Council decisions to be made more speedily and ensures that Council meetings are not tied down by procedural and administrative matters.

### **DECLARATIONS OF CONFLICTS OF INTEREST**

Under section 80C of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### **CONCLUSION**

It is recommended that financial delegations to the CEO be revised to be \$500,000 for both goods and services and for works. This will reflect the significant increases in Council's annual budget over the past 15 years and streamline the decision making process in relation to contractual matters.

<b>RECOMMENDATION</b>
-----------------------

In the exercise of the powers conferred by section 98(1) of the *Local Government Act 1989* (the Act) and the other legislation referred to in the attached Instrument of Delegation, Council resolve that:

1. There be delegated to the person holding the position, acting in or performing the duties of Chief Executive Officer the powers, duties and functions set out in the attached *Instrument of Delegation to the Chief Executive Officer*, subject to the conditions and limitations specified in that Instrument;
2. The Instrument comes into force immediately the common seal of Council is affixed to the instrument;
3. On the coming into force of the Instrument all previous delegations to the Chief Executive Officer are revoked;
4. The duties and functions set out in the Instrument must be performed, and the powers set out in the Instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt; and
5. It is noted that the Instrument includes a power of delegation to members of Council staff, in accordance with section 98(3) of the Act.



**Instrument of Delegation**  
**to the**  
**Chief Executive Officer**

**28 February 2017**

Version 2.01

## Instrument of Delegation

In exercise of the power conferred by section 98(1) of the *Local Government Act 1989* (**the Act**) and all other powers enabling it, the **Whittlesea City Council (Council)** delegates to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule to this Instrument of Delegation,

AND declares that

1. this Instrument of Delegation is authorised by a Resolution of Council passed on ~~17 September 2013~~ **28 February 2017**;
2. the delegation
  - 2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
  - 2.2 is subject to any conditions and limitations set out in the Schedule;
  - 2.3 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and
  - 2.4 remains in force until Council resolves to vary or revoke it.
3. The member of Council staff occupying the position or title of or acting in the position of Chief Executive Officer may delegate to a member of Council staff any of the powers (other than the power of delegation conferred by section 98(3) of the Act or any other powers not capable of sub-delegation) which this Instrument of Delegation delegates to him or her.

DATED .....

THE COMMON SEAL of                    )  
WHITTLESEA CITY COUNCIL            )  
is affixed in the presence of:        )

..... Mayor

..... Chief Executive Officer

## SCHEDULE

- 4 The power to -
  - 4.1 determine any issue, take any action or do any act or thing arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act; and
  - 4.2 invite short listed tenderers to tender following an Expression of Interest process.

### Conditions and Limitations

The delegate must not determine the issue, take the action or do the act or thing -

5. if the issue, action, act or thing is an issue, action, act or thing which involves:
  - 5.1 awarding, varying or extending a contract for goods and services if the decision to do so when considered with any previous decisions relating to the contract involves an amount of ~~\$150,000~~ **\$500,000** (GST inclusive) or more **or the contract involves an amount which is not contained within a budget approved by Council.** ~~unless, in the case of a contract involving an amount of between \$150,000 and \$250,000, a decision needs to be made urgently and can not safely or conveniently be deferred until the next meeting of Council for consideration.~~ This exclusion does not extend to the calling or recalling of tenders or anything relating to the tendering process other than one to accept a particular tender;
  - 5.2 awarding, varying or extending a contract for works if the decision to do so when considered with any previous decisions relating to the contract involves an amount of ~~\$200,000~~ **\$500,000** (GST inclusive) or more **or the contract involves an amount which is not contained within a budget approved by Council.** ~~unless, in the case of a contract involving an amount of between \$200,000 and \$300,000, a decision needs to be made urgently and can not safely or conveniently be deferred until the next meeting of Council for consideration.~~ This exclusion does not extend to the calling or recalling of tenders or anything relating to the tendering process other than one to accept a particular tender;
  - 5.3 making a local law under Part 5 of the Act;
  - 5.4 approval of the Council Plan under s.125 of the Act;
  - 5.5 adoption of the Strategic Resource Plan under s.126 of the Act;
  - 5.6 preparation or adoption of the Budget or a Revised Budget under Part 6 of the Act;
  - 5.7 adoption of the Auditor's report, Annual Financial Statements, Standard Statements and Performance Statement under Part 6 of the Act;
  - 5.8 noting Declarations of Impartiality by Valuers pursuant to section 13DH(2) of the Valuation of Land Act 1960;



- 5.9 appointment of councillor or community delegates or representatives to external organisations;
- 5.10 the return of the general valuation; or
- 5.11 approval of overseas travel by Council officers on Council business.
- 6. if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;
- 7. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a -
  - 7.1 policy; or
  - 7.2 strategy
 adopted by Council; or
- 8. if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of section 98(1)(a)-(f) (inclusive) of the Act or otherwise; or
- 9. the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

## 6.5 PARTNERSHIPS & ENGAGEMENT

### 6.5.1 COMMUNITY PLAN AND COMMUNITY WELLBEING INDICATORS

File No:	.
Attachments:	1 Community Wellbeing Indicators Report 2017 <a href="#">↓</a> 2 Shaping Our Future Community Plan 2030 <a href="#">↓</a>
Responsible Officer:	Director Partnerships & Engagement
Author:	Team Leader Social Policy & Planning

#### REPORT

#### EXECUTIVE SUMMARY

The purpose of this report is to present Council with two key documents that have recently been finalised: the updated *Shape Our Future Community Plan 2030* and the inaugural *Community Wellbeing Indicators Report 2017*.

The *Shape Our Future Community Plan 2030* was recently updated through building on the foundations of the 2025 Strategic Community Plan developed in 2009, and articulates the community's aspirations for the municipality. The *Community Wellbeing Indicators Report* comprises 45 broad indicators of wellbeing selected to align with the current seven 'Future Directions' and 'Themes' of the City of Whittlesea's Community and Council Plans.

Both documents are presented to Council for information and noting.

#### BACKGROUND

##### Community Plan

*Shaping Our Future Community Plan 2030* was built from the foundations of the 2025 Strategic Community Plan developed in 2009 and articulates the community's aspirations for the municipality. In 2013 the Community Plan was updated through an extensive community consultation process and in 2016 a desktop analysis of eighty five (85) community consultations was conducted to further strengthen the voice of the community in the Plan and to gauge whether community aspirations had changed over time. This process was undertaken with a reflective lens. It built on the strong community engagement foundation used to develop the 2013 Community Plan and was open to new themes emerging from the review of recent community consultation findings. While some changes were made to themes and strategic objectives, the Future Directions of the Plan continue to represent community values:

- Inclusive and engaged community
- Accessibility in, out and around our City
- Growing our economy
- Places and spaces to connect people
- Health and wellbeing
- Living sustainably
- Good governance.

The Community Plan is critical to the Council Plan development because it provides the most recent long-term vision of the community. It also aligns to Council's *Community Building Strategy* that articulates a strong relationship between community aspirations and Council's decision-making processes.

### Community Wellbeing Indicators Report

The development of a City of Whittlesea Community Wellbeing Indicators Framework was listed as an action in the 2013-17 Council Plan and in the Community Building Strategy and Action Plan. The framework comprises 45 broad indicators of wellbeing selected to align with the current seven 'Future Directions' and 'Themes' of the City of Whittlesea's Community and Council Plans. The framework was adopted by ELT in 2016.

The results of the 45 indicators are presented in the inaugural *Community Wellbeing Indicators Report 2017*. Each indicator articulates why it is important; how it is measured; how the results are tracking since 2013; and the role that Council plays as provider, facilitator and/or advocate. An earlier draft version of the report was provided to Councillors in January for their information and consideration during the Council Planning process. The intention is to integrate the indicators as part of the 2017-2021 Council Plan and Council Action Plan reporting. The indicators can also be used to monitor progress towards our Community Plan. The indicators will be reviewed every two years and an updated report will be produced.

The *Community Wellbeing Indicators Report 2017* will be jointly launched with the updated Community Plan in March. The Reports will be available on the City of Whittlesea website.

### CONSULTATION

The update of the *Shaping Our Future Community Plan 2030* was undertaken by incorporating 85 community engagement reports that had been collated by various departments of Council but that had never been included in the Community Plan. The *Community Wellbeing Indicators Report* was developed by a cross-organisational working group and the draft Report was made available for staff input over many months. Considerable feedback has been received and has been incorporated as appropriate.

### FINANCIAL IMPLICATIONS

There are no financial implications at this stage

### POLICY STRATEGY AND LEGISLATION

*Local Government Act 1989*

*Community Building Policy and Strategy*

### LINKS TO THE COUNCIL PLAN

<b>FUTURE DIRECTION</b>	<b>Inclusive &amp; Engaged Community</b>
<b>Theme</b>	<b>Community spirit</b>
<b>Strategic Objective</b>	<b>We encourage the development of community spirit</b>

The *Shape Our Future Community Plan 2030* reflects the aspirations of the community and is a key strategic document to inform Council's planning and decision-making processes. By bringing residents together to develop the Community Plan, Council creates opportunities for community connections through collaborative planning. This serves to create a greater sense of place and community spirit.

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<b>FUTURE DIRECTION</b>	<b>Inclusive &amp; Engaged Community</b>
<b>Theme</b>	<b>Participation &amp; decision making</b>
<b>Strategic Objective</b>	<b>Community decision making is inclusive</b>

Implementation of the Community Wellbeing Indicators Report is expected to result in a number of additional benefits for the organisation and the community. This includes introducing greater accountability and support for monitoring community outcomes; demonstrating areas of intersection and potential collaboration between Council Departments by identifying community outcomes that are a common goal for many across services; and encouraging community engagement in issues that affect the municipality.

#### **DECLARATIONS OF CONFLICTS OF INTEREST**

The Responsible Officer reviewing this report, having made enquiries with the relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

<b>RECOMMENDATION</b>
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**THAT Council resolve to note the *Community Wellbeing Indicators Report and Shape Our Future Community Plan 2030*.**





# Community Wellbeing Indicators Report 2017

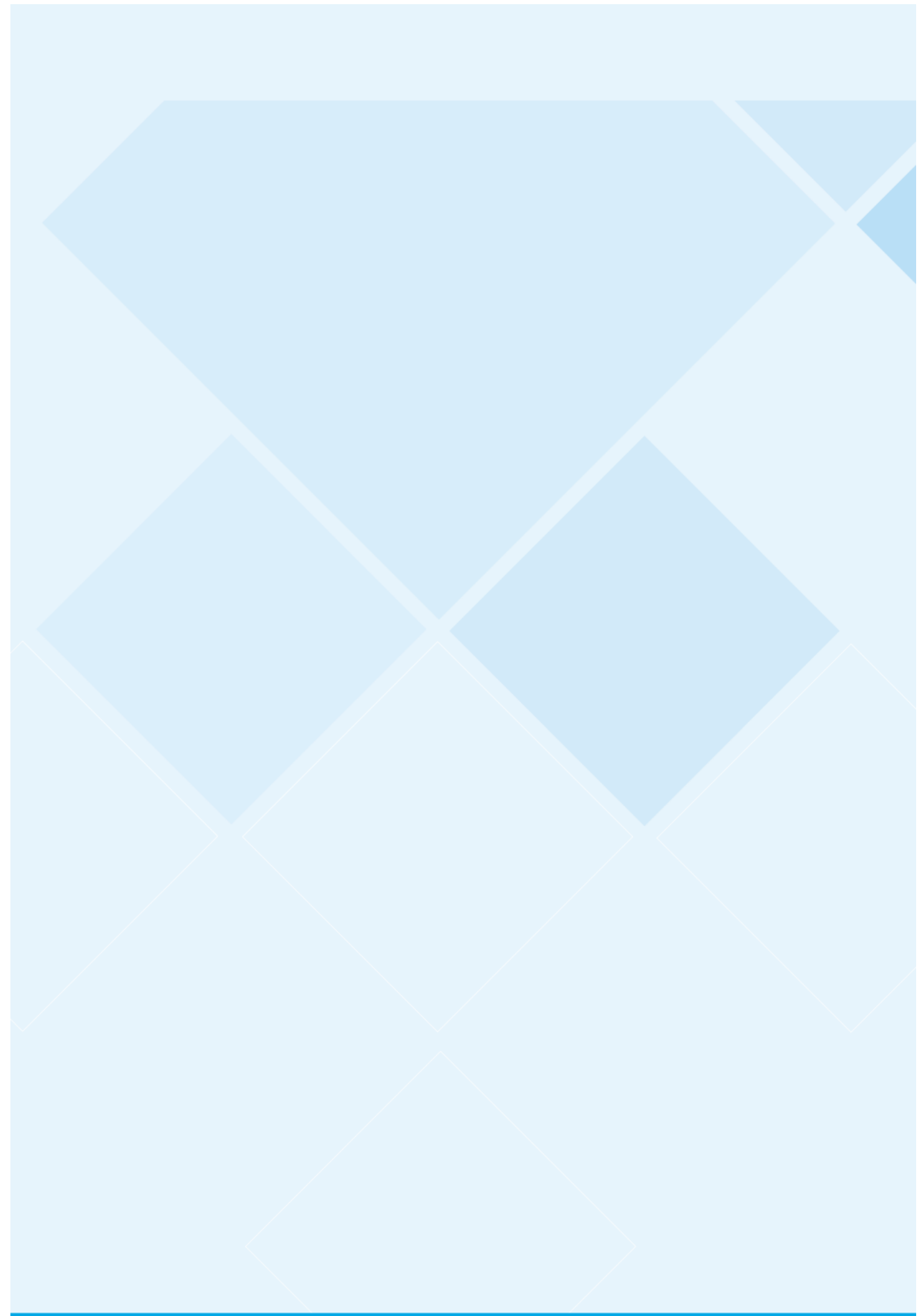


*Creating vibrant self-sustaining communities together*



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## Mayor's Message



**I would like to welcome you to the City of Whittlesea's inaugural *Community Wellbeing Indicators Report*.**

Every year the City of Whittlesea welcomes over 7,000 people to the municipality with our population expected to increase to more than 350,000 by 2037.

As our population booms it's important that Council carefully plans for the future so that our residents can enjoy the same access to services and facilities as those that live closer to the city.

Our *Community Wellbeing Indicators Report* is an important document containing a wealth of data that gives a better understanding about the wellbeing of our fast-growing and diverse community.

The Report plays an important part in enabling Council to more accurately plan for the community infrastructure and services that our residents will need and deserve.

It also provides influential data and clear evidence of our needs as we lobby state and federal governments to fund the required services and infrastructure.

Here at Council, we use these indicators to help inform the planning and prioritisation of current infrastructure, services and programs. The indicators also help us to monitor the progress of our Community Plan, Council Plan and other strategies. In addition, the indicators help us to identify positive opportunities in our community and areas that require improvement.

I hope that the information within this report provides you with a unique insight into the communities that reside here in the City of Whittlesea, and assist you or your organisation in achieving better outcomes for our residents.

**Cr Ricky Kirkham  
MAYOR**





## City of Whittlesea population

The City of Whittlesea is located in Melbourne's northern suburbs, about 20 kilometres from the city centre. It is one of Melbourne's largest municipalities, covering a land area of approximately 490 square kilometres.

The majority of the City of Whittlesea population live in the urban areas. This is split across the major established area precincts of Bundoora, Epping, Lalor, Mill Park and Thomastown, and the current growth area precincts of Mernda, Doreen, South Morang and Epping North. Significant future growth is projected for Wollert and Donnybrook. The rural areas of the municipality are characterised by farming, forested areas and historic township communities including Whittlesea Township.

The Wurundjeri Willam people were the original inhabitants of the area and are the traditional owners of this land. Compared with other municipalities, the City of Whittlesea has the fourth largest population of Aboriginal and Torres Strait Islanders (ATSI) by person count in Metropolitan Melbourne, with 1,138 ATSI residents<sup>1</sup>.

The median age of residents is 34 years of age (compared to 37 years of age for Victoria); however the median age varies widely across the municipality, ranging from 29 years of age in the growth area precincts of Epping North, Mernda and Doreen, and up to 42 years of age in the Rural North<sup>2</sup>. There are more children and young people aged 0-17 years (25%) compared with the Victorian average (22%), and fewer residents aged 60 years and above (16% compared to 20%)<sup>1</sup>. There are more families with children residing in the City of Whittlesea (43% couples with children and 13% one parent families) compared to the Victorian average (32% couples with children and 11% one parent families)<sup>1</sup>.



### A fast growing community

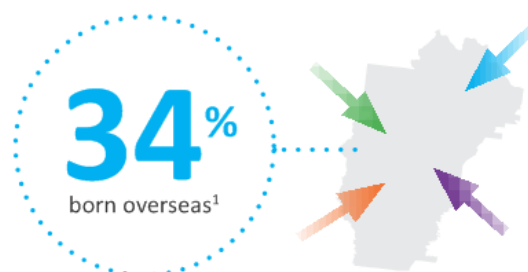
- The estimated resident population in 2017 is 209,118<sup>3</sup>.
- In 2014-15, the City of Whittlesea was the<sup>4</sup>:
  - o 3rd largest growing Local Government Area (LGA) in Victoria
  - o 3rd fastest growing LGA in Victoria<sup>4</sup>
- Growth in 2016-17 – increase of 131 people per week<sup>3</sup>
- On average 72 babies are born every week<sup>3</sup>
- By 2037, the estimated population will have grown to 353,910<sup>3</sup>
- The population is ageing; the number of adults aged 50 years and over is expected to increase by 84% in the next two decades<sup>3</sup>.



### A culturally diverse community

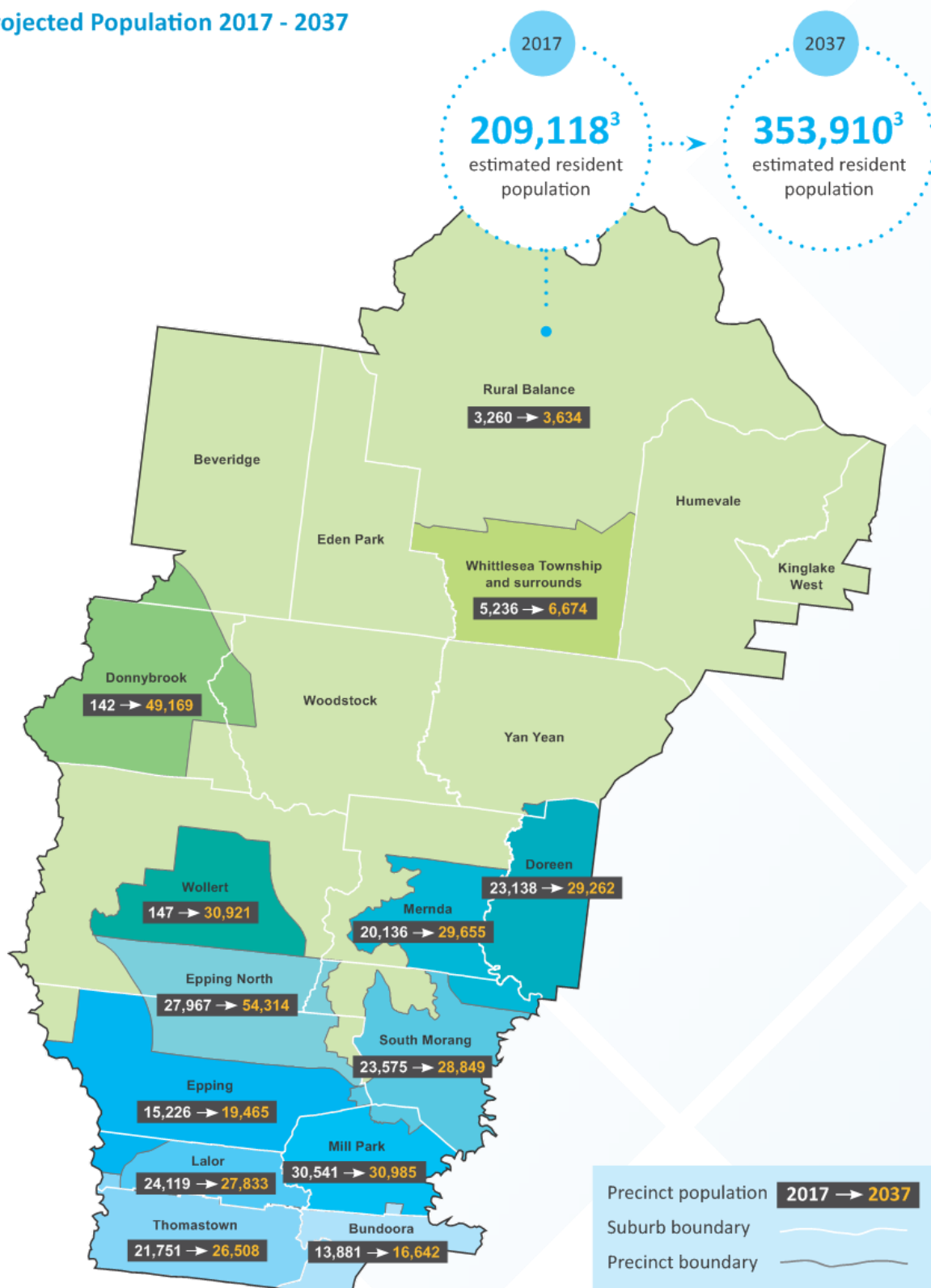
The City of Whittlesea is one of the most culturally diverse municipalities in Victoria.

- 34% of residents were born overseas (compared to 26% for Victoria)<sup>1</sup>
- 43% speak a language other than English at home (compared to 23% for Victoria)<sup>1</sup>
- 27% of overseas born residents have lived in Australia for less than ten years<sup>5</sup>



<sup>1</sup>"Largest growth" refers to the change in number of residents between June 2014 and June 2015. "Fastest growth" refers to the change in number of residents as a proportion of the population at June 2014.

## Projected Population 2017 - 2037



## City of Whittlesea Community Wellbeing Indicators Framework

### Measuring community wellbeing

The City of Whittlesea Community Wellbeing Indicators report provides a snapshot of the state of wellbeing of our community by providing a broad range of indicators. These indicators help us to identify positive outcomes and opportunities in our community and draw attention to areas that require improvement. The indicators measure current community outcomes, and also show trends and changes over time.

Monitoring community wellbeing outcomes over time is an important way to measure social progress. Increasingly, government and non-government bodies are using wellbeing indicators to supplement measures of economic growth. This is particularly important for Growth Area Councils such as the City of Whittlesea, where we experience large and rapid population growth. While population growth can be a key driver in the prosperity of a community, it can also present particular challenges. This includes a lag in the provision of services, social and physical infrastructure (particularly transport infrastructure); fewer local employment opportunities; reduced housing affordability; and lower levels of social participation and cohesion<sup>6</sup>. All of these challenges may affect the liveability and overall wellbeing of communities.

### How we use indicators

This inaugural report provides results for the City of Whittlesea Community Wellbeing Indicators Framework, adopted in 2016. The City of Whittlesea uses the indicators to better understand the strengths, opportunities and needs of our community, and to help inform planning and prioritisation of infrastructure, services and programs. The indicators can also be used to monitor progress towards achieving our Community Plan, Council Plan and other strategies, and to advocate with our community on issues of importance.

Continuing to strive for a strengthened community and better wellbeing outcomes is a shared responsibility. It requires support and collaboration between the City of Whittlesea, other local Councils, Victorian and Australian governments, non-government organisations, businesses and our community.

The City of Whittlesea has multiple roles as a provider, facilitator and advocate (**Figure 1**). The indicators in this report are not intended to be used as a measure of Council's performance (Council reports on performance via a number of other mechanisms including the *Annual Report* and *Know Your Council* website). For some indicators, Council has no direct control or influence over the outcomes, and over time, these indicators may be influenced by many external factors including economic, social, political and environmental factors at a local, national or international level.

Figure 1. Council's three main roles





Figure 2. Council's seven Future Directions and themes



## Indicator framework summary

The City of Whittlesea Community Wellbeing Indicators Framework comprises 45 broad indicators of wellbeing selected and grouped to align with the seven 'Future Directions' and 'Themes' of Council's Community and Council Plans (**Figure 2**).

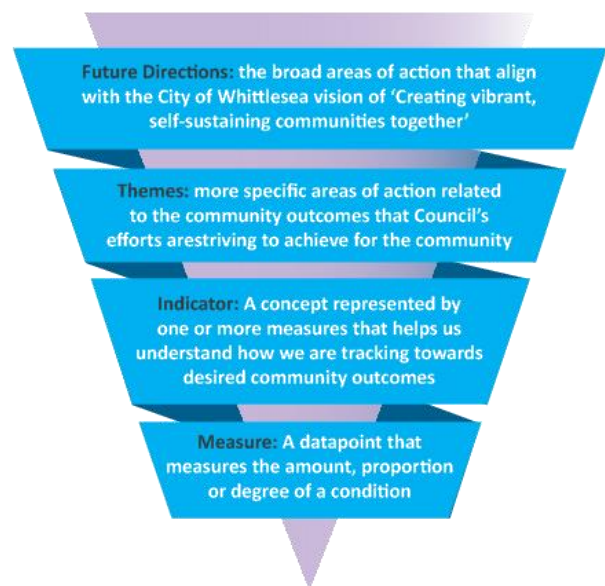
Terminology that underpins the Framework is shown in **Figure 3**. Each indicator includes one or more measures derived from a range of Council and external data sources referenced throughout this report. These indicators and measures were carefully chosen using the technical expertise of many individuals across Council. For each indicator, a snapshot is provided including the following information:

- why the indicator is considered important
- how the indicator is measured
- how the community is tracking against the indicator
- what role Council plays.

To make it more meaningful to our community, where possible, population-wide measures were selected that capture data at the household or individual level. The indicators and measures will be reviewed every two years. They will be updated as required to include new sources of data and to meet the changing needs of the organisation and community.

Future reports published every two years will enable us to continue to monitor trends over time. While some measures in this report fluctuate from year to year, others are less sensitive to change and may even take decades to see substantial improvements at a population level.

Figure 3. Framework terminology



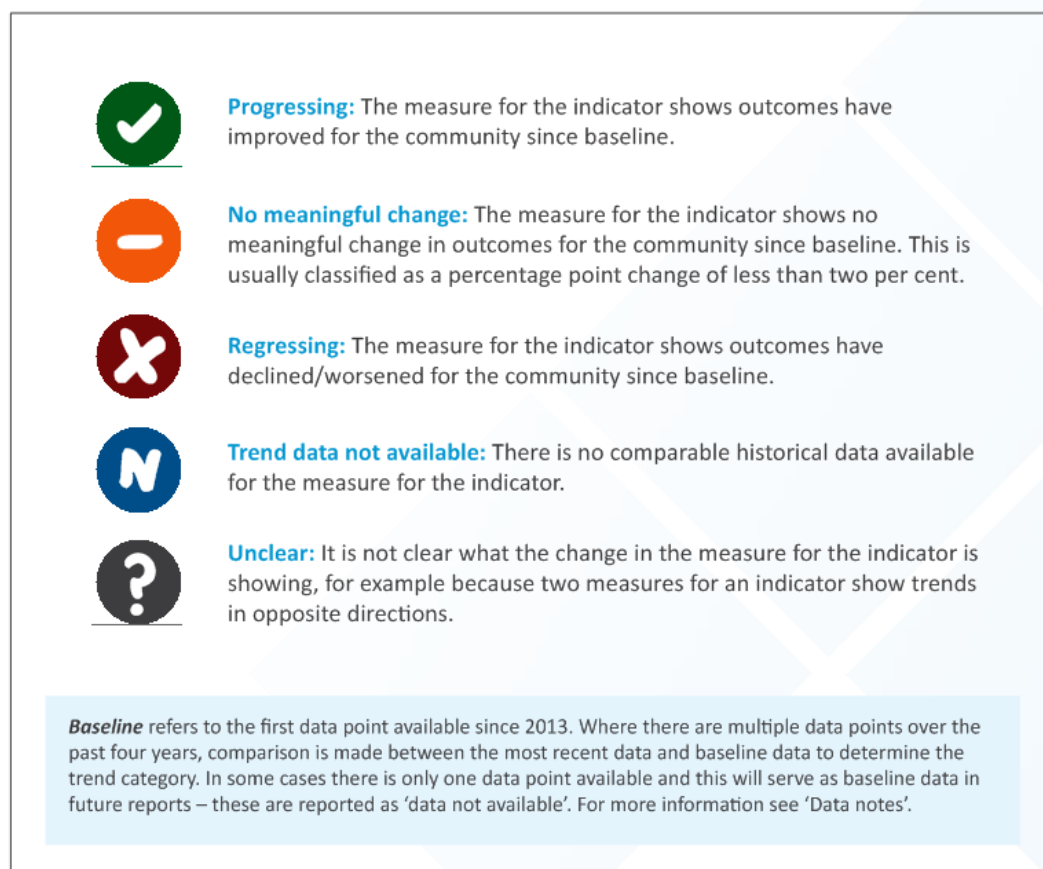


## How to use this report

Other local service providers and community members can use this report to develop their understanding of the current wellbeing status of our local community, and the areas in which we are making positive progress, no progress, or where we need to focus our attention more. The indicators provide guidance for all local stakeholders around how we can all work together to achieve better outcomes for our community. The indicators focus on our population as a whole and should be viewed in the context of other data sources and reports that explore differences between population groups and geographical areas within the municipality.

The report is divided into sections based on Council's seven Future Directions. Each indicator aligns to the Future Directions and is represented by one or more measures. Where available, historical data is presented from 2013 to demonstrate the trend over time since the Community and Council Plans were developed (refer to **Figure 4** for an overview of how the assessment of trends were categorised). Refer to the data sources referenced throughout the report if you wish to cite the results elsewhere.

Figure 4. Categories for trend data



## Community Wellbeing Indicators: Summary of results

### How is our community faring?

The Community Wellbeing Indicators paint a rich but complex picture of the state of wellbeing of our community. It is important to remember that the indicators presented provide a summary of our community overall, and do not enable us to demonstrate the differences that exist between some groups within our community. For example, we do not explore differences between gender, age or cultural groups, differences by place or other demographic characteristics; therefore, inequalities will not be highlighted. Nonetheless, these indicators provide a useful starting point for further exploration to guide our planning, prioritisation and advocacy efforts.

As the summary on the following page shows, the majority of indicators for which we have trend data are 'progressing'. We are seeing improvements in community outcomes across a range of areas. For example, we are more accepting of people from diverse cultures and religions and feel our community is a special place with a distinct character. Unemployment is the lowest it has been in four years, there are more local jobs and more people in our community work in highly skilled occupations. The majority of residents use open spaces, participation in sports and recreation activities is increasing, and we value the importance of recreation facilities in the community.

Some indicators, however, highlight areas of concern for our community. There are seven indicators that appear to be 'regressing'; that is, the measures are trending in the opposite direction to what would be optimal for our community. For example, over time we are seeing fewer people engaging in community groups, we are spending a longer time commuting to and from work each day, and there are increasing rates of food insecurity, housing payment stress and incidents of family violence.

Other indicators are unchanged or trending in the right direction, but are still areas of concern. For example, only one-third of individuals feel somewhat or very safe in public areas of our municipality at night. Despite improvements, our sense of community remains low and only 15 per cent feel there are opportunities to have a real say on issues of importance. Household water and energy consumption and waste production are relatively unchanged or in decline, which is promising, but we need to continue to drive sustainable changes. Even though results have progressed for community satisfaction with Council's performance on consultation and engagement, and lobbying on behalf of the community, these still remain a focus for improvement.



## Selected findings

### % households that strongly agree...

There are opportunities to have a real say on issues of importance

15%



We feel part of the local community

21%



People in our neighbourhood are accepting of people from other cultural or religious backgrounds

40%



#### Youth disengagement

9%

of individuals aged 15-24 are not engaged in education or employment



#### food insecurity:



The number of households that ran out of food and could not afford to buy more **doubled** in 12 months (6% to 12%)

#### Access to public transport:



80%

live within 400m of a local bus stop

#### Use of open space:

71%

of households visit local open spaces at least monthly



#### Affordable housing:



**Over half** feel their rental or mortgage payments place moderate or heavy stress on the household's finances



7%

live within 800m of a train station

#### Household consumption:

**460 litres** of water per day

**620 kilograms** of garbage per year



#### Local employment:



**1 in 4** residents are employed locally



3%

live within 600m of a tram stop

#### Commuter travel time:



18%

of workers spend 90 minutes or more commuting each day

#### Qualifications:



71%

aged 15 years + hold a post-secondary qualification

#### Gambling loss:



**\$103 Million** was lost to poker machines in our community, an average of **\$679 per adult**



Future direction	Indicator	Trend
 Inclusive and engaged community	Participation in community groups	Regressing 
	Sense of community	Progressing 
	Volunteering	No meaningful change 
	Community acceptance of diverse cultures	Progressing 
	Participation in decision making	Progressing 
 Accessibility in, out and around our city	Broadband access	Trend data not available 
	Access to public transport	Trend data not available 
	Commuter travel time	Regressing 
	Cycling facilities	Trend data not available 
	Walking facilities	Trend data not available 
 Growing our economy	Income	Unclear 
	Unemployment	Progressing 
	Underemployment	No meaningful change 
	Highly skilled workforce	Progressing 
	Local employment	Trend data not available 
	Local jobs	Progressing 
	Qualifications	No meaningful change 
	Youth disengagement	Trend data not available 
 Places and spaces to connect people	Use of open space	Trend data not available 
	Community meeting spaces	Trend data not available 
	Recreation facilities	Progressing 
	Participation in sports and recreation	Progressing 
	Distinct community character	Progressing 
 Health and wellbeing	General health	Regressing 
	Psychological distress	Trend data not available 
	Risk factors	Trend data not available / Progressing 
	Food insecurity	Regressing 
	Gambling loss	No meaningful change 
	Affordable housing	Regressing 
	Access to health services	Trend data not available 
	Access to human services	Trend data not available 
	Family violence	Regressing 
	Safety in public areas	Progressing 
	Developmental vulnerability	Progressing 
	Connectedness to school	Unclear 
	Access to educational services	Trend data not available 
 Living sustainably	Household energy usage	Progressing 
	Household waste generation	Progressing 
	Household recycling contamination	No meaningful change 
	Household water usage	No meaningful change 
	Stewardship of the environment	No meaningful change 
 Good governance	Community consultation and engagement	Progressing 
	Decisions in community's interest	Regressing 
	Lobbying for community	Progressing 
	Council's overall performance	No meaningful change 



# Inclusive and engaged community



- Community connectedness
- Community voice
- Social inclusion
- Local community planning



## Participation in community groups

### Why is this indicator important?

Involvement in groups and activities that help connect individuals to others within the community is an important component of wellbeing. Participation in community groups builds social capital – the linkages between individuals, families and groups within a community that fosters shared values, understanding and trust.

### How is this measured?

Participation in community groups is measured every year through Council's Annual Household Survey<sup>5</sup>. Individuals are asked to indicate if they participate in any community groups by selecting one or more from a list of suggested groups, as well as 'Other'.

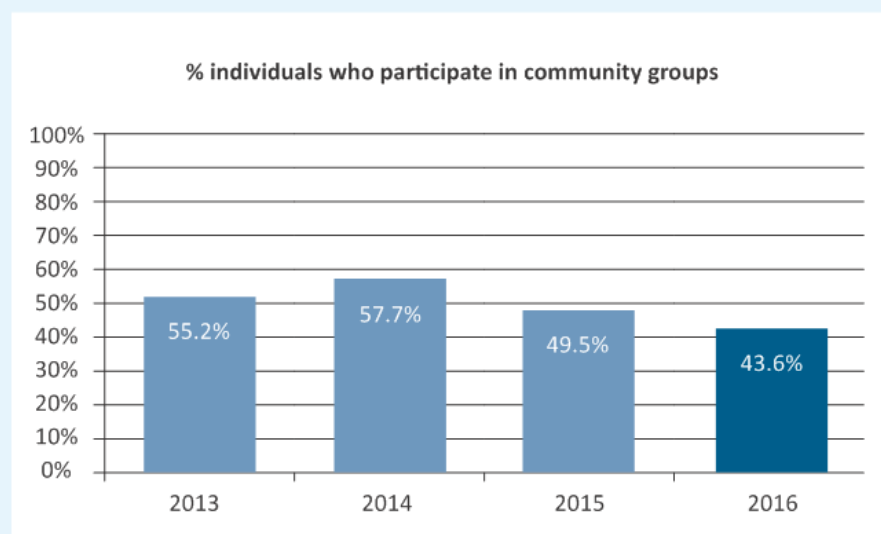
### How are we tracking?

**Trend: Regressing** 

In 2016, 43.6% of individuals in the City of Whittlesea participated in one or more community groups. This is a large and significant decrease from 55.2% in 2013, and the even higher result observed in 2014 (57.7%).

### What role does Council play?

City of Whittlesea's *Better Together* Community Building Strategy guides Council action to foster strong, resilient and connected communities, amplify local community voices, and enhance the capacity of communities and individuals to achieve their goals. Part of this approach includes support and grants provided to local community groups to deliver activities and events that bring the community together.



## Sense of community

### Why is this indicator important?

Feeling a sense of social connection is a key determinant of individual wellbeing. Increasing social connections and social cohesion directly contributes to a broad range of positive health, social and economic outcomes.

### How is this measured?

Sense of community is measured every year through Council's Annual Household Survey<sup>5</sup>. Households are asked to indicate their level of agreement on a scale from 0-10 with the statement: *I/we feel part of the local community*. Households that 'strongly agree' include those that rate their level of agreement as 8, 9 or 10.

### How are we tracking?

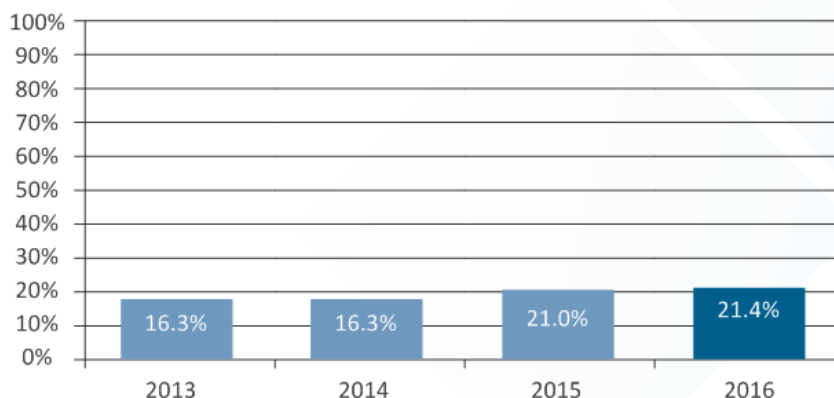
**Trend: Progressing** 

In 2016, 21.4% of households strongly agreed they felt part of the local community - a moderate and significant increase since 2013. While this result has improved over time, it tells us that there are still many community members who feel they do not belong. Other data from the VicHealth Indicators Survey suggest that the City of Whittlesea community generally has a poorer perception of their neighbourhood than the Victorian average.

### What role does Council play?

Like many local governments, the City of Whittlesea adopts a community development approach to strengthen the sense of community and social cohesion across the municipality. Through Council's *Better Together* Community Building Strategy, there is recognition of the role Council plays to foster opportunities for social connections through building local relationships, strengthening groups, delivering welcoming places, services, programs, events and participatory processes.

% households that strongly agree: 'I/we feel part of the local community'



## Volunteering

### Why is this indicator important?

Volunteering provides benefits for individuals by encouraging community involvement, social contact and skill development. Volunteering gives people meaning and purpose in their lives and helps to strengthen social cohesion, build social networks, and foster community safety and trust.

### How is this measured?

Volunteering rates are measured every year through Council's Annual Household Survey<sup>5</sup>. Individuals aged 15 years and over are asked if they volunteer locally, non-locally or both. The question was asked slightly differently in 2013 and 2014, making comparison difficult.

### How are we tracking?

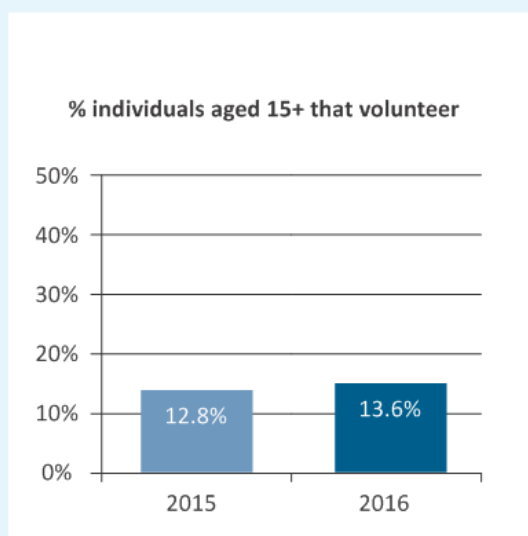
**Trend: No meaningful change**



In 2016, 13.6% of individuals indicated they volunteer either locally or non-locally. This is marginally higher than the result in 2015, but not different enough to be considered meaningful.

### What role does Council play?

The City of Whittlesea recognises the important role Council can play to support and encourage volunteerism to enhance local service delivery and allow for wider community participation and expression of active citizenship. A number of the key services provided by Council rely on the support of local volunteers, including volunteers for the Delivered Meals Service and community-based activities and events.



## Community acceptance of diverse cultures

### Why is this indicator important?

Respect for, and celebration of, cultural diversity contributes to community harmony and cohesion. The experience of discrimination in all forms, including racism, contributes to poor mental and physical health and the ability to positively contribute to the community.

### How is this measured?

Community acceptance of diverse cultures is measured every year through Council's Annual Household Survey<sup>5</sup>. Households are asked to indicate their level of agreement on a scale from 0-10 with the statement: *People in my neighbourhood are accepting of people from other cultural / religious backgrounds*. Households that 'strongly agree' include those that rate their level of agreement as 8, 9 or 10. This question was not asked in 2013.

### How are we tracking?

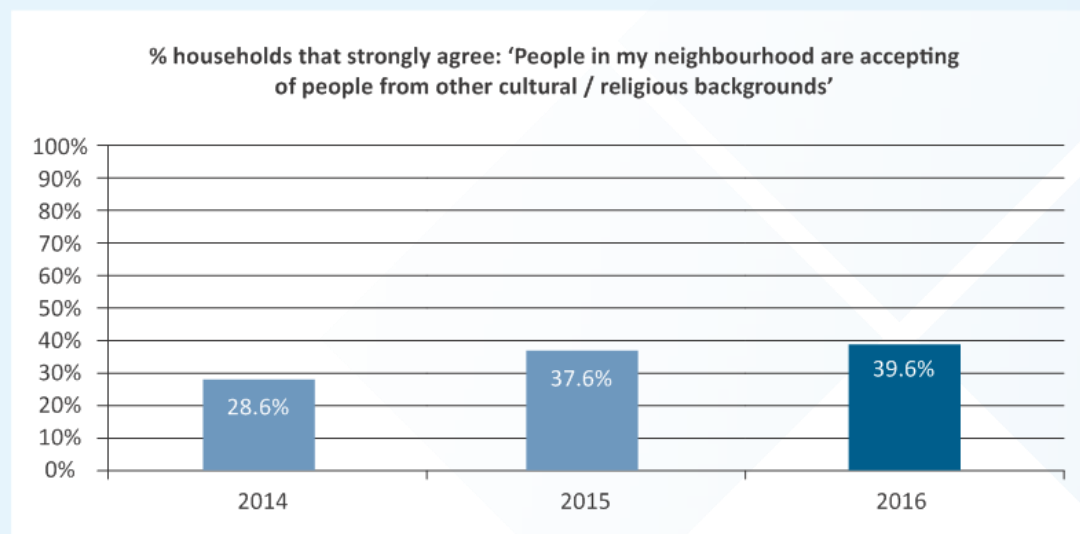
**Trend: Progressing**



In 2016, 39.6% of households strongly agreed that people in their neighbourhood are accepting of people from other cultural or religious backgrounds. This is a large and significant improvement from the result of 28.6% in 2014.

### What role does Council play?

The City of Whittlesea's *Multicultural Action Plan 2013-2017*, *Anti-racism Strategy and Action Plan 2015-2019* and *Asylum Seeker Policy* demonstrate Council's commitment to multiculturalism through inclusive practices, leadership, and facilitating relationships and networks across the community. Council also plays an important role advocating for the needs of our culturally diverse community to the Victorian and Australian Governments.



## Participation in decision making

### Why is this indicator important?

Participation in decision making is an essential component of local democracy. Providing opportunities to have a say on issues that affect the community promotes wellbeing and a sense of community connectedness.

### How is this measured?

Participation in decision making is measured every year through Council's Annual Household Survey<sup>5</sup>. Households are asked to indicate their level of agreement on a scale from 0-10 with the statement: *There are opportunities to have a real say on issues that are important to us*. Households that 'strongly agree' include those that rate their level of agreement as 8, 9 or 10.

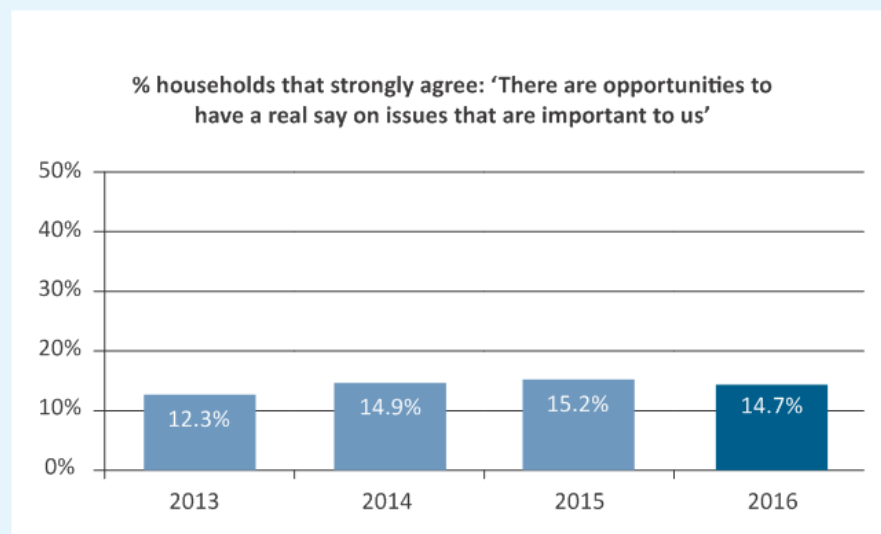
### How are we tracking?

**Trend: Progressing** 

In 2016, 14.7% of households strongly agreed that there are opportunities to have a real say on issues of importance. This is a small improvement since 2013 (12.3%); however, results for the past three years have only fluctuated marginally.

### What role does Council play?

The City of Whittlesea adopts a community building approach to strengthen relationships, develop shared priorities and work together with the community to advance these priorities. This is demonstrated through Council's *Consultation and Engagement Framework* that emphasises the importance of involving community in decision-making for strategic planning, advocacy, development of the Community Plan and budget, as well as general infrastructure, services and program delivery.







# Accessibility in, out and around our city



Internet  
Transport  
Built environment

## Broadband access

### Why is this indicator important?

Fast internet connection is becoming essential to access information, education and services. Many individuals also have extensive social networks online and rely on the internet to regularly communicate with family and friends.

### How is this measured?

Broadband access was measured in this way for the first time in the 2016 Annual Household Survey<sup>5</sup>. Households were asked to indicate which type of internet connection is used by the household. Broadband access was defined as including any households with National Broadband Network (NBN), ADSL1, ADSL2, Pay TV cable or 'Other Broadband'.

### How are we tracking?

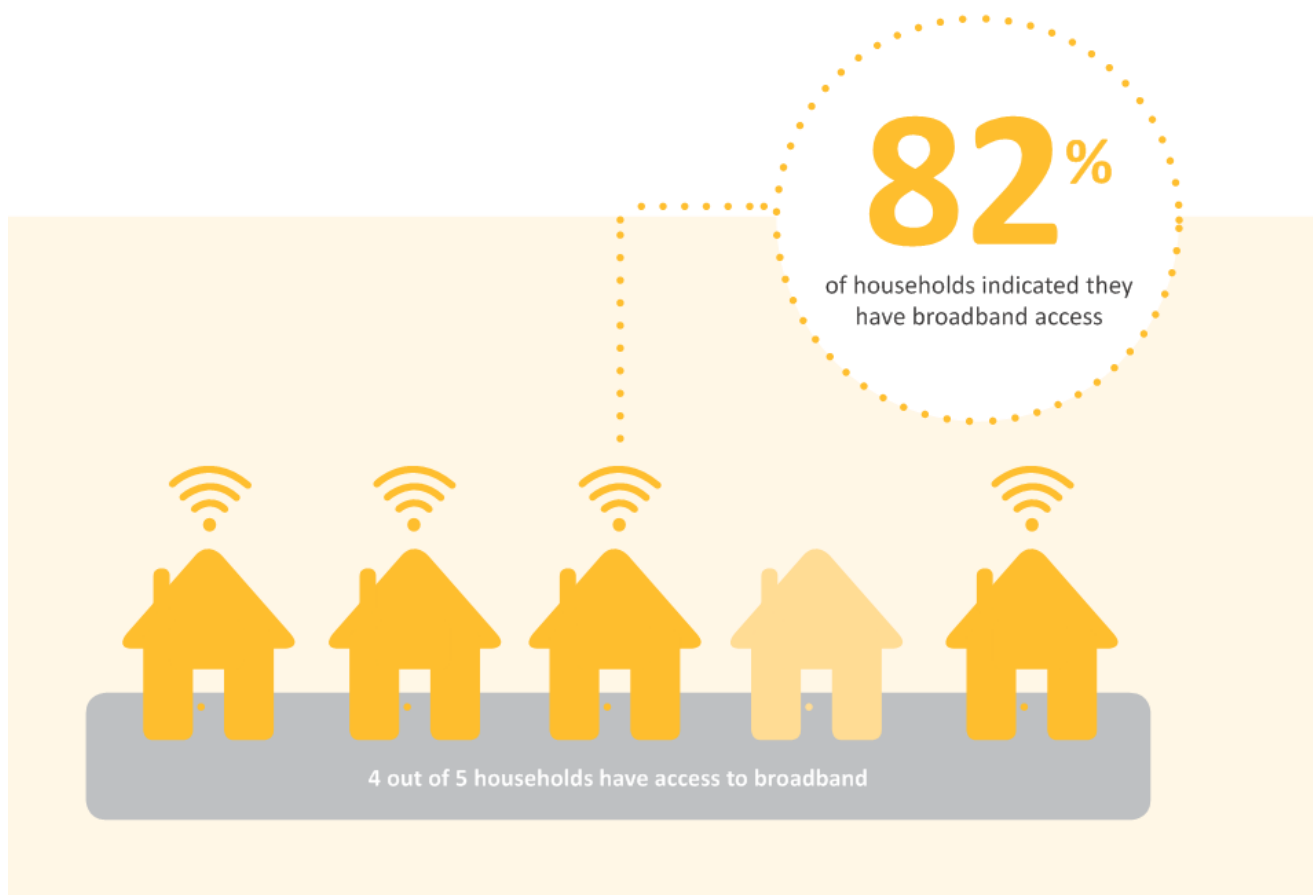
**Trend: Data not available**



In 2016, 82.3% of households indicated they have broadband access. Comparable historical data is not available, however, this would likely be an improvement from 2013 due to the recent availability of NBN in parts of South Morang, Mill Park, new estates in Mernda and the northern areas of Epping.

### What role does Council play?

Council works with partners and stakeholders to address internet access and promote access to the NBN in our municipality through implementation of the *Intelligent Community Strategy* and the *Regional Digital Economy Strategy*.



## Access to public transport

### Why is this indicator important?

Public transport is essential for people to conduct their everyday lives, including access to shops, schools and services. It is essential to provide mobility of many groups in our community, including older and young people, those with disabilities and those who do not have access to motor vehicles. Public transport patronage also reduces car dependency and road traffic congestion, and results in health and environmental benefits.

### How is this measured?

Access to public transport is measured by the proportion of all residential dwellings that are within: 600m of a tram; 400m of a Smart or local bus; or 800m of a train. Spatial analysis software was used to analyse City of Whittlesea's transport networks<sup>7</sup>. Distance is measured along the road network (ie. not a radial/ 'as the crow flies' distance). Each type of transport is independent of the other; a dwelling may be accessible to none, one or more transport type. One limitation of the method is that there is an assumption there is an accessible walkable footpath along the road network.

### How are we tracking?

**Trend: Data not available**

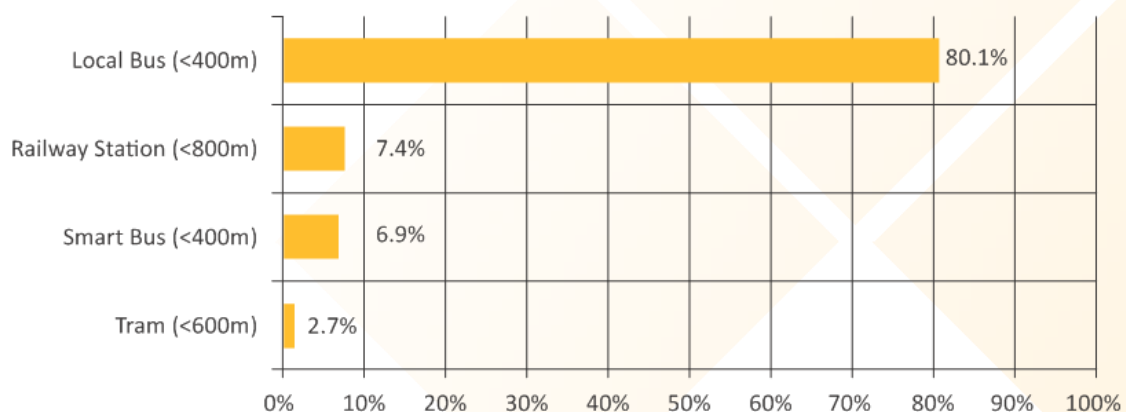


In 2016, the majority of residential dwellings (80.1%) were within 400m of a local bus stop. Less than 8%, however, had access to a train station or Smart bus stop, and 2.7% had access to the 86 tram line that terminates in Bundoora. It is important to note that some dwellings may have access to multiple types of transport, whereas others would have no access, particularly those in the rural parts of the municipality.

### What role does Council play?

In partnership with our community and other local agencies, Council jointly advocates to the Victorian Government for more frequent and a broader catchment of public transport (for example, the 'Access Denied' and 'Fund our Future' campaigns). Council also makes improvements to the existing road network and works closely with key Victorian agencies to undertake further improvements of the transport network, especially within the growth areas.

% dwellings within 400m of a bus stop, 600m of a tram stop or 800m of a train station



## Commuter travel time

### Why is this indicator important?

Long commute times are linked to stress and negative lifestyle and health outcomes. It also results in people having less time to spend with family and friends, or on health promoting and leisure activities.

### How is this measured?

Commuter travel time has been measured in Council's Annual Household Survey for the past two years<sup>5</sup>. Employed individuals are asked to indicate the usual combined total time it takes to travel to and from work each day. Respondents are categorised into groups based on total minutes taken; those spending 90 minutes or more are included in the results.

### How are we tracking?

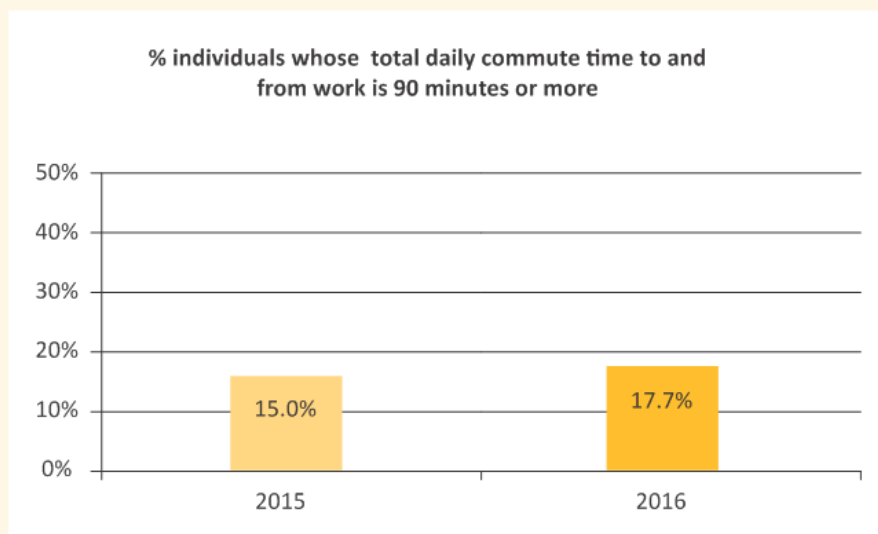
#### Trend: Regressing



In 2016, 17.7% of employed individuals spent 90 minutes or more commuting to and from work each day. This is a small increase from 15.0% of individuals in 2015. We know from the Annual Household Survey that 'traffic management' is the most commonly reported issue that residents say our community faces.

### What role does Council play?

Council's role in improving the transport network involves providing assistance to public transport providers; road maintenance; delivery of capital works programs for extra carriageways, extensions and duplications on priority Council-owned roads; and provision of Shared User paths. Council also plays a major role advocating to Victorian and Australian governments for the funding of major transport infrastructure improvements and local economic development.





## Cycling facilities

### Why is this indicator important?

Cycling is a practical and sustainable mode of transport for many members of the community and contributes to physical fitness. When there are good facilities for cycling, people feel safer and can use cycling as a form of transport or leisure more frequently and for different types of journeys.

### How is this measured?

Residents' perception of cycling facilities was measured for the first time through Council's 2016 Annual Household Survey<sup>5</sup>. Households were asked to indicate their level of agreement on a scale from 0-10 with the statement: *There are good facilities in Whittlesea for cycling (e.g. bicycle parking, off-road paths, on-road bicycle lanes)*. Households that 'strongly agree' include those that rated their level of agreement as 8, 9 or 10. Households that felt they could not answer questions about cycling had the option to respond with 'can't say' and were excluded from analysis.

### How are we tracking?

**Trend: Data not available**



In 2016, 27.3% of households strongly agreed that there are good facilities in the City of Whittlesea for cycling. It is important to note that approximately half of all households did not respond to the question, presumably indicating a lack of knowledge about the availability of cycling facilities. This also reflects the low proportion of respondents within the City of Whittlesea who report they currently participate in cycling.

### What role does Council play?

The City of Whittlesea *Bicycle Plan 2016-2020* sets out how we will advocate, facilitate and provide for more bicycle infrastructure and encourage more people to ride their bikes in our communities. It includes the design and provision of projects that create safer, more connected bike paths and lanes.

**27%**

of households strongly agree  
there are good cycling  
facilities





## Walking facilities

### Why is this indicator important?

Enabling walking through appropriate facilities is important for physical fitness, mental health and social connection, and is a sustainable mode of transport to get to local schools, shops, services, employment and public transport. Walking helps to activate public spaces and improve safety through natural surveillance.

### How is this measured?

Perception of facilities for walking was measured for the first time through Council's 2014 Annual Household Survey<sup>8</sup>. Households were asked to indicate their level of agreement on a scale from 0-10 with the statement: *There are good facilities in Whittlesea for walking (e.g. seating, toilets, water fountains, shelter from weather)*. Households that 'strongly agree' include those that rated their level of agreement as 8, 9 or 10. Households that felt they could not answer questions about walking had the option to respond with 'can't say' and were excluded from analysis.

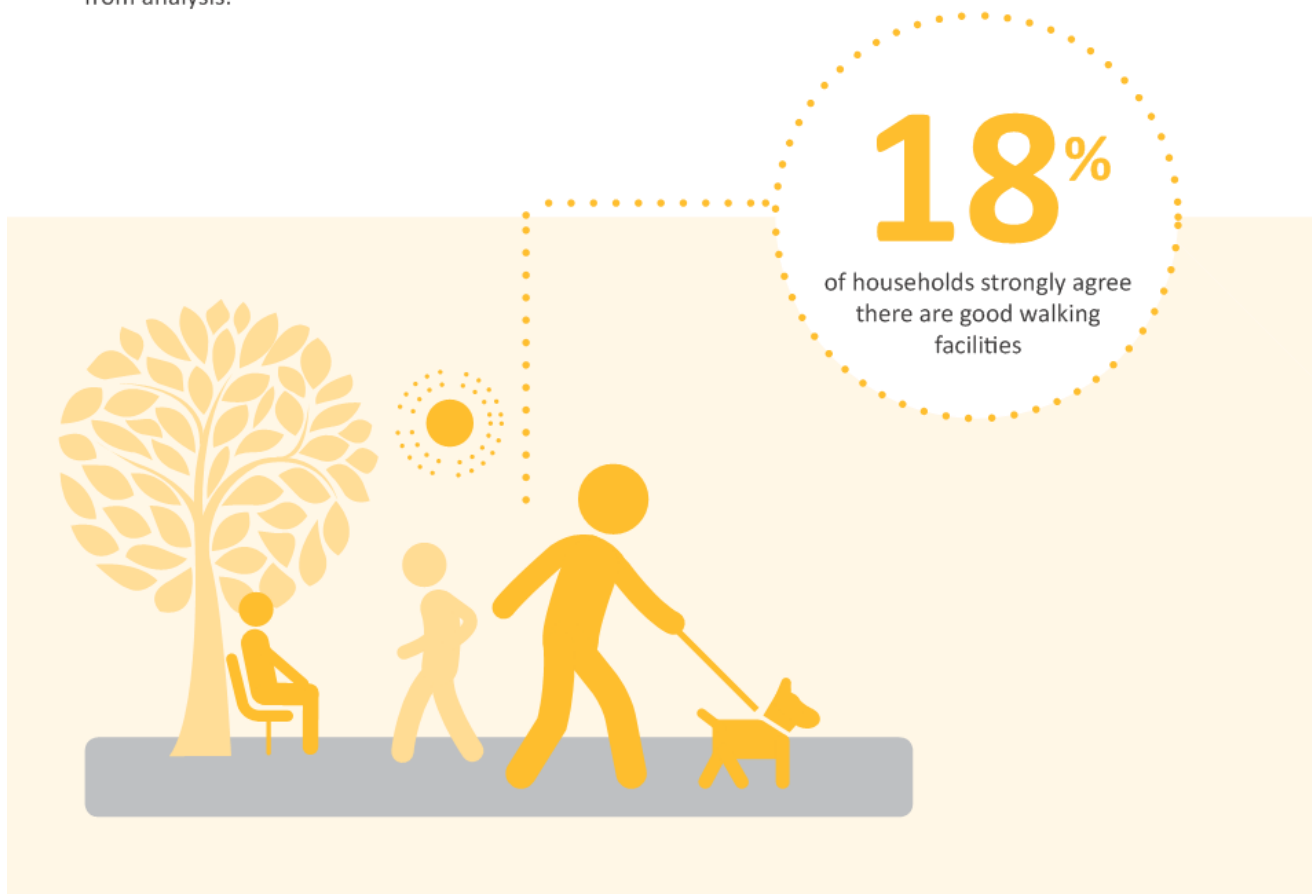
### How are we tracking?

**Trend: Data not available** 

In 2014, 18.3% of households strongly agreed that there are good facilities in Whittlesea for walking.

### What role does Council play?

The City of Whittlesea *Walking Strategy* (with support via other strategies such as the *Integrated Transport Strategy*, *Open Space Strategy*, and *Road Safety Strategy*) leads the priorities of Council in improving walkability, through better facilities, footpath connectivity and accessibility.





# Growing our economy

- Employment
- Economic development
- Skill development



## Income

### Why is this indicator important?

Economic wellbeing is a crucial element of quality of life. Income affects the ability to access basic material goods and services, pay for health-related expenses and provides opportunities for social participation and lifestyle choices.

### How is this measured?

Income is measured through Council's Annual Household Survey<sup>5</sup>. Individuals aged 15 years and over are asked to indicate their weekly total (gross pre-tax) income from all sources, including pensions and allowances. The median weekly personal income is calculated from income categories. Due to the method of data collection, it is not appropriate to compare these figures with other income data sources such as the ABS Census.

### How are we tracking?

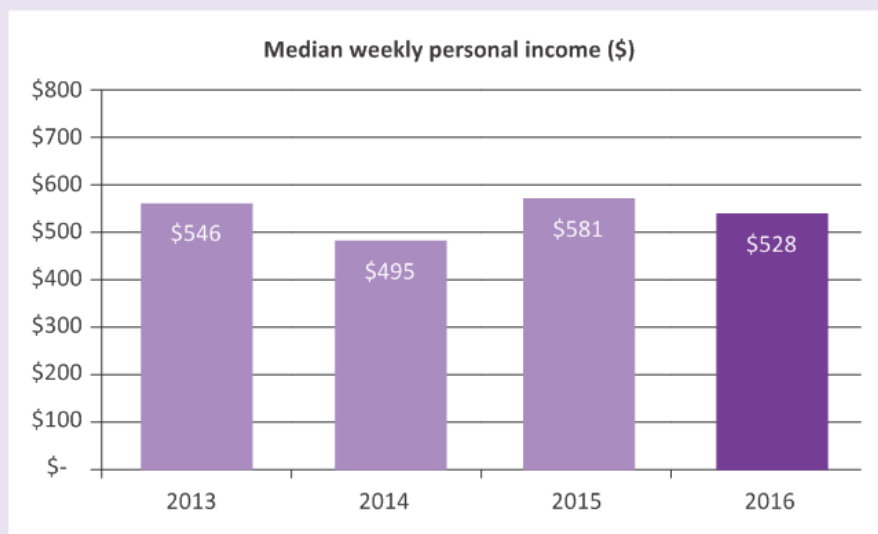
**Trend: Unclear**



In 2016, the median weekly personal income was \$528. This has fluctuated over the past four years from a low of \$495 in 2014 to a high of \$581 in 2015. It is important to keep in mind that income distribution is not equal across the municipality and changes in income over time may reflect changes in the demographics of residents.

### What role does Council play?

Council actively works with policy makers, the business sector and communities to advocate for increased standards of living and economic health (including income) of local residents. This includes working with partners to provide opportunities for groups who experience social and health inequities, which impacts on personal income levels.



## Unemployment

### Why is this indicator important?

High employment rates are important for economic growth and prosperity at a local and national level. Reasonable working conditions, stable employment and income give individuals a sense of purpose and personal satisfaction, and are associated with better health and wellbeing outcomes.

### How is this measured?

Unemployment is measured through the Small Area Labour Markets data, produced quarterly by the Australian Government Department of Employment<sup>9</sup>. It measures the proportion of the labour force (people who are aged 15 years and over, with some exceptions) who are currently not working.

### How are we tracking?

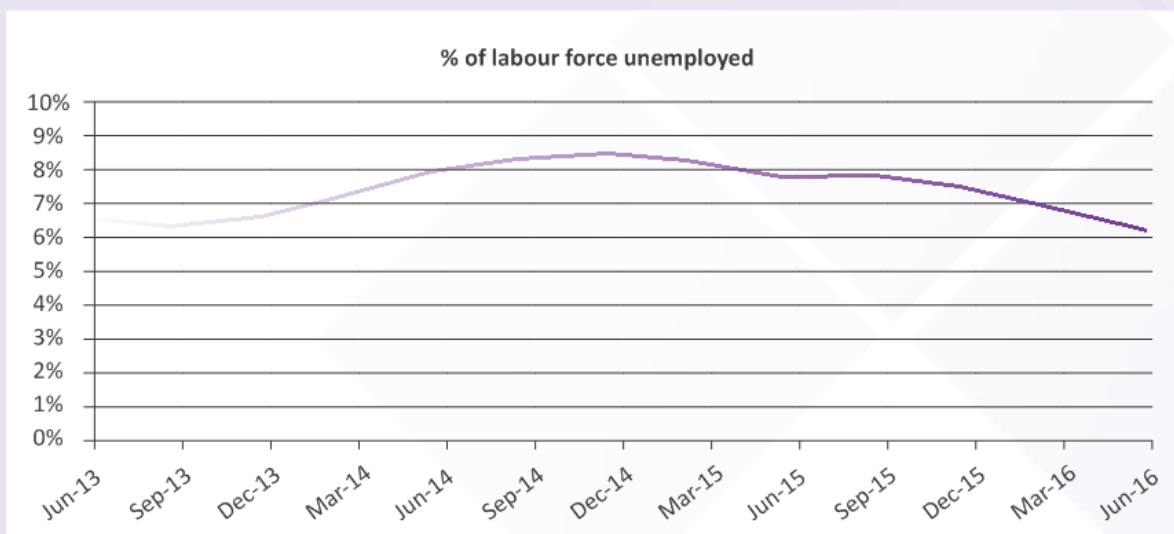
**Trend: Progressing**



In the June quarter 2016, 6.1% of the labour force in the City of Whittlesea was unemployed. This figure has fluctuated over the past four years, but 2016 is the lowest unemployment rate we have observed in this time period.

### What role does Council play?

Council aims to reduce unemployment rates by encouraging new business investment in the municipality and providing support to local businesses. Additionally, Council provides and facilitates training and employment pathways for those who experience social and health inequalities.



## Underemployment

### Why is this indicator important?

Underemployment is a barrier for economic growth and a marker of underutilised time and skills in the labour force. For individuals, underemployment is associated with reduced earning capacity and lower personal agency, choice and satisfaction.

### How is this measured?

Underemployment is measured through Council's Annual Household Survey<sup>5</sup>. Individuals aged 15 years and over who are currently employed are asked if they are satisfied with their current employment situation. Respondents who provide one or more of the following responses are categorised as 'underemployed': *No - too few hours; No - skills and experience doesn't match job role; or No - lack of local jobs.*

### How are we tracking?

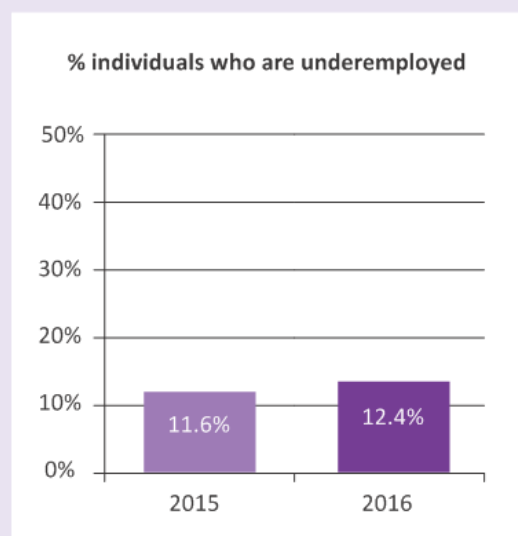
#### Trend: No meaningful change



In 2016, 12.4% of people indicated they were underemployed. This is a marginal increase from 2015 (11.6%); however, the change is not large enough to be considered meaningful.

### What role does Council play?

Council aims to reduce underemployment by encouraging new and diverse employment opportunities through investment attraction of new business and supporting the growth of existing businesses. Council also provides and facilitates training and employment pathways to support diversity in industry.





## Highly skilled workforce

### Why is this indicator important?

A highly skilled workforce is linked to a dynamic and sustainable economy with more employment opportunities. Highly skilled individuals help build the capacity of others in the workforce and may be more agile and adaptable to changing industry trends.

### How is this measured?

‘Highly skilled workforce’ is measured annually through Council’s Annual Household Survey by asking individuals to describe their usual occupation<sup>5</sup>. This information is then grouped into one of nine categories. Four of these occupation categories are further grouped into two ‘highly skilled’ categories: manager or professional; and technician or trade worker.

### How are we tracking?

**Trend: Progressing**



In 2016, 39.4% of individuals had a highly skilled occupation type, including 21.8% as a manager or professional and 17.6% as a technician or trade worker. This is a small but significant increase from 2013 when 34.5% of individuals had a highly skilled occupation type. Over the past three years, however, there has been an increasing trend towards more technicians and trade workers and a contrasting trend towards fewer managers and professionals.

### What role does Council play?

The City of Whittlesea develops strong partnerships with businesses and industry bodies to advocate for the importance of a diverse range of local education and training opportunities for residents who possess skills in a range of employment areas. Examples include the economic development partnerships Council has in place and economic development training and events managed by Council.



## Local employment

### Why is this indicator important?

Local employment contributes to a range of social, economic and environmental benefits. Living and working in the same local area may improve work-life balance, reduce commute time and enable people to walk or ride to work.

### How is this measured?

Local employment is measured by the proportion of employed individuals living in the City of Whittlesea who are employed within the boundaries of the local government area. This is measured every five years through the ABS Census and reported via economy.id<sup>10</sup>.

### How are we tracking?

**Trend: Data not available**



In 2011, 25.7% of City of Whittlesea's employed residents were employed locally. More recent data from the 2016 ABS Census is not available at the time of this publication.

### What role does Council play?

Through Council's *Recruitment Strategy*, the City of Whittlesea plays a role in directly employing a number of local residents within the organisation. Council also plays an active role in facilitating relationships between local education providers and local employers to strengthen the match between skills and employment opportunities for local residents.



## Local jobs

### Why is this indicator important?

Having adequate local jobs is an indicator of a strong local economy. The availability of local jobs helps to support the local economy and community as workers who live locally are more likely to buy/access local goods and services.

### How is this measured?

The 'Local jobs' indicator is measured by the percentage change in employed persons (aged 15+) over time. ABS Census employment data reported via economy.id<sup>10</sup> presents the total number of individuals employed across all industry sectors full-time and part-time in the City of Whittlesea boundaries, regardless of where those employed individuals live.

### How are we tracking?

**Trend: Progressing**



Between 2006 and 2011 there was a 22.1% increase in the number of people employed across all sectors within the City of Whittlesea. This is an increase of 7,118 jobs, but should be considered in the context of our growing population. More recent data from the 2016 ABS Census is not available at the time of this publication.

### What role does Council play?

The City of Whittlesea undertakes many economic development activities to position the municipality for growth and development in local jobs. Examples include marketing and promoting local investment opportunities for the government and investment sector, supporting local business associations and sponsoring a range of employment programs/ initiatives (for example the Plenty Food Group and Jobs in the North employment service).



## Qualifications

### Why is this indicator important?

Education is the key to creating a dynamic, successful community and improving life choices and opportunities. People who engage in lifelong learning are more likely to have better employment opportunities, higher earning capacity and better health outcomes.

### How is this measured?

Qualifications are measured every year through Council's Annual Household Survey<sup>5</sup>. Individuals aged 15 years and over are asked about the highest qualification they have attained since leaving secondary school. Individuals with qualifications include those who have a Trade certificate, 'Other' certificate, Diploma/Advanced Diploma, Bachelor Degree, Higher qualifications or 'Other' qualification.

### How are we tracking?

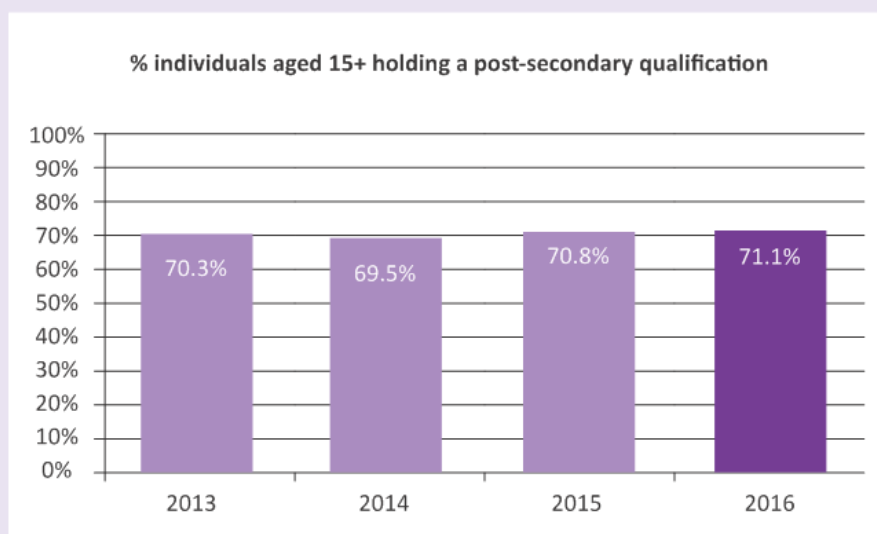
#### Trend: No meaningful change



In 2016, 71.1% of individuals aged 15 years and over held a post-secondary qualification. There has been a very marginal variation in this result over the past four years but not different enough to be considered meaningful. Over the past three years, however, we do observe a trend towards an increase in the proportion of people with a Certificate or Diploma qualification and a decrease in the proportion of people with a Bachelor or Higher degree qualification across the municipality.

### What role does Council play?

Council plays advocacy and facilitation roles to increase opportunities for lifelong learning to the community in partnership with government, community-based, non-profit education and training providers, agencies and networks. Council also provides some professional development and training opportunities for individuals.



## Youth disengagement

### Why is this indicator important?

Engagement in employment, education and training is a protective factor for young people. High youth disengagement may indicate the need for early detection and intervention services, or a lack of access to employment, education or training opportunities.

### How is this measured?

Youth disengagement is measured every five years through the ABS Census and reported via atlas.id<sup>2</sup>. It includes the percentage of individuals aged 15-24 not engaged in education or employment. The measure is derived from an individual's responses to two questions in the ABS Census: 'Last week did the person have a full time or part time job of any kind?' and 'What type of educational institution is the person attending?'

### How are we tracking?

**Trend: Data not available**



In 2011, 9.2% of individuals aged 15-24 were not engaged in education or employment. The City of Whittlesea has a higher rate of youth disengagement compared to the Victorian average of 8.1%. More recent data from the 2016 ABS Census is not available at the time of this publication.

### What role does Council play?

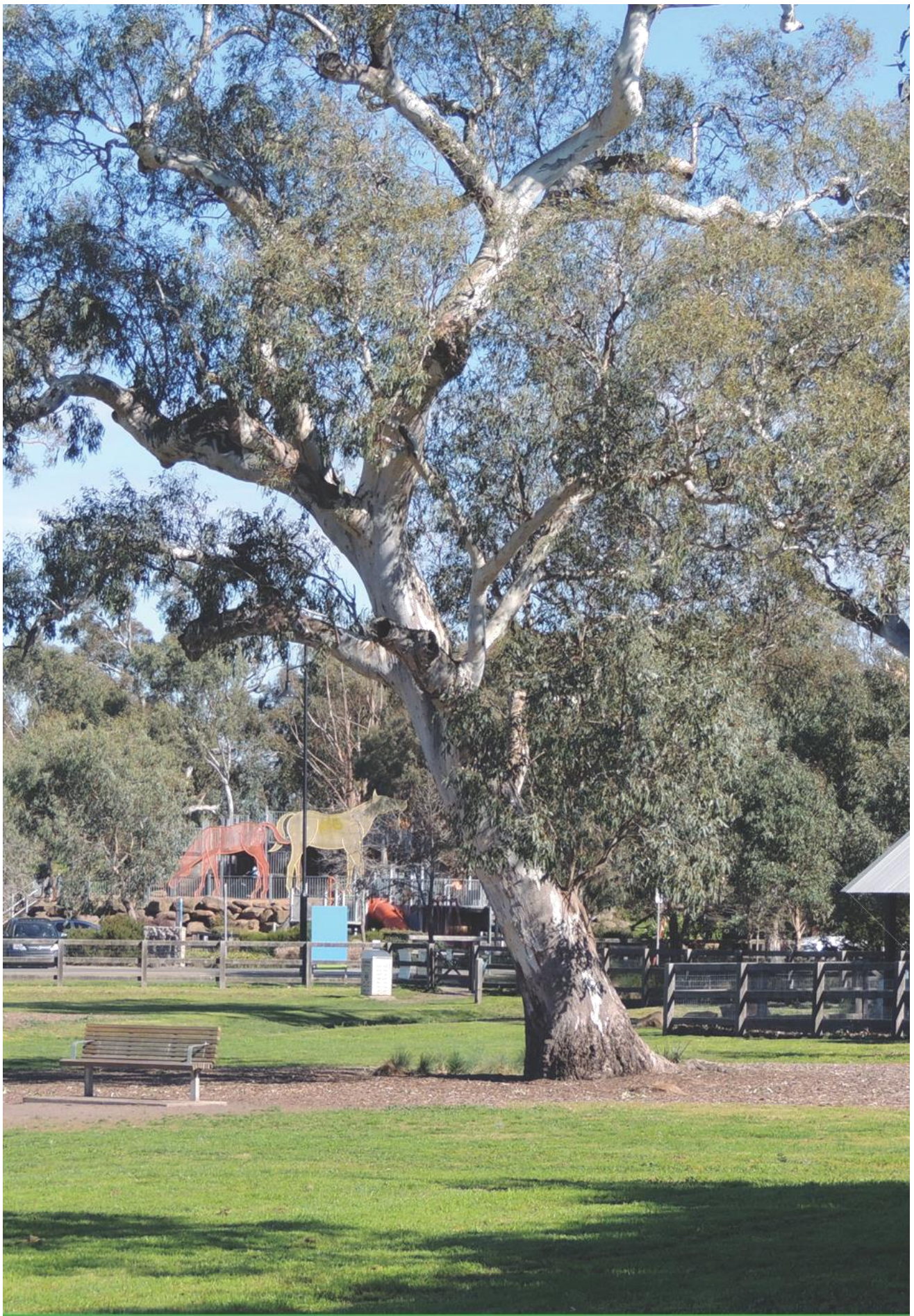
*Council's Connect: A municipal plan for children, young people and their families 2013 to 2018 and YouthPlan2030* guide Council to engage and support young people with a focus on prevention, early intervention, capacity building and responding to vulnerabilities through a variety of targeted programs. Council facilitates partnerships, such as the Whittlesea Youth Commitment (WYC), to improve policy, services and infrastructure that enable positive outcomes for young people.

9%

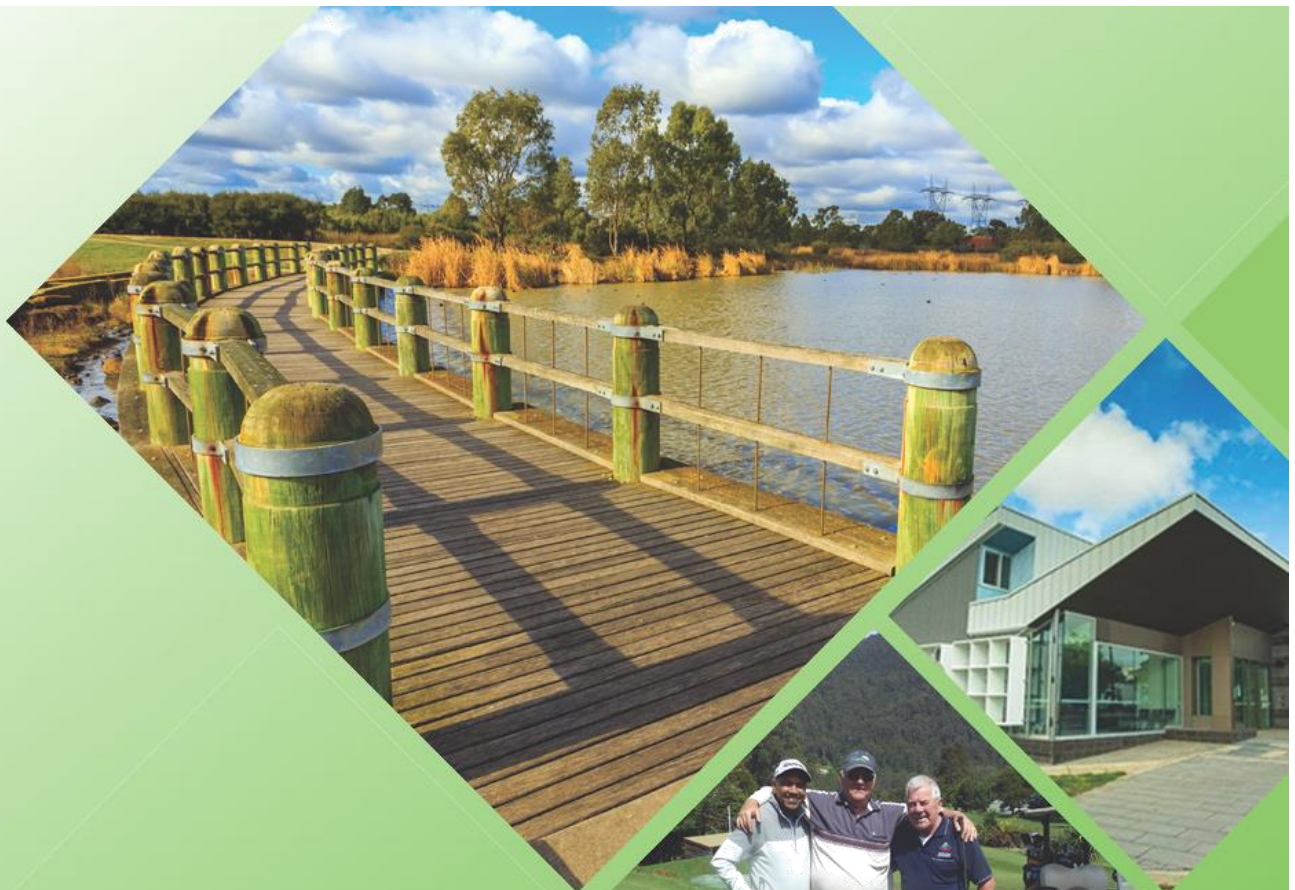
of young people aged 15-24  
were not engaged in  
education or employment











# Places and spaces to connect people



Open space  
Community hubs  
Leisure and recreation  
Planning our space

## Use of open space

### Why is this indicator important?

Open spaces provide opportunities for people of all ages and abilities to improve their physical and mental health through recreation, exercise, and socialising, as well as having environmental benefits.

### How is this measured?

Use of open space was measured in 2015 through Council's Annual Household Survey<sup>11</sup>. Households were asked to indicate how frequently they typically visit local open spaces. Types of open space were listed as: walking/cycling paths, playgrounds, sporting reserves, picnic facilities, dog off lead areas, informal open grassed areas and skate facilities. Households were included in the results if they answered 'Weekly', 'Fortnightly' or 'Monthly' to one or more types of open space. A question about use of open space was asked in 2013, but this was framed differently and is therefore not comparable.

### How are we tracking?

**Trend: Data not available** 

In 2015, 71.2% of households visited one or more types of local open spaces at least monthly. However, earlier data from the 2011 VicHealth Indicators Survey showed that weekly use of open space was significantly lower in the City of Whittlesea (31.4%) compared with the Victorian average (50.7%).

### What role does Council play?

Council aims to increase use of public open spaces by making them safer, more inclusive, and welcoming to encourage community gathering and connection. The approach is guided by the *Open Space Strategy* and includes the implementation of safety guidelines, identification and design of new sites for open space development, and the upgrading and maintenance of existing public open spaces.



## Community meeting spaces

### Why is this indicator important?

Community meeting spaces provide accessible, inclusive and affordable spaces for all the community to come together and can be used for community groups to meet or host events and celebrations.

### How is this measured?

Community meeting spaces are measured as the proportion of residential dwellings that are within 800m of a Council-owned or managed facility where there are formal spaces for the public to meet. Spatial analysis software was used to analyse City of Whittlesea's infrastructure<sup>7</sup>. Distance is measured along the road network (i.e. not a radial/ 'as the crow flies' distance). One limitation of the method is that there is an assumption there is an accessible, walkable footpath along the road network.

### How are we tracking?

**Trend: Data not available**



In 2016, 31.7% of residential dwellings were located within 800m of a community meeting space. This is the first time that spatial analysis was used to determine access to meeting spaces so there is no historical comparison available.

### What role does Council play?

Community meeting spaces are available for hire at a number of Council-managed buildings, including Community Activity Centres. These spaces allow individual residents or groups to gather formally or informally for events, to meet new people, or to access local services or programs.

**32%**

of residential dwellings were located within 800m of a community meeting space



## Recreation facilities

### Why is this indicator important?

Recreation facilities provide accessible, inclusive and affordable opportunities for people of all ages and backgrounds to make social connections, access services, exercise, learn and play.

### How is this measured?

Recreation facilities are measured every year through Council's Annual Household Survey<sup>5</sup>. Households are asked to rate the importance to the community (on a scale from 0-10) of a range of Council services and facilities, including libraries and sports facilities. Households that feel these facilities are 'very important' include those that rate their level of agreement as 8, 9 or 10.

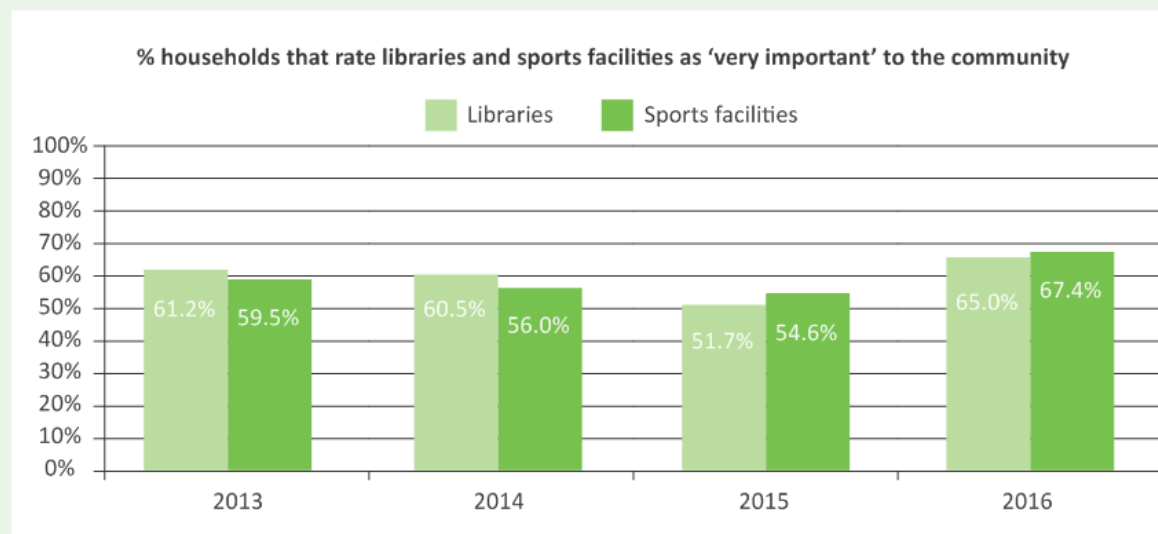
### How are we tracking?

**Trend: Progressing** 

In 2016, 67.4% of households rated sports facilities and 65.0% rated libraries as very important to the community. For sports facilities, this is a large, significant increase, and for libraries it is a moderate increase compared to 2013. This is a desirable change from the previous two years, when there was a slight decline towards decreasing importance.

### What role does Council play?

Council plans for and designs new facilities in consultation with the community and looks for innovative ways to deliver recreation services for more equitable access. Council owns several recreation facilities in the City of Whittlesea and strives to ensure they are managed and maintained in a way that meets the interests and needs of the community as outlined in the *Recreation Strategy 2012-17*.





## Participation in sports and recreation

### Why is this indicator important?

Accessible and inclusive sports and recreation activities provide opportunities for people of all ages and abilities to exercise and socialise with others, while making use of local facilities and services.

### How is this measured?

Participation in sports and recreation is measured most years through Council's Annual Household Survey<sup>11</sup>. Individuals are asked to indicate if they participate in any sports or recreation activities by selecting one or more from a list of suggested activities as well as 'Other'. Results include individuals who selected one or more from the list, with the exception of walking (because most people do this incidentally) and gardening (because this is usually done in the home environment).

### How are we tracking?

**Trend: Progressing**



In 2015, just under half (49.8%) of individuals participated in one or more sports and recreation activities. This is a small increase from 2013 when 47.5% of individuals participated.

### What role does Council play?

Council's *Recreation Strategy 2012-17* guides the approach taken to ensure that local sports and leisure facilities, services and clubs meet the interests and needs of our community. Council encourages the community to participate in sports and recreation activities by providing welcoming, accessible facilities and open spaces for organised and informal activities, and by providing support and grants to sports clubs to increase and diversify their membership.



## Distinct community character

### Why is this indicator important?

The perceived character of the local area or neighbourhood affects people's sense of belonging and connection to place. The built and natural environments and social infrastructure are important contributors to neighbourhood character.

### How is this measured?

Distinct community character is measured every year through Council's Annual Household Survey<sup>5</sup>. Households are asked to indicate their level of agreement on a scale from 0-10 with the statement: *The community has a distinct character, it's a special place*. Households that 'strongly agree' include those that rate their level of agreement as 8, 9 or 10.

### How are we tracking?

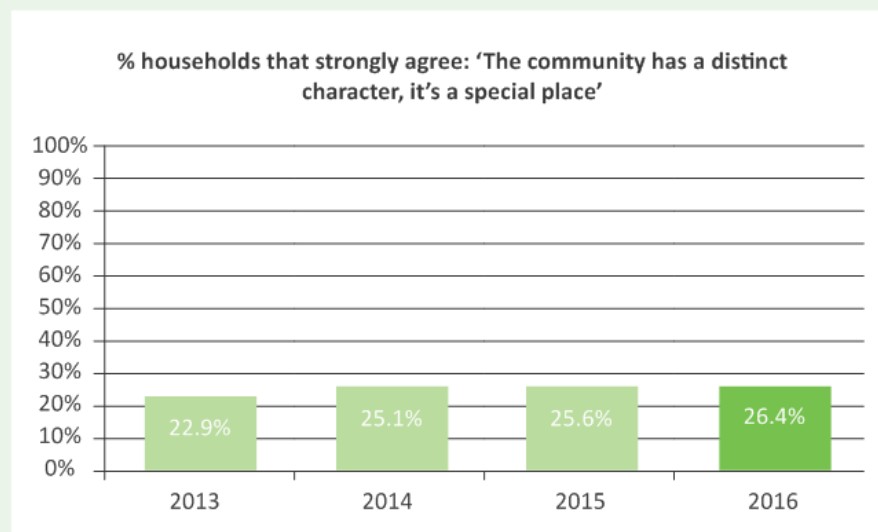
**Trend: Progressing**



In 2016, 26.4% of households strongly agreed that the community has a distinct character. This result has been trending upwards over the past four years and is a moderate change from 22.9% in 2013. This improvement is encouraging given the enormous population growth and change that we observe every year in the community.

### What role does Council play?

The City of Whittlesea recognises the specific characteristics that contribute to and define the municipality as a unique housing and employment location within the northern region. Key guiding documents such as the *Whittlesea Planning Scheme*, *Housing Diversity Strategy* and our *Community Plan*, provide direction in preferred land use planning and built form outcomes. This allows Council to articulate its role in providing, facilitating and advocating for the provision of physical and social infrastructure.





# Health and wellbeing

Healthy community  
Safety  
Education and lifelong learning



## General health

### Why is this indicator important?

Self-reported health status has been shown to be a reliable predictor of health, future healthcare use and premature mortality. It is an important element of the overall concept of a person's sense of wellbeing.

### How is this measured?

General health is measured every year through Council's Annual Household Survey<sup>5</sup>. Individuals are asked to describe their general health on a scale from 'poor' to 'excellent'. The results were reported separately for adults (18 years and over) and children (up to 17 years of age).

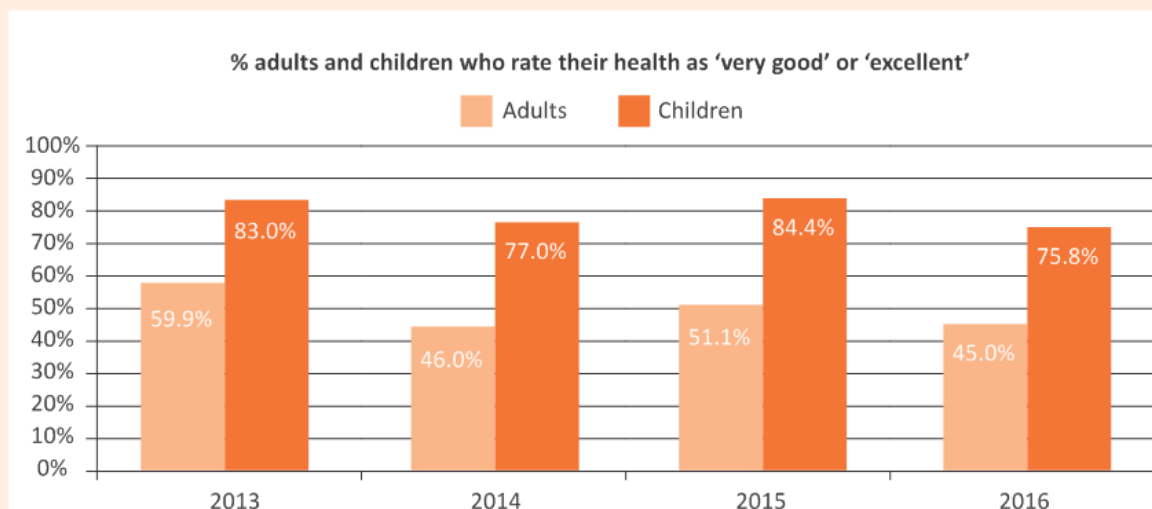
### How are we tracking?

**Trend: Regressing** 

In 2016, 45.0% of adults rated their general health as very good or excellent. This is a large, significant decline from the 2013 result of 59.9%, although the data tends to fluctuate substantially from year to year. In 2016, the general health of three-quarters of all children (75.8%) was rated as very good or excellent. This is a large, significant decline from 83.0% reported in 2013; although, similar to adults, the result has fluctuated over the past four years.

### What role does Council play?

The City of Whittlesea's *Municipal Public Health and Wellbeing Plan* (incorporated into the *Council Plan 2013-2017*) articulates Council's commitment to improving the health and wellbeing of all who live and work in the municipality. Council adopts a 'social determinants of health' approach, which recognises that upstream social, physical, economic, and environmental factors such as education, employment, working conditions, income and housing are critical to health. Council plays a role as a provider of some health services (e.g. immunisation) and as a facilitator and advocate regarding health services and policy.





## Psychological distress

### Why is this indicator important?

Good mental health is fundamental to the wellbeing of an individual. A high level of psychological distress can have a major effect on an individual's functioning and can impact the family and community more broadly. It is also an important risk factor for a number of health conditions and is sometimes associated with harmful behaviours.

### How is this measured?

Psychological distress is measured through the Department of Health and Human Services' Victorian Population Health Survey<sup>12</sup>. This data is available at the local government level approximately every three years. The survey uses the Kessler 10 Psychological Distress Scale, which is a well-known series of questions that is used to measure the level of psychological distress of an individual. Results are adjusted to account for population age differences between local government areas and include adults only.

### How are we tracking?

**Trend: Data not available** 

In 2014, 13.0% of individuals were classified as having a high or very high level of psychological distress. More recent data is not yet available at the local government level; however, comparison shows that the rate of high and very high psychological distress in the City of Whittlesea is comparable with the state average for Victoria (12.6%).

### What role does Council play?

Council works with a number of partners and stakeholders to advocate for mental health services that are accessible to our community. Council's key advocacy priorities include a focus on strategic planning for investment in health and human services for the region, with a specific focus on mental health and wellbeing services for young people.

**13%**

of individuals were classified as having a high or very high level of psychological distress





## Risk factors

### Why is this indicator important?

Common modifiable lifestyle factors such as being overweight, poor diet, lack of physical activity, smoking and high alcohol consumption, increase the risk of developing a range of common chronic diseases that can lead to disability and premature death. Social disadvantage can contribute to increased exposure to risk factors for chronic disease and barriers to healthy lifestyle choices.

### How is this measured?

The 'Risk factors' indicator includes five different measures:

- overweight and obesity;
- healthy eating;
- alcohol intake;
- smoking; and
- physical activity.

The first four measures are collected through the Department of Health and Human Services' Victorian Population Health Survey approximately every three years at the local government level, with the most recent data available from 2014<sup>12</sup>. Results are adjusted to account for population age differences between local government areas and include adults only.

The last measure - physical activity - is also collected through this survey, but a measure from the Annual Household Survey<sup>5</sup> is used instead as it is more frequently collected and has a larger sample size. All data are self-reported by the individuals completing the surveys.

- 1. Overweight and obesity:** Individuals are asked for their height and weight, which is calculated into a Body Mass Index (BMI) (weight in kilograms divided by height in metres squared). This is then classified according to the World Health Organisation classification where overweight is a BMI 25.0-29.9 and obesity is a BMI of 30 or greater.
- 2. Healthy eating:** Individuals are asked how many serves of vegetables and fruit they usually eat each day. This is then used to determine whether they are meeting National Health and Medical Research Council (NHMRC) intake guidelines for their age and sex.
- 3. Alcohol intake:** Individuals are asked about their usual alcohol intake in standard drinks. This is used to determine their increased risk of alcohol-related harm on a single occasion, yearly, monthly or weekly. Risk of alcohol-related injury is classified as drinking more than four standard drinks on a single occasion.



4. **Smoking:** Individuals are asked about their usual smoking behaviour, including whether they smoke daily or occasionally.
5. **Physical activity:** Individuals are asked how long they spent doing moderate to vigorous physical activity last week. Moderate to vigorous activity is defined as exercise that causes your heart to beat faster or shortness of breath. Results include both adults and children. Data is not available for 2013 because the categories were presented slightly differently and are therefore not comparable.

### How are we tracking?

#### Trend: Data not available



In 2014, 31.6% of individuals in the City of Whittlesea were overweight and 24.1% were obese. 47.4% met the NHMRC daily fruit consumption guidelines, while only 4.5% met the guidelines for daily vegetable consumption. 30.5% indicated they drank alcohol to an extent that put them at risk of alcohol-related harm at least once yearly, and 15.1% of individuals smoked cigarettes daily or occasionally.

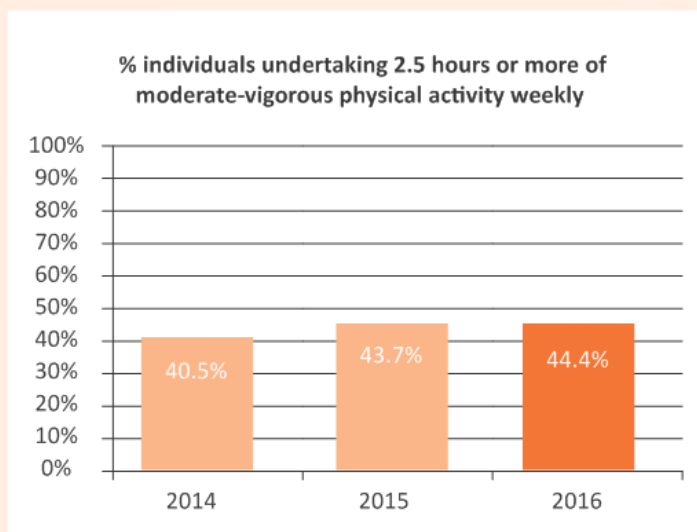
#### Trend: Progressing



In 2016, 44.4% of individuals in the City of Whittlesea undertook 2.5 hours or more of moderate-vigorous physical activity every week. This result has improved over the past three years from 40.5% of individuals in 2014 – a small but significant change.

### What role does Council play?

The City of Whittlesea's *Municipal Public Health and Wellbeing Plan* (incorporated into the *Council Plan 2013-2017*) articulates the 'social determinants of health' approach taken by Council, which recognises that upstream social, physical, economic, and environmental factors such as education, employment, working conditions, income, and housing are integral to improvements in health outcomes. Council supports positive changes in lifestyle risk factors through the physical environment (including parks, walking and cycling paths) and service delivery (such as leisure and recreation centres and healthy lifestyle programs). Council also advocates for policy, services and environments that support communities to make healthier choices.



## Food insecurity

### Why is this indicator important?

Food insecurity decreases the ability to consume a nutritious diet, increases stress and affects social interactions. Poor diet, in particular the consumption of cheap, energy-dense but low nutrient foods (junk foods), is a major risk factor for many chronic diseases.

### How is this measured?

Food insecurity is measured through Council's Annual Household Survey<sup>5</sup>. Households are asked to indicate the number of times in the past 12 months that members of the household ran out of food and could not afford to buy more.

### How are we tracking?

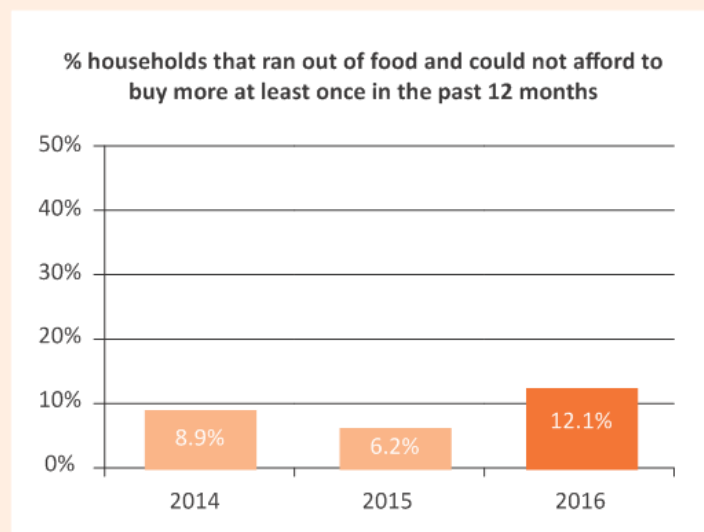
#### Trend: Regressing



In 2016, 12.1% of households had run out of food and could not afford to buy more at least once in the past 12 months. This is almost a doubling of households from 2015, and a small but significant increase from 2014 when 8.9% of households were affected by food insecurity.

### What role does Council play?

Council plays an important role advocating for the needs of our community to have affordable access to food for vulnerable households. Actions to address food insecurity are key goals in the *Municipal Public Health and Wellbeing Plan (2013-2017)*. For example, Council is involved in several local collaborative food security initiatives. Additionally, the *Whittlesea Planning Scheme* and the *Green Wedge Management Plan* aim to protect non-urban land to encourage agricultural land use and local food production.



## Gambling loss

### Why is this indicator important?

Gambling has many negative social and economic outcomes, and contributes to financial problems, family and relationship breakdown, mental and emotional ill-health and social isolation. Poker machines are of particular concern due to their dominant role in the gambling industry and contribution to gambling harms.

### How is this measured?

Gambling loss is measured by the average annual expenditure (loss) per adult on Electronic Gaming Machines (poker machines or 'pokies') in the City of Whittlesea. The data is collected from gaming venues in the municipality and regularly reported by the Victorian Commission for Gambling and Liquor Regulation (VCGLR)<sup>13</sup>. Although not all adults use poker machines, reporting the average per adult enables us to make comparisons over time and with other geographical areas.

### How are we tracking?

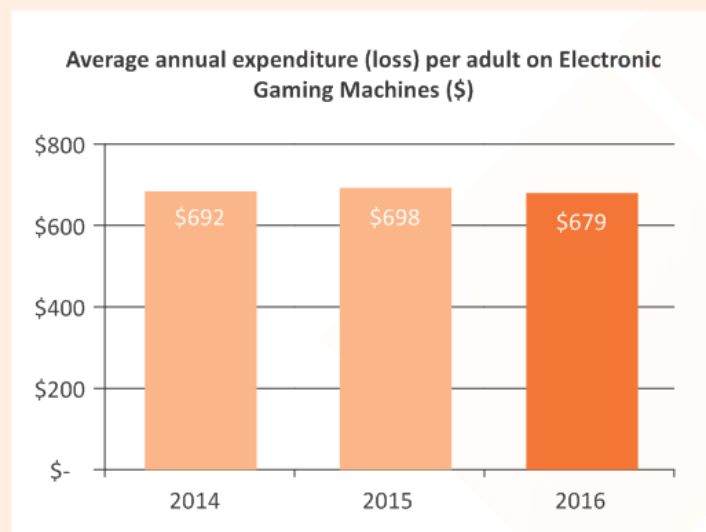
#### Trend: No meaningful change



In 2015-16, for every adult in the City of Whittlesea, \$679 was lost to poker machines. This is a slight decline from previous years; however the magnitude of change relative to the size of the problem is not considered meaningful (1.9% decline from 2013). The average loss per adult is much higher in the City of Whittlesea than the Victorian average (\$553). It is also important to note that many individuals do not use poker machines, so the actual loss per player is significantly greater.

### What role does Council play?

The City of Whittlesea *Gambling Strategy and Action Plan 2014-2024* takes a public health approach to gambling related harm. This recognises the importance of prevention, community awareness, education, partnerships, policy and research development to achieve positive outcomes. Council also advocates for best practice gambling regulation and policy changes, and considers applications for gaming licences and planning permits for local gaming venues.



## Affordable housing

### Why is this indicator important?

Every person has a right to secure, affordable and appropriate housing to enable their health and wellbeing, participation and sense of belonging in community life. Housing that is affordable reduces the strain and financial stress placed on individuals and families, providing them with more opportunities and choice.

### How is this measured?

Affordable housing is measured through Council's Annual Household Survey<sup>5</sup>. Households are asked to indicate the extent to which their rental or mortgage payments placed stress on the household's finances in the last twelve months, with response options including 'no', 'low', 'moderate' or 'heavy' stress.

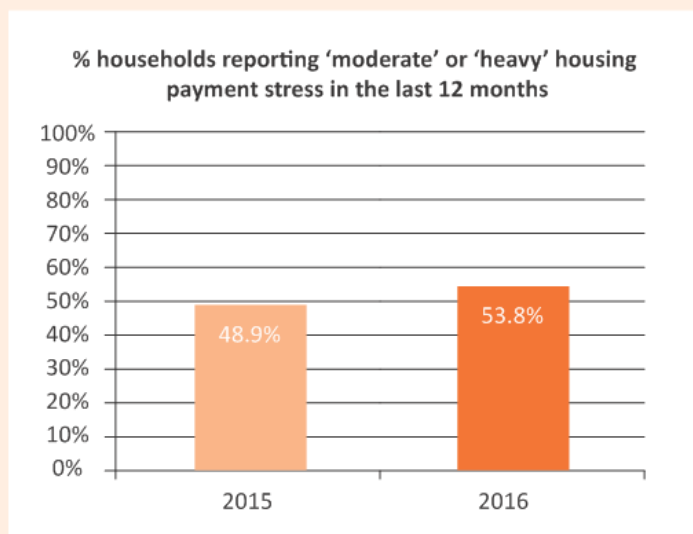
### How are we tracking?

**Trend: Regressing** 

In 2016, 53.8% of households reported that their rental or mortgage payments placed moderate or heavy financial stress on the household's finances. This is a moderate increase from the previous year's result of 48.9%.

### What role does Council play?

The *Whittlesea Planning Scheme* and *Social and Affordable Housing Policy and Strategy* guide Council's approach in planning and supporting diverse housing types to accommodate the varied needs of our growing population. This includes consideration of social and affordable housing in land use planning, social and economic planning and the assessment of planning applications. Council also advocates for more social housing, housing for people with a disability and crisis accommodation, as well as policy changes that affect the high cost of housing in Australia.





## Access to health services

### Why is this indicator important?

Easy access to health services is fundamental for the prevention, early detection and treatment of health conditions. Access to health services can be affected by many factors including physical, financial and systemic factors (such as geographic location, restrictive funding models, eligibility criteria and waiting lists).

### How is this measured?

Perceived ease of access to health services is measured through Council's Annual Household Survey<sup>5</sup>. Households are asked to rate how easy they believe it is to access the following services within the City of Whittlesea, on a scale of 0 (very difficult) to 10 (very easy): doctors, dentists, hospitals and mental health services. Households that felt it is 'very easy' to access the service type include those that select a score of 8, 9 or 10. Households that felt they could not rate ease of access had the option to respond with 'can't say' and were excluded from analysis. This question was asked for the first time in 2016, so there is currently no historical data available to monitor trends over time.

### How are we tracking?

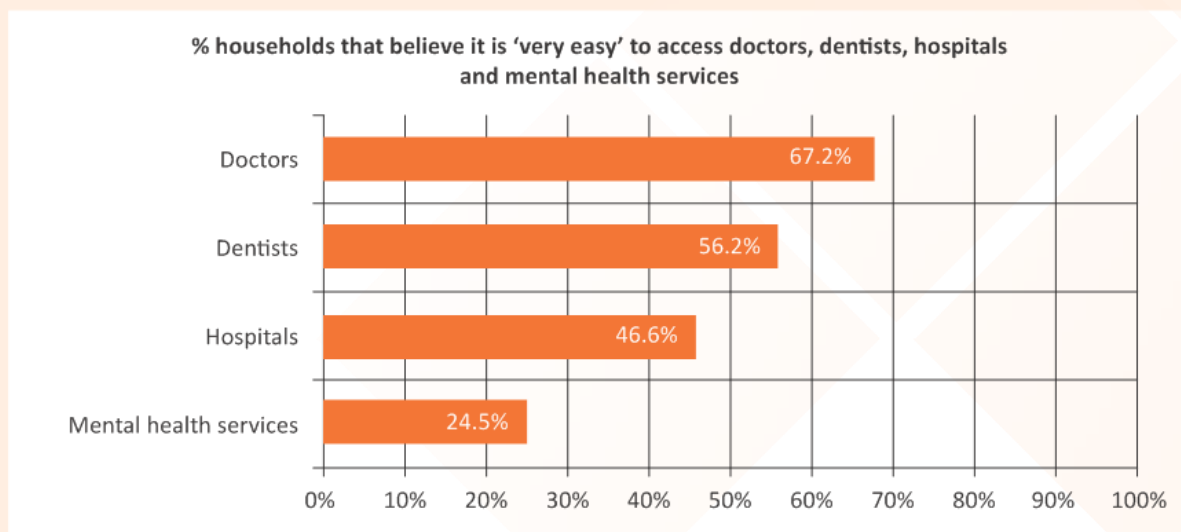
**Trend: Data not available**



In 2016, over two-thirds (67.2%) of households felt that it was 'very easy' to access doctors, and 56.2% and 46.6% for dentists and hospitals, respectively. Mental health services were perceived to be the most difficult to access, with less than one-quarter (24.5%) of households rating this as 'very easy'.

### What role does Council play?

Council does not directly deliver any of these health services but can partner with the community and local service providers to advocate to the Victorian Government for better local health service provision.



## Access to human services

### Why is this indicator important?

Easy access to human services is important to support individuals and families through challenging or transitional life situations. Access to human services can be affected by many factors including physical, financial and systemic factors (such as geographic location, restrictive funding models, eligibility criteria and waiting lists).

### How is this measured?

Perceived ease of access to human services is measured through Council's Annual Household Survey<sup>5</sup>. Households are asked to rate how easy they believe it is to access the following services within the City of Whittlesea, on a scale of 0 (very difficult) to 10 (very easy): aged care, financial and legal support, and respite services. Households that felt it is 'very easy' to access the service type include those that select a score of 8, 9 or 10. Households that felt they could not rate ease of access had the option to respond with 'can't say' and were excluded from analysis. This question was asked for the first time in 2016, so there is currently no historical data available to monitor trends over time.

### How are we tracking?

**Trend: Data not available**

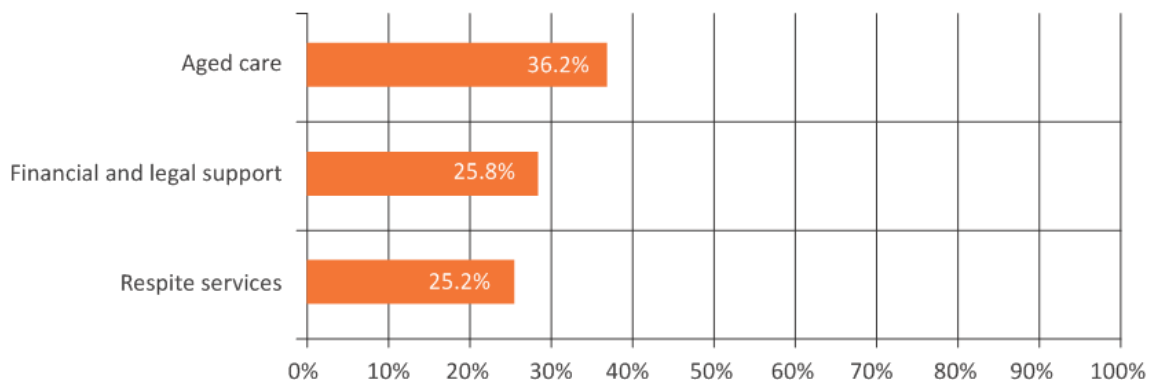


In 2016, 36.2% of households felt it was 'very easy' to access aged care services. Access to respite services and financial and legal support services was perceived to be more difficult, with only a quarter of households rating this as 'very easy'.

### What role does Council play?

Council delivers some human services via the Commonwealth Home Support program including respite. Council partners with the community and local service providers to advocate to the Victorian Government for better local human service provision. Council also partners with local agencies to help facilitate these services. For example, the Epping Community Services Hub brings together multiple agencies into one Council-owned building.

% households that believe it is 'very easy' to access aged care services, respite services, financial and legal support services



## Family violence

### Why is this indicator important?

People who are affected by family violence are more likely to become homeless, experience mental health concerns, be injured, hospitalised or in some cases killed. Family violence is a common factor in child protection notifications and has a major impact on the family unit, as well as the broader community.

### How is this measured?

Family violence incidence is measured through data collected by Victoria Police on the number of family incidents recorded<sup>14</sup>. The number of incidents is reported via the Crime Statistics Agency as a rate (with reference to the population size), to enable comparison over time and with other geographical areas.

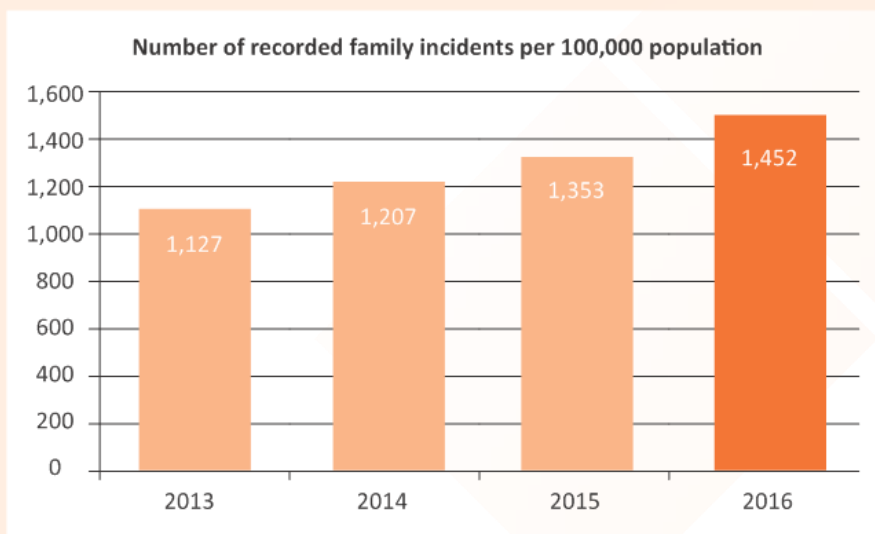
### How are we tracking?

#### Trend: Regressing

Over the past four years, the number of family incidents per 100,000 population has increased annually from 1,127 in 2013 to 1,452 in 2016 – a 29% increase. This is higher than the Victorian average of 1,264 incidents per 100,000 population in 2016.

### What role does Council play?

Council is committed to preventing family violence through our *Safe in our homes, Safe in our communities Family Violence Strategy 2014-2018*, *Gender Equity Strategy 2014* and *Municipal Public Health and Wellbeing Plan 2013-2017*. The prevention of family violence and the provision of support services is a key advocacy issue for Council. Council provides a range of community services, safe public spaces and community facilities, which can be used as platforms to influence positive change.



## Safety in public areas

### Why is this indicator important?

When individuals feel safe they are more likely to experience greater levels of social connection and trust, and are more likely to engage in community life. Feeling safe in public areas also promotes the use of local facilities and community spaces such as public transport and parks.

### How is this measured?

Perception of safety in public areas is measured through Council's Annual Household Survey<sup>5</sup>. Households are asked to rate how safe they feel in the public areas of the City of Whittlesea during the day and at night, on a scale from 'very safe' to 'very unsafe'.

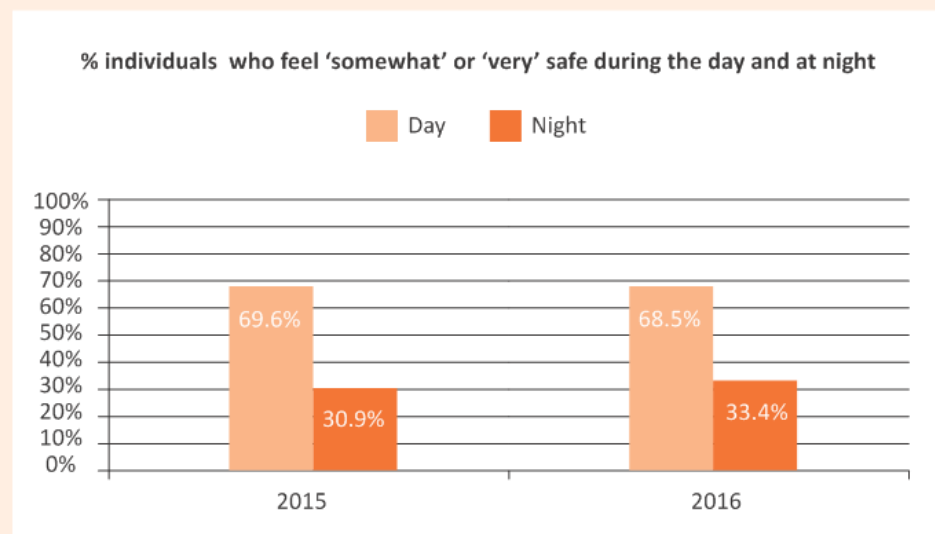
### How are we tracking?

**Trend: Progressing** 

In 2016, 68.5% of individuals felt somewhat or very safe in the City of Whittlesea during the day. This is a marginal decline from 2015 (69.6%) – a difference that is not considered meaningful. Perceptions of safety at night are much poorer, with one-third (33.4%) of individuals feeling somewhat or very safe. This is still, however, a small improvement from 2015 (30.9%).

### What role does Council play?

The City of Whittlesea is committed to working in partnership to improve community perceptions of safety and support crime prevention activities locally to strengthen community and social connectedness. Council's *Community Safety and Crime Prevention Policy 2016 and Strategy 2016-2020* identifies the crime prevention and advocacy actions Council has committed to addressing in partnership with local police and agencies. This work is guided by the local Community Safety and Crime Prevention Committee which is co-chaired by City of Whittlesea and Victoria Police.



## Developmental vulnerability

### Why is this indicator important?

Children's physical, emotional and social health in the early years has long lasting positive effects on their health, social and emotional wellbeing and life achievements.

### How is this measured?

Developmental vulnerability is measured through the Australian Early Development Census (AEDC)<sup>15</sup>, an initiative of the Australian Government Department of Education and Training. In their first year of school, all children are assessed against five developmental domains: Physical health and wellbeing; Social competence; Emotional maturity; Language and cognitive skills (school-based); Communication skills and general knowledge. This indicator includes the proportion of children assessed as 'developmentally vulnerable' on two or more of the five AEDC domains. The AEDC is conducted every three years.

### How are we tracking?

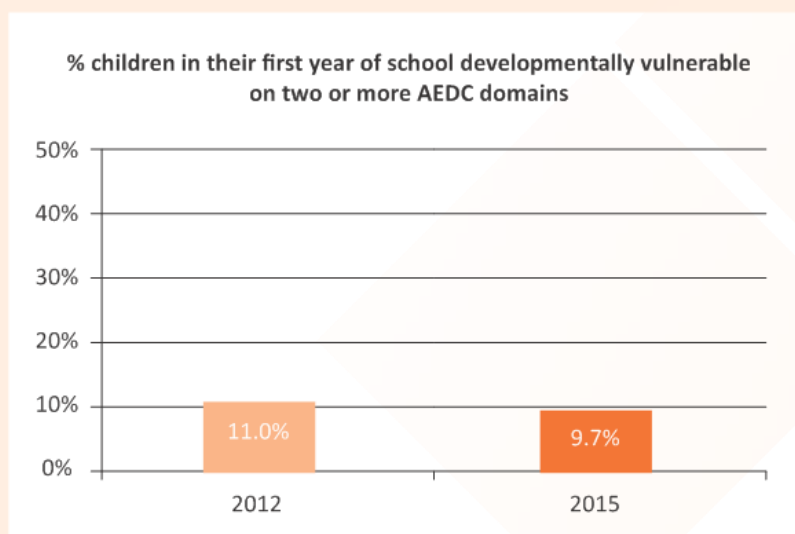
**Trend: Progressing**



In 2015, 9.7% of students in the first year of school were assessed as being developmentally vulnerable on two or more domains. This is considered by the Australian Government to be a significant decrease from the 2012 result of 11.0%. Compared with the Victorian (9.9%) and national (11.1%) averages, children in the City of Whittlesea score better for this indicator.

### What role does Council play?

The City of Whittlesea provides a number of early childhood services including Maternal and Child Health (MCH), Enhanced MCH, MCH Outreach, immunisation services, First Time Parent groups, Playgroups, and Family Long Day Care. Council facilitates a range of partnerships and professional development that supports those providing services for children and their families. Council also plans, delivers and advocates for social and physical infrastructure and services to meet the developmental needs of children.





## Connectedness to school

### Why is this indicator important?

School is critical for the development of young people's educational, social and emotional skills. Students who feel connected to school are more likely to attend, which supports longer-term life achievements.

### How is this measured?

Connectedness to school is measured annually through the state-wide Attitudes to School Survey and reported through the Victorian Child and Adolescent Monitoring System<sup>16</sup>. Students in Years 5 to 9 are asked to respond to a series of statements, and results are combined to determine overall connectedness to school:

- *I feel good about being a student at this school*
- *I like school this year*
- *I am happy to be at this school*
- *I feel I belong at this school*
- *I look forward to going to school*

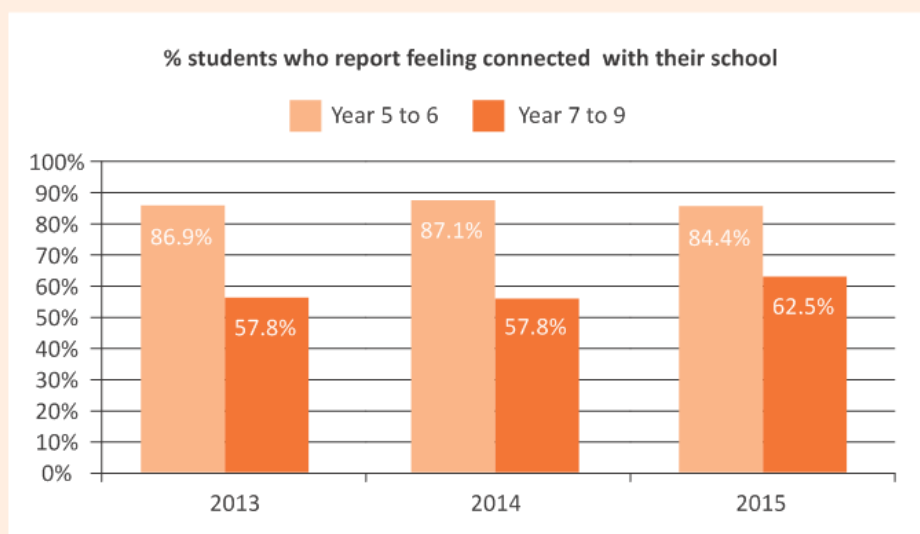
### How are we tracking?

**Trend: Unclear** 

In 2015, 84.4% of Years 5 and 6 students, and 62.5% of Year 7 to 9 students reported feeling connected to school. For Years 5 and 6 students, this is a small decline since 2013. In contrast however, for Years 7 to 9 students, the result is a small improvement from 2013. The differences in results between the two middle years age groups highlight the importance of this transitional time for young people.

### What role does Council play?

Council works to identify disengagement early and facilitate connections between young people, their families and local schools to engage young people in education. Council's Baseline for Young People seeks to support all students in the middle years, including those that may be disengaged from school and family life. Council is committed to the best outcomes for all young people, informed by *YouthPlan2030* and supports the Whittlesea Youth Commitment (WYC), which is a partnership involving community, education and employment services working to improve education and employment outcomes for young people.



## Access to educational services

### Why is this indicator important?

Having easy access to local educational services helps families build social connections within the schooling community, and has broader health and wellbeing impacts for students. Access to education can be affected by many factors including physical, financial and systemic factors.

### How is this measured?

Perceived ease of access to education services is measured through Council's Annual Household Survey<sup>5</sup>. Households are asked to rate how easy they believe it is to access the following services within the City of Whittlesea, on a scale of 0 (very difficult) to 10 (very easy): primary schools, secondary schools, early childhood services and tertiary education. Households that think it is 'very easy' to access the service type include those that select a score of 8, 9 or 10. Households that felt they could not rate ease of access had the option to respond with 'can't say' and were excluded from analysis. This question was asked for the first time in 2016, so there is currently no historical data available to monitor trends over time.

### How are we tracking?

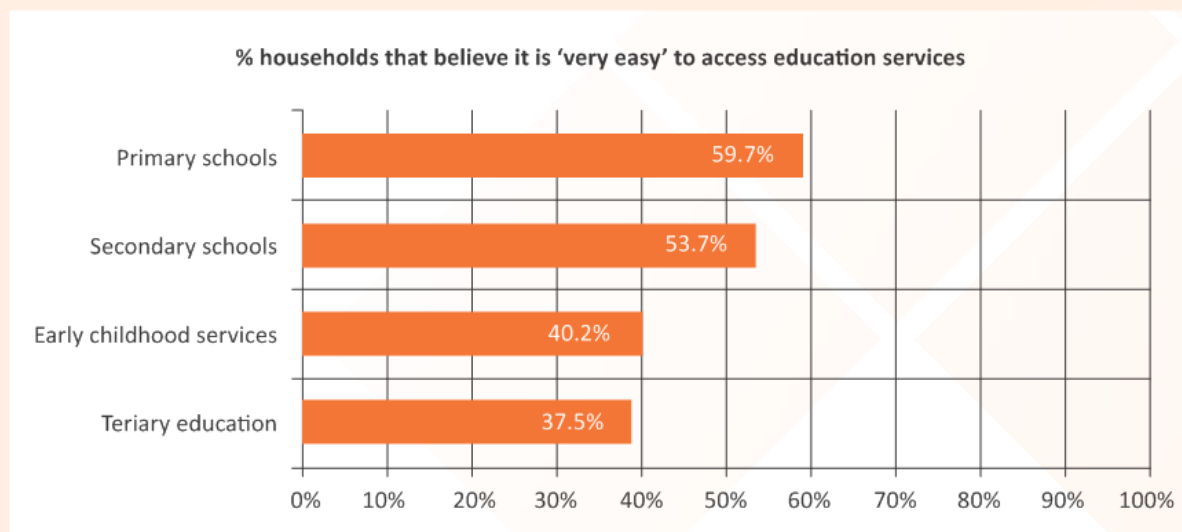
**Trend: Data not available**



In 2016, 59.7% and 53.7% of respondent households felt it was 'very easy' to access primary and secondary schools, respectively. Early childhood education services and tertiary education were seen as more difficult to access with 40.2% and 37.5%, respectively, indicating this was 'very easy'.

### What role does Council play?

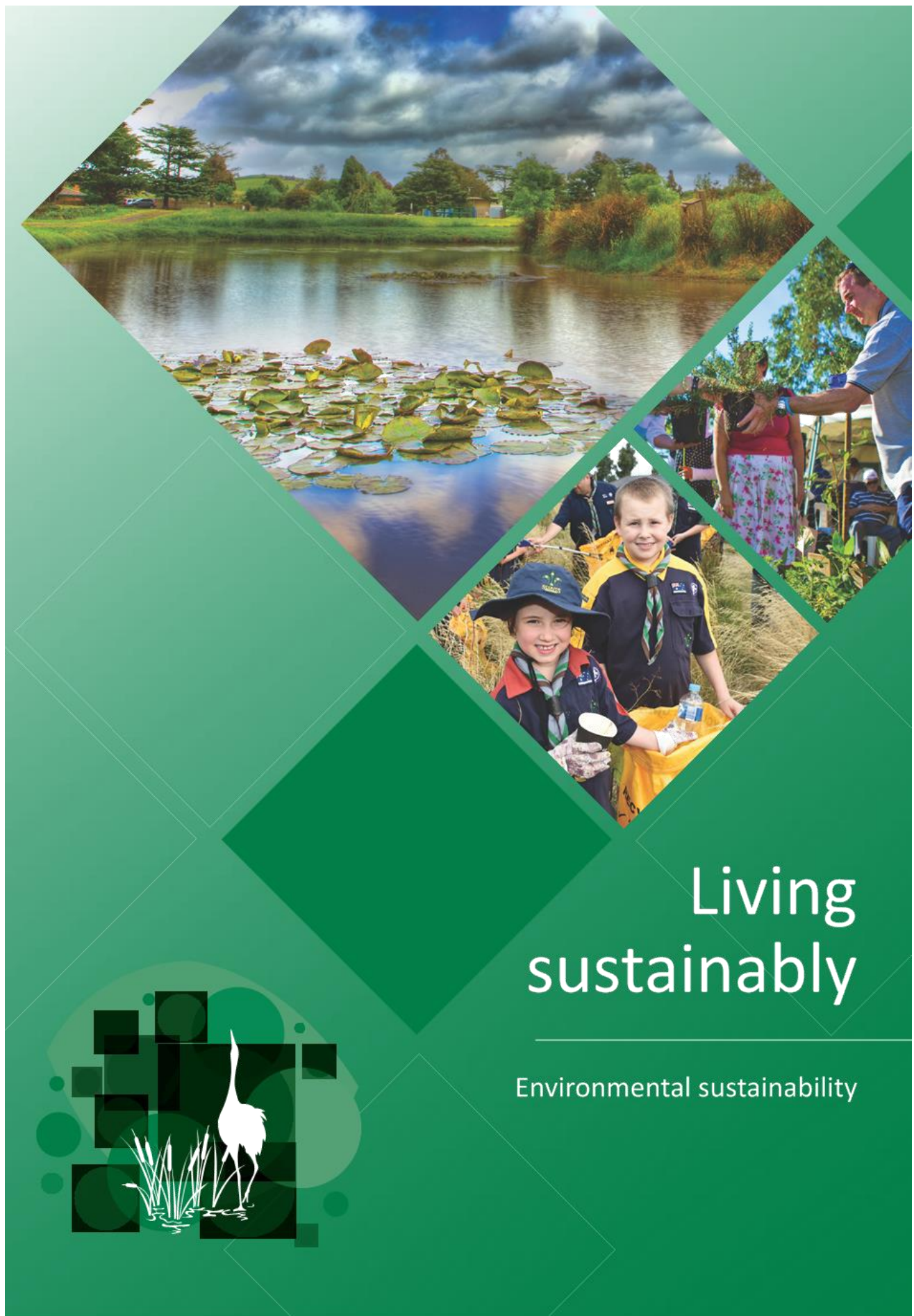
Council works with local schools and the Department of Education to ensure that schools meet the educational and social interests of local students and their families. Council also advocates to, and works with the Victorian Government to deliver new schools in growth areas to provide more educational opportunities and choice for the community. Advocating to the Victorian Government regarding the timely delivery of schools is identified as one of Council's key advocacy priorities.











## Household energy usage

### Why is this indicator important?

Household energy use is a key contributor to greenhouse gas emissions, which damage our environment and communities. Reducing greenhouse gas emissions through methods such as reduced household energy use in the community can minimise the impact of climate change.

### How is this measured?

The Northern Alliance for Greenhouse Action (NAGA) analyses electricity consumption data supplied by Victoria's energy distribution companies<sup>17</sup>. Data for 2015 and 2016 is not yet available.

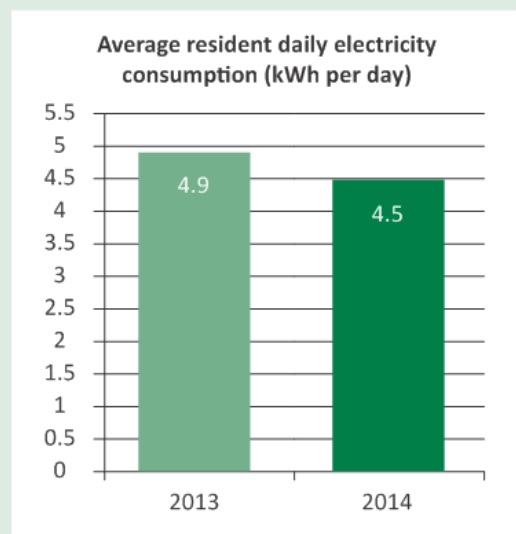
### How are we tracking?

**Trend: Progressing** 

In 2014, residents of the City of Whittlesea consumed on average 4.5kWh of electricity per day. This is a decrease from 4.9kWh in 2013. There is no equivalent data available across the State, although NAGA regional data suggests that electricity consumption in the City of Whittlesea was slightly lower in 2014.

### What role does Council play?

The City of Whittlesea's *Environmental Sustainability Strategy 2012-2022* has an aim to reduce the greenhouse gas emissions generated by community, as well as Council. Council facilitates programs, such as the Positive Charge solar bulk buy program, and plays an important role educating and raising awareness about household emissions, encouraging individuals to adapt lifestyle habits and to become more resilient to climate change.





## Household waste generation

### Why is this indicator important?

Responsible and sustainable waste management, including the appropriate diversion of waste from landfill, is important for good public health, to protect the environment and to reduce air and water pollution. Waste generation is closely linked to household consumption patterns and is a clear measure of progress towards the sustainable use of resources.

### How is this measured?

Household waste generation is measured by the average annual waste production per household. Waste includes residential and commercial material that goes to landfill, including kerbside waste and hard rubbish collections. It does not include material that is recycled. This data is provided by Council's waste management contractors on an annual basis<sup>18</sup>.

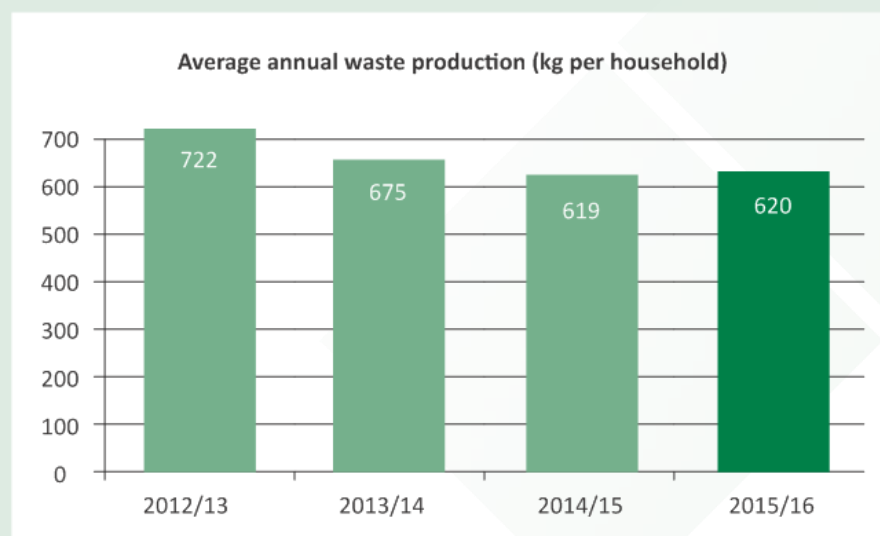
### How are we tracking?

**Trend: Progressing** 

In 2015-16, on average there was 620 kilograms of waste per household. This has steadily declined and is 14% lower than in 2012-13.

### What role does Council play?

The provision of kerbside waste collection services to the municipality is one of Council's essential responsibilities. Council also plays a role in educating the community about the responsible management of waste including recycling, composting and sustainable use of resources.



## Household recycling contamination

### Why is this indicator important?

Recycling measures materials diverted from landfill and is indicative of the community's knowledge of, and commitment to, sustainable practices. Material contaminants in recycling bins leads to this resource being re-directed to landfill, which is a resource loss for the community and an added cost to the environment.

### How is this measured?

Household recycling contamination is measured as the average percentage (by kilogram of weight) of waste per household that does not belong in recycling bins, such as food and bagged domestic garbage. Contaminants are materials that cannot be recycled through the kerbside recycling bin collection service. This data is collected through Council's annual Domestic Waste and Recycling Audit<sup>19</sup> and provides a snapshot of the material contaminants in recycling at the time the audit is undertaken.

### How are we tracking?

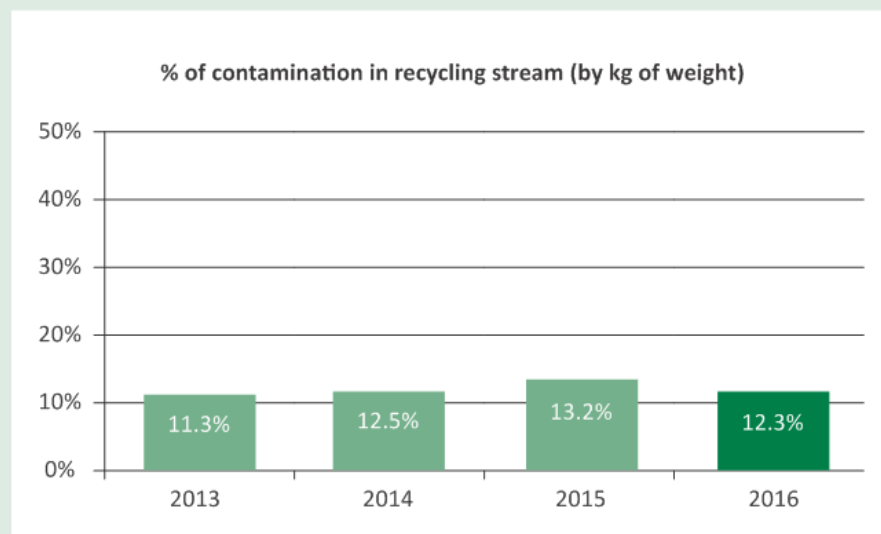
**Trend: No meaningful change**



In 2016, on average, 12.3% of the material in household recycling bins was considered to be contaminants. The proportion of contaminants has changed only marginally over the past four years, fluctuating around 11-13%.

### What role does Council play?

The provision of kerbside waste collection services to the municipality is one of Council's essential responsibilities. Council also plays a role in communicating the 'Recycle Right' message to residents through face to face education and community engagement.



## Household water usage

### Why is this indicator important?

The efficient management of water resources is essential to individual and community wellbeing and for the protection of biodiversity and ecological systems. The sustainable use of our water resources in the community is imperative to ensure water security for people and the environment into the future.

### How is this measured?

Household water usage is measured by Yarra Valley Water, the retail water utility that services Melbourne's northern and eastern suburbs. Yarra Valley Water record property water usage and provide this data directly to City of Whittlesea in a summarised form<sup>20</sup>.

### How are we tracking?

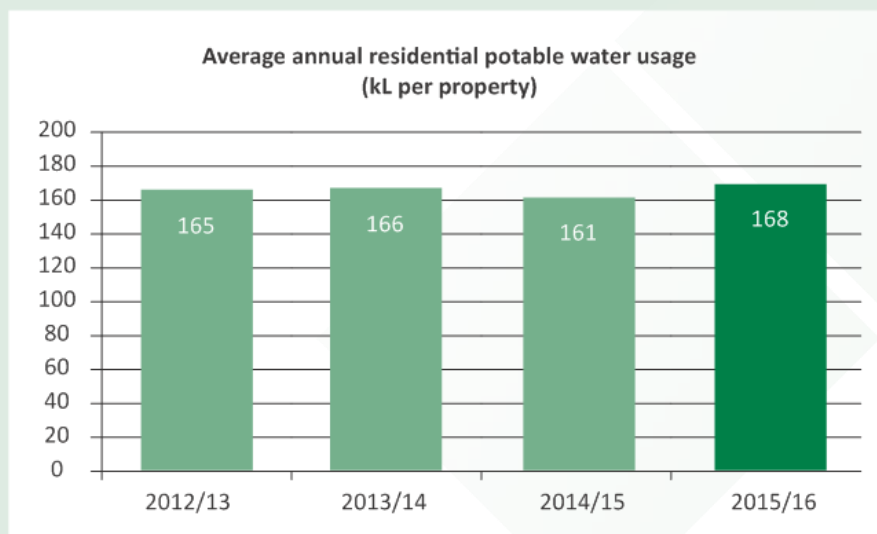
**Trend: No meaningful change**



In 2015-16, on average, each residential property in the City of Whittlesea used 168 kilolitres (168,000 litres) of water. This is equivalent to approximately 460 litres per property, per day. This average figure has fluctuated only marginally over the past four years and is therefore not considered a meaningful change. In comparison with the Melbourne average, 2014-15 data suggests per person daily water usage in the City of Whittlesea is slightly lower (152 litres versus 160 litres)<sup>21</sup>.

### What role does Council play?

Council provides environmental education programs to encourage the community to adopt more sustainable water consumption practices, such as the showerhead exchange program. Council also looks for innovative ways to reduce potable water use across Council facilities such as sports fields. This includes the utilisation of alternative water sources such as harvested stormwater, tanks and recycled water in open space planning, design and operation.



## Stewardship of the environment

### Why is this indicator important?

Responsible use and protection of the natural environment, through conservation and sustainable practices and actions, has a positive impact on local biodiversity and the long term health of the natural environment and people. There are also health and wellbeing benefits to people that experience connection with the natural environment.

### How is this measured?

Stewardship of the environment is measured by the number of active community-based groups that are committed to responsible use and protection of Whittlesea's natural environment through conservation and sustainable practices. Community-based environmental groups include local 'Friends' groups, community garden groups and land conservation/management groups (i.e. Landcare). The number of groups is monitored by Council's Sustainability Planning Department<sup>22</sup>.

### How are we tracking?

**Trend: No meaningful change**



In 2016, there were 12 active community-based environmental groups working in the City of Whittlesea. Five of these are 'Friends' groups that focus on tree planting, weeding, nest box programs and other environmental preservation activities. There is one land management focussed group and six community garden groups. In 2016, a new group was established and one longstanding group disbanded. This resulted in the total number of groups remaining constant since 2013.

### What role does Council play?

Council provides support services to groups, including specialist environmental advice, resources for workshops, and support for funding applications. Through a new project that will establish a network for community gardens and conservation groups, Council will provide opportunities for information sharing, collaboration, mentoring and training for groups. Council also supports individual stewardship of the environment through incentive schemes (Environmental Works Grant and Sustainable Land Management Rebate Scheme) and on-site advice for land owners.







# Good governance

- Customer centred operations
- Growth and change
- Resource management
- Continuous improvement



## Community consultation and engagement

### Why is this indicator important?

Community engagement is a valuable process to ensure communities are provided with the opportunity to participate in decisions which affect them at a level that meets their expectations, and to strengthen and enhance the relationship between communities and governments.

### How is this measured?

Community satisfaction with Council's performance on community consultation and engagement is measured every year through the state-wide Local Government Community Satisfaction Survey<sup>23</sup>. Participants are asked to rate Council's performance on a scale from 'very good' to 'very poor'.

### How are we tracking?

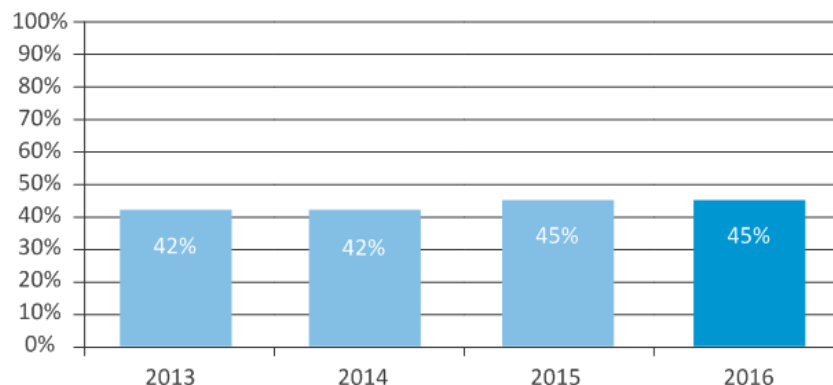
**Trend: Progressing** 

In 2016, 45% of individuals surveyed rated Council's performance on community consultation and engagement as 'good' or 'very good'. This is a small improvement from 2013. It is also a better result than the state-wide average of 37%.

### What role does Council play?

Through the City of Whittlesea's *Community Building Strategy* and *Consultation and Engagement Framework*, Council is committed to ensuring citizens are informed and consulted about the decisions that affect their lives and are able to fully participate in decision making processes. Council fulfils these responsibilities by directly consulting on matters under Council control, and assisting or advocating to other stakeholders to consult with community on important issues and opportunities outside of Council's control.

% individuals rating Council's performance on community consultation and engagement as 'good' or 'very good'



## Decisions in community's interest

### Why is this indicator important?

Councils are empowered by law to make decisions on behalf of local communities. Decision-making processes that are transparent, responsive, equitable and inclusive, help ensure that decisions are made in community's interest.

### How is this measured?

Community satisfaction with Council's performance on decisions made in the interest of the community was measured for the last two years through the state-wide Local Government Community Satisfaction Survey<sup>23</sup>. Participants are asked to rate Council's performance on a scale from 'very good' to 'very poor'. This question was included in the survey for the first time in 2015.

### How are we tracking?

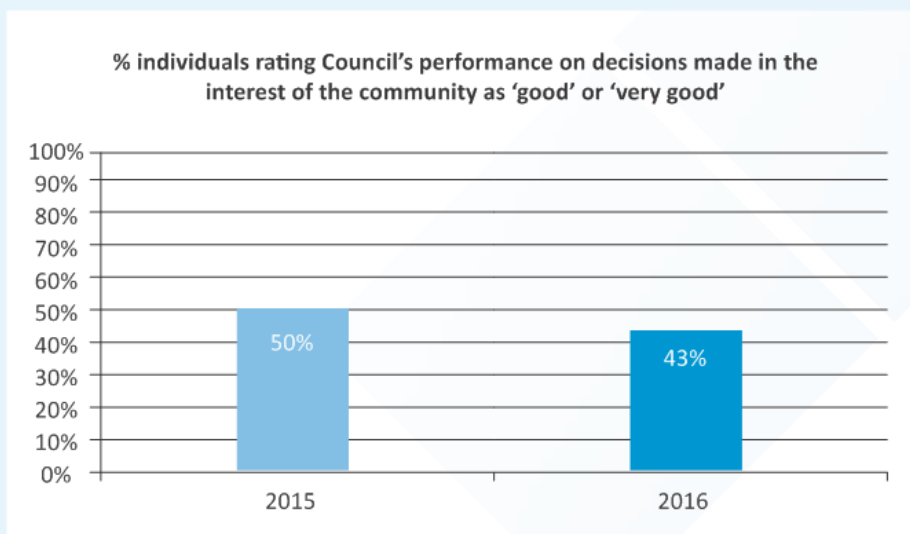
**Trend: Regressing**



In 2016, 43% of individuals surveyed rated Council's performance on making decisions in the interest of the community as 'good' or 'very good'. This is a moderate and significant decline from the 2015 result of 50%; however, it is a higher result than the state-wide average of 36%.

### What role does Council play?

The *Local Government Act* requires the elected Councillors, the Chief Executive Officer and staff to carry out their roles with impartiality, integrity and accountability when making decisions that affect the community. Council is guided by robust decision-making processes, including the use of evidence and community consultation and engagement to determine our community direction.



## Lobbying for community

### Why is this indicator important?

To meet the needs and aspirations of the community, Council has an important role to advocate on matters beyond the control of Council or community, such as improved services and infrastructure, or on social issues.

### How is this measured?

Community satisfaction with Council's performance on lobbying on behalf of the community is measured annually through the state-wide Local Government Community Satisfaction Survey<sup>23</sup>. Participants are asked to rate Council's performance on a scale from 'very good' to 'very poor'.

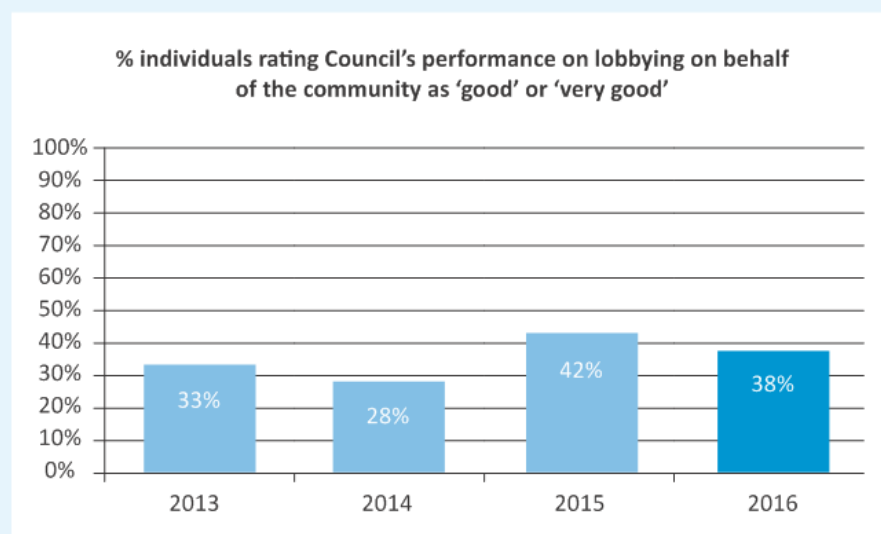
### How are we tracking?

**Trend: Progressing** 

In 2016, 38% of individuals surveyed rated Council's performance on lobbying on behalf of the community as 'good' or 'very good'. This is a moderate improvement from the 2013 result (33%), and better than the state-wide average in 2016 (28%); however, the results have fluctuated considerably over the past four years.

### What role does Council play?

The City of Whittlesea *Advocacy Strategy* guides Council's role in direct advocacy, facilitating and resourcing partnerships, building an evidence base and supporting the community to advocate on their own behalf. By working in partnership, Council has successfully advocated for important human services and a number of large infrastructure projects including the train line extension, upgrades to roads, new schools and community facilities.



## Council's overall performance

### Why is this indicator important?

High satisfaction with the overall performance of Council indicates that the various roles we perform as provider, facilitator or advocate are meeting the needs and expectations of our community.

### How is this measured?

Community satisfaction with overall Council performance is measured annually through the state-wide Local Government Community Satisfaction Survey<sup>23</sup>. Participants are asked to rate on a scale from 'very good' to 'very poor' how they perceive the performance of Council, not just on one or two issues, but overall across all responsibility areas.

### How are we tracking?

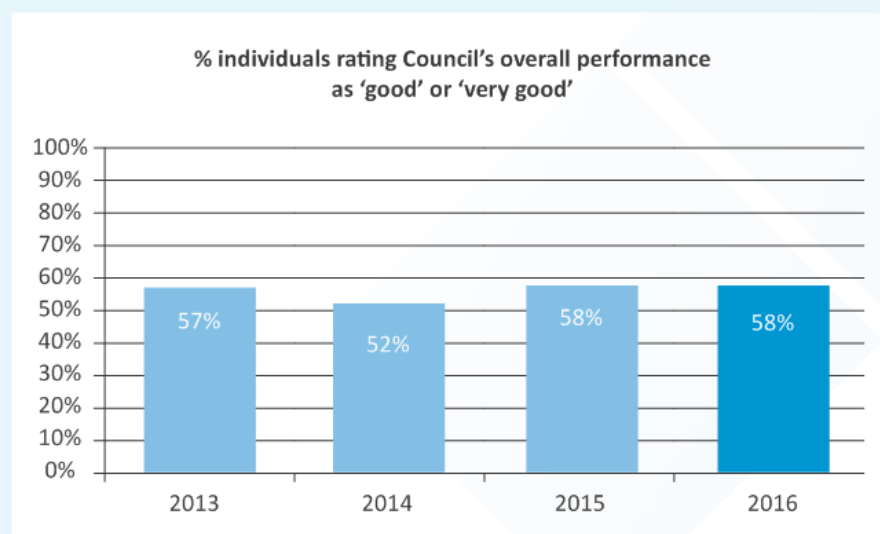
**Trend: No meaningful change**



In 2016, 58% of individuals surveyed rated Council's overall performance as 'good' or 'very good'. This is a marginal improvement from the 2013 result of 57%, but the difference is not large enough to be considered meaningful. It is, however, a better result than the state-wide average of 45% in 2016.

### What role does Council play?

Council maintains transparency and accountability by reporting back to the community on progress, achievements and areas for improvement through a range of key reporting mechanisms including the *Annual Report*, the *Local Government Performance Reporting Framework* and *Know Your Council* website.



## References

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## Data notes

- For most indicators, the magnitude of change described in 'How are we tracking' is based on the percentage point difference or percentage change between baseline and the most recent data. A marginal change was classified as <2%; small change 2<5%; moderate change 5<10%; and large change 10% or more.
- Where feasible due to known sample size, statistical tests were used to determine whether differences were statistically significant at the 95% confidence level. Where differences are statistically significant, the term 'significant' is used in the description.

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# Shaping Our Future Whittlesea 2030 Strategic Community Plan



**City of  
Whittlesea**

*Creating vibrant self-sustaining communities together*



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Message from Mayor



I would like to welcome you to the City of Whittlesea's inaugural Community Wellbeing Indicators Report.

Every year the City of Whittlesea welcomes over 7,000 people to the municipality with our population expected to increase to more than 350,000 by 2037.

As our population grows it's important that Council carefully plans for the future so that our residents can enjoy the same access to services and facilities as those that live closer to the city.

Our Community Wellbeing Indicators Report is an important document containing a wealth of information that gives a better understanding about the needs of our fast-growing and diverse community.

The Report plays an important part in enabling Council to more accurately plan for the infrastructure and services that our residents need and deserve.

It also provides influential data and clear evidence of our needs as we lobby state and federal governments to fund the required services and infrastructure.

Here at Council, we use these indicators to help inform the planning and prioritisation of our infrastructure, services and programs. The indicators also help us to monitor the progress of our Community Plan, Council Plan and other strategies. In addition, the indicators help us to identify positive opportunities in our community and areas that require improvement.

I hope that the information within this report provides you with a unique insight into the communities that reside here in the City of Whittlesea, and assist you or your organisation in achieving better outcomes for our community.

Mayor's Message to be finalised

The Story of this Plan

'Shaping Our Future' Community Plan 2030 details our community's vision for the City of Whittlesea to the year 2030. It is a plan that articulates the type of municipality our community can expect in the future. The Community Plan establishes clear outcomes for our community that will guide priority actions that will need to be undertaken over the next four years.

'Shaping Our Future' Community Plan 2030 was built from the foundations of the 2025 Strategic Community Plan developed in 2009 and articulates key actions against the six Future Directions from that Plan, and the additional Future Direction of Good Governance:



Figure 1. Council's seven Future Directions and themes





## The Story of this Plan

### A Plan Informed by Community

The Community Plan was updated through an extensive community consultation process undertaken from November 2012 to March 2013; with participation of over 2,000 people in our community through festivals, events, online surveys, focus groups, shopping centre presence and posted surveys located in libraries. In total 6,000 comments were collated from five months of conversations.

To gauge whether community aspirations have changed over time since the 2012/2013 Community Plan consultations, a desktop analysis of eighty five (85) community consultations held between the years of 2005 to 2016 was conducted.

This process was undertaken with a reflective lens. It built on the strong community engagement foundation used to develop the 2013 Community Plan; however the process was open to new themes emerging from the review of recent community consultation findings.

### Where the Community Plan fits

The Community Plan comprises the long term aspirations of our community. To help realize the aspirations of our community, Council develops a four year Council Plan, which articulates the actions Council will take to work towards the type of City our community wants.

The Community and Council plan then guide the development of our organisation's annual Corporate Plan.

### How to read this Plan

As we move towards 2030, we will need to review how we're working towards our vision and continue to check that the priorities remain relevant. We will do this by reviewing the actions of the plan annually and providing regular progress reports to the community.

This plan articulates the strategic objectives for each future direction, along with Council's role and an indication of who else can be involved to help us progress towards achieving our community's long term vision. The plan comprises:

Figure 2. Framework terminology



### Council's Role

This is a whole of community plan, in which all levels of government, business, educational institutions, community groups and individuals have an important role to play. In delivering on this plan, Council has the following three roles see (Figure3).

### Community Wellbeing Indicators

Community Wellbeing Indicators are a set of measures that provide a broad snapshot of the wellbeing status of the community at a point in time, or in relation to change over time. Community Wellbeing Indicators have been mapped to the Future Directions and Themes of this Community Plan. Reports on these Indicators will be published every 2 years, with the first report available in March 2017.

### Who can be involved:

- Individual community members – neighbours talking to each other
- Local businesses, groups and networks
- Federal and State Government
- Whittlesea Disability Network – advocacy by, with and for people with disabilities
- State Government agencies and departments
- Non-government agencies such as neighbourhood houses and non-profit service providers
- Schools and lifelong learning organisations
- Churches, faith and spiritual groups
- Local community groups
- Local organisations that supporting volunteering
- Developers
- Transport providers – public and community
- Telecommunications companies
- Bicycle Victoria
- Sport and Recreation Victoria
- Educational institutions and training providers
- Heritage Victoria
- Whittlesea Community Futures
- Cultural Bridges groups
- Libraries
- Health service providers
- Police and emergency service

Figure 3. Council's three main roles





## The City of Whittlesea – who we are

The City of Whittlesea is located in Melbourne's northern suburbs, about 20 kilometres from the city centre. It is one of Melbourne's largest municipalities, covering a land area of approximately 490 square kilometres.

The majority of the City of Whittlesea population live in the urban areas. This is split across the major established area precincts of Bundoora, Epping, Lalor, Mill Park and Thomastown, and the current growth area precincts of Mernda, Doreen, South Morang and Epping North. Significant future growth is projected for Wollert and Donnybrook. The rural areas of the municipality are characterised by farming, forested areas and historic township communities including Whittlesea Township.

The Wurundjeri Willam people were the original inhabitants of the area and are the traditional owners of this land. Compared with other municipalities, the City of Whittlesea has the fourth largest population of Aboriginal and Torres Strait Islanders (ATSI) by person count in Metropolitan Melbourne, with 1,138 ATSI residents<sup>1</sup>.

The median age of residents is 34 years of age (compared to 37 years of age for Victoria); however the median age varies widely across the municipality, ranging from 29 years of age in the growth area precincts of Epping North, Mernda and Doreen, and up to 42 years of age in the Rural North<sup>2</sup>. There are more children and young people aged 0-17 years (25%) compared with the Victorian average (22%), and fewer residents aged 60 years and above (16% compared to 20%)<sup>1</sup>. There are more families with children residing in the City of Whittlesea (43% couples with children and 13% one parent families) compared to the Victorian average (32% couples with children and 11% one parent families)<sup>1</sup>.



<sup>1</sup>"Largest growth" refers to the change in number of residents between June 2014 and June 2015. "Fastest growth" refers to the change in number of residents as a proportion of the population at June 2014.

### A fast growing community

- The estimated resident population in 2017 is 209,118<sup>3</sup>.
- In 2014-15, the City of Whittlesea was the<sup>4</sup>:
  - o 3rd largest growing Local Government Area (LGA) in Victoria
  - o 3rd fastest growing LGA in Victoria<sup>4</sup>
- Growth in 2016-17 – increase of 131 people per week<sup>3</sup>
- On average 72 babies are born every week<sup>3</sup>
- By 2037, the estimated population will have grown to 353,910<sup>3</sup>
- The population is ageing; the number of adults aged 50 years and over is expected to increase by 84% in the next two decades<sup>3</sup>.

72

babies are born every week<sup>3</sup>



### A culturally diverse community

The City of Whittlesea is one of the most culturally diverse municipalities in Victoria.

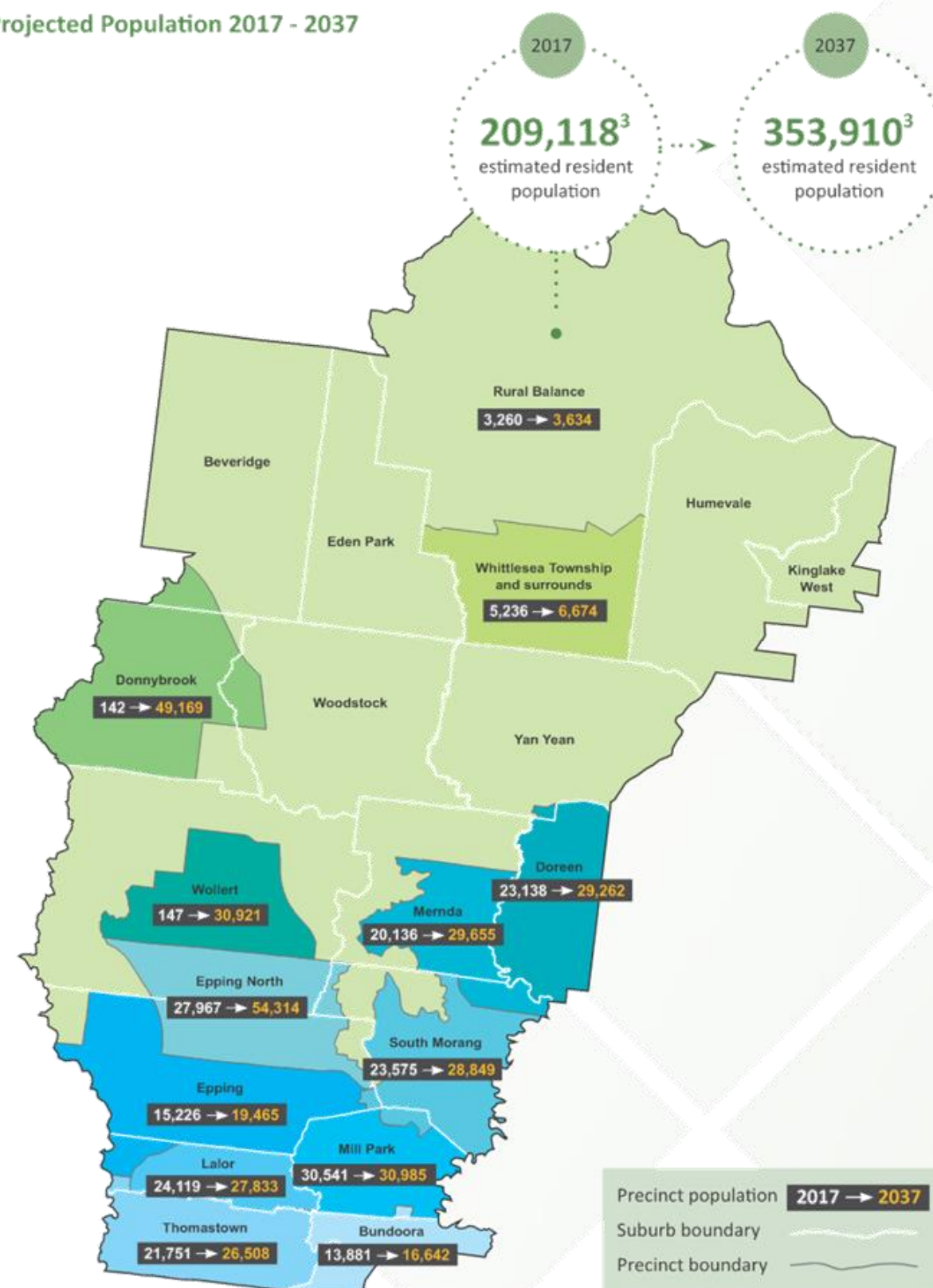
- 34% of residents were born overseas (compared to 26% for Victoria)<sup>1</sup>
- 43% speak a language other than English at home (compared to 23% for Victoria)<sup>1</sup>
- 27% of overseas born residents have lived in Australia for less than ten years<sup>5</sup>

34%

born overseas<sup>1</sup>



### Projected Population 2017 - 2037





## Inclusive & engaged community

Our City is diverse and that is its strength. People from many countries with different languages, faiths and customs have made it their home. There are also urban and rural communities. When we are together we learn and grow through each other's experiences. We build skills and capacity so everyone can fully engage and participate in community life. All voices are heard and decision making takes account of all views. Our inclusive, engaged community is resilient and strong.



Theme	Strategic Objective	Council Role
Community connectedness	Programs, services, buildings and spaces encourage social connections and develop a sense of community	Facilitator Provider Advocate
	We have access to community meeting spaces	Facilitator Provider Advocate
	We have the opportunity to participate in, contribute to and enjoy arts, cultural and recreational activities	Facilitator Provider Advocate
	Volunteering in the community is encouraged and supported	Facilitator Provider
Community voice	We have access to information, skill development and knowledge to participate in decision-making in an informed way	Facilitator Provider Advocate
	Our voice is reflected through inclusive Council decision making processes	Facilitator Provider
Social inclusion	We are socially inclusive of all ages, abilities, gender, race, ethnicity, sexuality, religion, culture and heritage	Facilitator Provider Advocate
	We have programs to promote cultural diversity and address race-based discrimination	Facilitator Provider Advocate
	New and emerging communities are supported	Facilitator Provider Advocate
	We respect and promote our Aboriginal heritage and community	Facilitator Provider Advocate
Local community planning	Council planning is done with local communities	Facilitator Provider



### What our community said about Inclusive & engaged community

'.....the things that foster individual human spirit will lead to the strengthening of community spirit which, when given the right circumstances, will create a great place.' Reference to philosophy of Michael Drapac, founder Laurimar Residential Development, Artworks which Inform and Inspire – 6 Case Studies, City of Whittlesea 2009

'I believe in people contact, sharing stories, outings, being in contact helps with self-esteem and physical being.' Male, 80-84 years, Thomastown Ageing Well in Whittlesea Municipality Community Survey Summary Findings 2016

'Emphasise appropriate places of Aboriginal heritage' Green Wedge Community Views Paper, City of Whittlesea 2008

'An inclusive and engaged community means living in harmony with one another. It means getting to know more about the cultural heritage of one another. It means sharing our cultural heritage with one another during cultural events and festivals. It means getting to know the history of countries where migrants come from. It means getting to know the historical links between Australia and countries where migrants come from. It means participating in cultural festivals and talking about the contributions our community is making to the wide Australian community.' John, 62, Bundoora



## Inclusive &amp; engaged community

## Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
Participation in community groups	Involvement in activities that help connect individuals to others within the community is an important factor in determining health	% individuals who participate in community groups	Annual Household Survey
Sense of community	Feeling a sense of social connection is a key determinant of individual wellbeing	% households that strongly agree: I/we feel part of the local community	Annual Household Survey
Volunteering	Volunteering helps to build social networks, increases shared values and strengthens social cohesion	% individuals aged 15+ who volunteer	Annual Household Survey
Community acceptance of diverse cultures	Respect for diversity also contributes to good intercultural relations and community cohesion	% households that strongly agree: People in my neighbourhood are accepting of people from other cultural/religious backgrounds	Annual Household Survey
Participation in decision-making	Participation in decision making gives individuals a sense of empowerment, purpose and local connection	% households that strongly agree: There are opportunities to have a real say on issues that are important to me/us	Annual Household Survey

## Accessibility in, out and around our city

Access in, out and around our community happens in many ways and for many reasons. Public transport, roads for vehicles, walking and bike paths, communication and digital networks allow us to connect with the services we need. The local services that are provided must match our community need, and services that cannot be provided locally are easily accessible. The design and construction of our built infrastructure enables access for all.



Theme	Strategic Objective	Council Role
Transport	We have Community Transport options to address transport disadvantage	Facilitator Advocate
	The road network responds to our needs in accessing jobs, services and recreational activities	Facilitator Provider Advocate
	We have walkable neighbourhoods	Facilitator Provider Advocate
	We can cycle safely	Facilitator Provider Advocate
	Appropriate and accessible Public Transport services meet our needs	Facilitator Advocate
Internet	We can access Broadband	Facilitator Advocate
	Residents and local businesses are supported to use on-line services	Facilitator Provider
Built Environment	The built environment in our community is universally accessible	Advocate Provider
	Our neighbourhoods are designed to be well-connected and create cohesive communities	Facilitator Provider Advocate



## Accessibility in, out and around our City



### What our community said about Accessibility in, out and around our City

'Maybe there could be a network of drivers who live in the area that may think to form a service for the elderly for transporting to appointments. This would make the older person feel safer as the service is targeted and the drivers are always the same.' Female, 60-64 years, Mill Park Ageing Well in Whittlesea Municipality Community Survey Summary Findings 2016

'It would be good to encourage riders of all ages, skills, gender, background etc to ride more - for fitness, fun, meeting friends, sense of community, pride in their neighborhood, and monitoring/discouraging undesirable activities' Safety Audit of Public Transport 2013

'South Morang station opening has made such a great difference, my family use public transport. It would be great to have the train extended to Mernda and even Whittlesea.' Robyn, 53, Mernda.

"Bicycle paths and walking paths essential for safety. Roads too narrow and drivers [are] too aggressive for safe cycling".

### Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
Broadband access	Fast internet connection is becoming essential to access information, education and services	% households with broadband internet access	Annual Household Survey
Access to public transport	Public transport access is associated with increased walking and physical activity, and is essential for mobility of disadvantaged populations	% dwellings that are within 400m of a bus or tram stop or 800m of a train station	WiGIS report
Commuter travel time	Long commute times are associated with negative health outcomes and decreased leisure time	% individuals whose daily commute time to and from work or study is 2 or more hours	Annual Household Survey
Cycling facilities	Cycling is a sustainable form of transport that promotes physical fitness. Good cycling facilities encourage more people to ride for leisure or to get places	% households that 'strongly agree' there are good facilities in Whittlesea for cycling	Annual Household Survey
	Walking is a sustainable form of transport that promotes physical fitness. Good walking facilities encourage more people to walk for leisure or to get places	% households that 'strongly agree' there are good facilities in Whittlesea for walking	Annual Household Survey 2014



Growing our economy

A diverse economy offers varied career opportunities so people can live and work in Whittlesea. Business attraction requires infrastructure and transport planning, affordable housing, skill development and a supportive regulatory environment. We need to work on supporting and developing opportunities for local businesses like growing the food we need locally. Education facilities offer everyone career and skill development options.



Theme	Strategic Objective	Council Role
Employment	We have access to local employment opportunities	Facilitator Provider Advocate
	New business and investment are attracted to our City	Facilitator Advocate
Economic development	Our local, industrial and regional business communities are supported to thrive in our City	Facilitator Provider Advocate
	Our rural land and natural resources provide sustainable economic development opportunities	Facilitator Provider Advocate
	Our social enterprise and business initiatives are supported	Facilitator Advocate
Skill Development	Initiatives that develop workforce training and skill development are encouraged and supported	Facilitator Provider Advocate



What our community said about Growing our economy

‘ ....We should be doing more to promote Whittlesea’s growing food culture....We could also attract more visitors to the region by highlighting the fresh, regional produce and gourmet foods available...’ Natalie, 34, Thomastown

‘We need to build capacity for people to work locally through education and encouraging small local business. We need to build Town Centres that are not just retail...’ Mie, 42,

Places and spaces to connect people



Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
Income	Economic wellbeing is a crucial element of quality of life because most basic needs such as food, shelter, healthcare and many forms of recreation have to be purchased	Median weekly personal income (\$)	Annual Household Survey
Unemployment	Employment is associated with a sense of purpose and personal satisfaction, and higher income	% of labour force unemployed	Small Area Labour Markets, Australian Government Department of Employment
Underemployment	Underemployment is associated with reduced income and lower personal satisfaction	% individuals who indicate they are underemployed	Annual Household Survey
Highly skilled workforce	A highly skilled workforce is linked to a dynamic economy with more employment opportunities	% employed individuals who are employed as managers/ professionals; and % employed individuals in trades	Annual Household Survey
Local employment	Local employment reduces commute time, increases work-life balance and contributes to sustainability outcomes	% employed individuals who are employed within the LGA	Census of Population and Housing 2011/16, Australian Bureau of Statistics
Local jobs	Local workers support the local economy and community	% change in total number of local jobs over last 5 years	TBD
Qualifications	Education is the key to creating a dynamic, successful community and improving life opportunities	% individuals aged 15+ holding a post-secondary qualification	Annual Household Survey
Youth disengagement	High youth disengagement may indicate a lack of access to employment or education facilities or a population in need of targeted services	% individuals aged 15-24 not engaged in education or employment	Census of Population and Housing 2011/16, Australian Bureau of Statistics

Places, spaces and events bring people together to socialize and access services and also help build our community and an understanding and appreciation of our diversity. Our community hubs provide a central place to meet, shop, have a haircut, go to the doctor, post a letter, do banking, have coffee, visit the library and be entertained. They bring people together. Urban design develops a sense of place built on heritage. Parks and recreation facilities improve community wellbeing and can be used for events and celebrations. There are many pathways to bring people together in all the communities that together make our City.

Theme	Strategic Objective	Council Role
Open space	We have open spaces that are welcoming and safe for public gathering	Provider Advocate
Community hubs	We have public spaces and community hubs that bring people together	Facilitator Provider Advocate
Planning Our Space	Urban design helps build our connection to place, the natural environment and the community	Facilitator Provider Advocate
	We have neighbourhoods defined by attractive, well connected streets and public spaces	Facilitator Provider Advocate
Leisure and recreation	We can access recreation facilities and open spaces that reflect and respond to local need	Facilitator Provider Advocate



Places and spaces to connect people



What our community said about Places and spaces to connect people

‘More seating outside main township. Walking paths with even surfaces, more and better swing parks for grandchildren.’ Female, 70-74 years Whittlesea, Ageing Well in Whittlesea Municipality Community Survey Summary Findings 2016

‘it would be wonderful if more parks had a path going all the way around them, something children can ride around and around in a circle on’. Rachael, 42, Mill Park

‘There should be a city beautification project where creative planning and more grass and treed areas are built’ James, 23, Thomastown

Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
Use of open space	Open spaces provide opportunities for people to improve their physical and mental health through recreation, exercise and socialising, as well as having environmental benefits	% households that visit one or more types of local open spaces at least monthly	Annual Household Survey
Community meeting spaces	Community meeting spaces provide accessible, affordable spaces for the community to come together and can be used for community events and celebrations	% dwellings that are within 800m of a Council community meeting space	WiGIS Report
Recreation facilities	Recreation facilities provide accessible, affordable opportunities for people to socialise, access services, exercise, learn and play	% households that rate a) libraries; b) sports facilities as ‘very important’ to the community	Annual Household Survey
Participation in sports and recreation	Sports and recreation activities provide opportunities for people to exercise and socialise with others while making use of local facilities and services	% individuals that participate in sports and recreation activities	Annual Household Survey
Distinct community character	The perceived character of the local area or neighbourhood affects people’s sense of belonging and connection to place	% households that strongly agree: the community has a distinct character, it’s a special place	Annual Household Survey



Health and Wellbeing

A healthy community that supports people through all of life's stages and cares about lifelong learning has a sense of wellbeing and belonging. Health services are available locally and easily accessed in community hubs. Support is available for young people, families, the elderly and those who are isolated and disadvantaged. Communities are safe places where harm from violence, alcohol and drugs is removed. Access to education, training and information enables life-long learning for everyone.



Theme	Strategic Objective	Council Role
Safety	We have a police presence that deters crime and violence	Advocate
	We have access to family violence prevention programs	Facilitator Provider Advocate
	We see a reduction of crime in our community	Facilitator Advocate
	We have disaster, community safety and resilience programs	Facilitator Provider Advocate
	Our neighbourhoods are designed to create safe public spaces	Facilitator Provider Advocate
Education and lifelong learning	The number, placement, and quality of schools are adequate for our population	Facilitator Advocate
	We can access expanded library services	Facilitator Advocate
	We have opportunities for lifelong learning for all ages and life stages	Facilitator Provider Advocate
Healthy community	There is a focus on preventative approaches to health issues and health policy	Facilitator Provider Advocate
	Health and human services are accessible and responsive to the needs and aspirations of all people	Facilitator Provider Advocate
	People of all ages and abilities are supported to live well with appropriate program, service and infrastructure delivery	Facilitator Provider Advocate
	We can access diverse and affordable housing	Facilitator

Health and Wellbeing

What our community said about Health and wellbeing

'Health, housing, friends, easy access to services and shopping.' Female 65-69 years South Morang, Ageing Well in Whittlesea Municipality Community Survey Summary Findings 2016

'A local library (I am an avid reader) learning other leisure activities eg. painting, cooking, languages.' Female, 50-54 years Mernda Village, Ageing Well in Whittlesea Municipality Community Survey Summary Findings 2016:

'Perceptions of safety on public transport are not so narrowly defined by feeling safe or unsafe on public transport and or by explaining factors affecting

public transport only but are more correlated with feeling safe in one's community or neighbourhood more broadly.' from Safety Audit of Public Transport 2013

'In the City of Whittlesea I can learn throughout my life, I have access to local opportunities to learn for life and for work, I can share my knowledge with others and I can participate in collective learning and community governance.' Life Long Learning Strategy 2013





## Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
<b>General health</b>	Self-reported health status has been shown to be a reliable predictor of ill-health, future healthcare use and premature mortality	% adults and children who rate their health as very good or excellent	Annual Household Survey
<b>Psychological distress</b>	Psychological distress is an important risk factor for a number of health conditions and is associated with risky drinking, smoking and drug use	% adults with a high or very high level of psychological distress	Victorian Population Health Survey, Victorian Government Department of Health 2014
<b>Risk factors</b>	These common modifiable lifestyle factors increase the risk of developing chronic diseases that can lead to disability and premature death: overweight and obesity, physical activity, healthy eating, excessive alcohol consumption and smoking	% individuals:  overweight or obese;  undertaking 2.5 hours or more of moderate-vigorous exercise;  meeting fruit and vegetable guidelines;  increased risk of alcohol-related injury on a single occasion;  daily or occasional smokers	Annual Household Survey and the Victorian Population Health Survey, Victorian Government Department of Health 2014
<b>Food insecurity</b>	Food insecurity decreases the ability to consume a nutritious diet, increases stress and affects social interactions	% households that ran out of food and couldn't afford to buy more at least once in the past 12 months	Annual Household Survey
<b>Developmental vulnerability</b>	Children's physical, emotional and social health in the early years has long lasting positive effects on their health, social and emotional wellbeing and life achievements	% children in first year of school developmentally vulnerable on two or more domains	Australian Early Development Census 2015

## Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
<b>Connectedness to school</b>	School is critical for the development of young people's social and emotional skills. Students who feel connected to school are more likely to attend which supports longer-term achievements	% students who report feeling connected with their school (Years 5-6 and Years 7-9)	Attitudes to School Survey via Victorian Child and Adolescent Monitoring System
<b>Access to educational services</b>	Having easy access to local educational services helps families build social connections within the schooling community and has broader health and wellbeing impacts for students	% households that believe it is 'very easy' to access educational services (early childhood education services, school and tertiary)	Annual Household Survey
<b>Family violence</b>	People who are affected by family violence are more likely to experience low self-esteem, mental health problems and they may be injured or neglected	Number of reported family incidents per 100,000 population	Crime Statistics Agency
<b>Safety in public areas</b>	When individuals feel safe they are more likely to experience greater levels of social connection and trust and are more likely to engage in community activities	% individuals who feel 'somewhat' or 'very' safe during the day/ at night	Annual Household Survey
<b>Gambling loss</b>	Gambling has many negative social and economic outcomes and contributes to relationship breakdown, loss of income and poor mental health	Average annual expenditure (loss) per adult on Electronic Gaming Machines	Victorian Commission for Gambling and Liquor Regulation
<b>Affordable housing</b>	Secure and affordable housing satisfies the essential human needs of shelter, security and privacy	% households reporting 'Moderate' or 'Heavy' household payment stress in the last 12 months	Annual Household Survey
<b>Access to health services</b>	Easy access to health services is fundamental for the prevention, early detection and treatment of health conditions	% households that believe it is 'very easy' to access hospitals, doctors, dentists and mental health services	Annual Household Survey
<b>Access to human services</b>	Easy access to human services is important to support individuals and families through challenging or transitional life situations	% households that believe it is 'very easy' to access aged care, respite, and financial and legal support services	Annual Household Survey



Living Sustainably

Living sustainably in our community means managing the impacts of environmental, economic, and social activities so that we remain healthy over the long term. Our natural environment is a resource for all to enjoy and we need to protect it for future generations. This means our carbon footprint; water, waste, energy use, flora (particularly the majestic River Gums) and our fauna - need to be cared for. Immigration, strong housing demand, economic growth, climate change, alternative energies and transport all provide challenges for our environment, future planning and how we live. Our daily routines have changed; we plan for tomorrow and use innovation to become more sustainable. Everyone does their bit to help.



Theme	Strategic Objective	Council Role
Environmental sustainability	We have access to environmental education and conservation programs	Facilitator Provider
	Our City is environmentally sustainable	Facilitator Provider Advocate
	Rural land is managed appropriately	Facilitator Provider Advocate
	We have disaster, community safety and resilience programs	Facilitator Provider Advocate
	Community led initiatives in environmental sustainability are supported	Facilitator Advocate



What our community said about Living sustainably

'Ecotourism - good for business, good for the environment and good education opportunities' Green Wedge Community Views Paper, City of Whittlesea 2008

'Increase knowledge sharing of the landscape values and sensitivity to new residents by the establishment of neighbourhood teams' Green Wedge Community Views Paper, City of Whittlesea 2008

'I like the environment - the trees are beautiful.' Kimberley 9, South Morang

'We see kangaroos and ducks everyday but are only 5 mins away from a major shopping centre.' Katherine, 31, South Morang



Good Governance



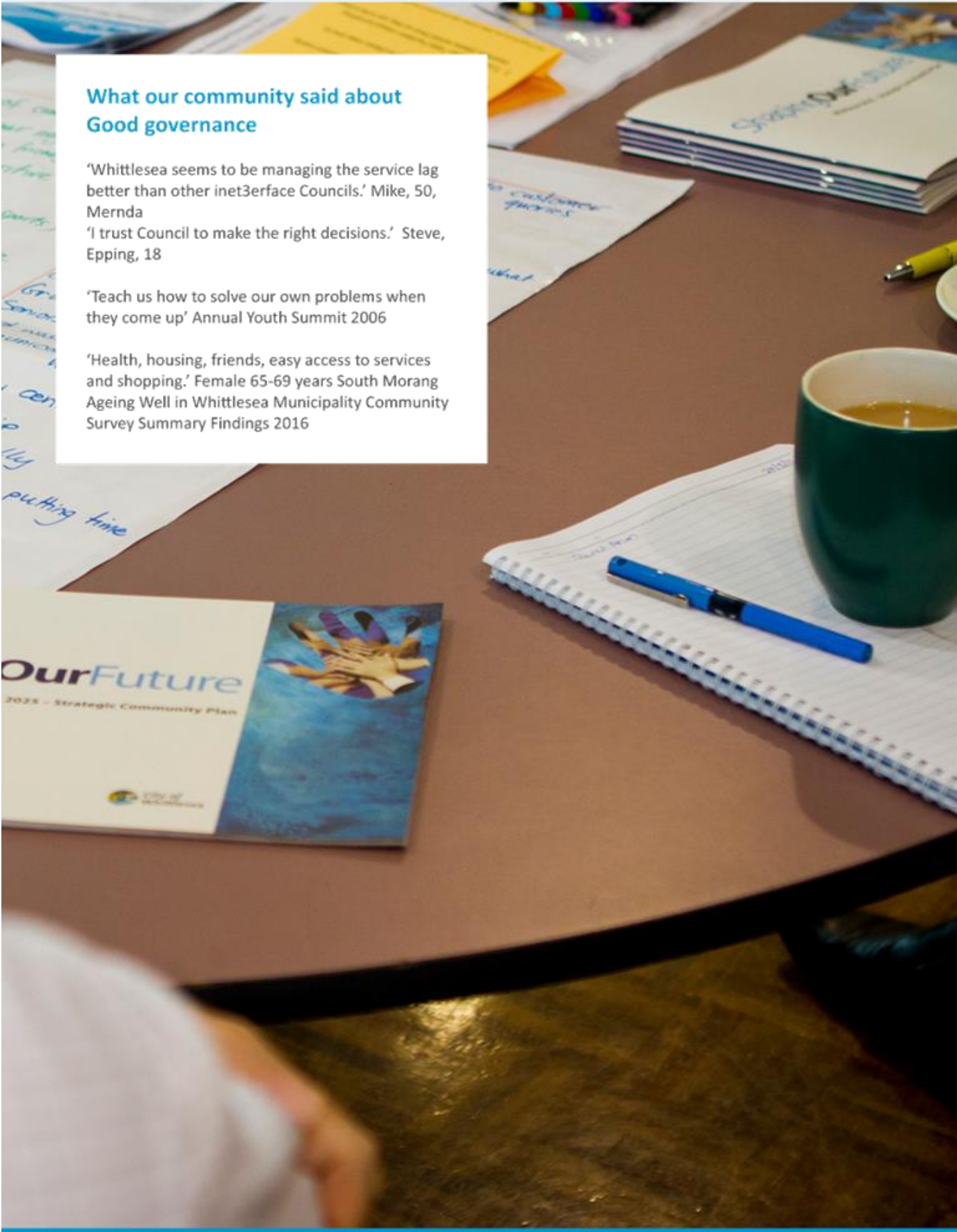
Providing good governance means that the decision making processes for managing public resources are accessible, transparent and appropriate. Council must take into consideration principles of social justice and human rights in the delivery of democratic government.

Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
Household	Household energy use is a key contributor to greenhouse gas emissions which damages our environment and communities	Average resident daily electricity consumption (kWh per day)	Northern Alliance for Greenhouse Action Profile 2013
Household recycling contamination	Recycling measures materials diverted from landfill, and is indicative of the community's commitment to sustainable practices	% of contamination in recycling stream (by weight in kg)	Council annual audit
Household waste generation	Household waste generation is closely linked to household consumption patterns and is a clear measure of progress towards the sustainable use of resources	Average annual domestic waste production (kg per household)	Council monthly data
Household water usage	The efficient management of water resources is essential to individual and community wellbeing, and to the protection of biodiversity and ecological systems	Average annual residential potable water usage (kilolitres per property)	Council quarterly data
	Sustainable and responsible land management practices impacts biodiversity and the long term health of the natural environment	Number of active sustainable land management groups	Council annual data

Theme	Strategic Objective	Council Role
Community centred operations	Efficient and effective Council services are responsive to community need	Provider
	Our Council services are transparent, equitable and accessible	Provider
	We build shared visions of how local communities work with Council	Facilitator Provider
Growth and change	The changing demographics and needs of our municipality are monitored to provide, facilitate and/or advocate for appropriate services and infrastructure	Facilitator Provider Advocate
Resource management	Our Council strives to achieve long term financial sustainability	Provider
	Our Council explores and develops collaborative approaches and partnerships to deliver services, buildings and community spaces	Facilitator Provider Advocate
Continuous improvement	Our Council explores and adopts best practice models	Provider
	Our Council monitors and evaluates all of its operations	Provider

Good Governance



What our community said about Good governance

'Whittlesea seems to be managing the service lag better than other inet3erface Councils.' Mike, 50, Mernda  
'I trust Council to make the right decisions.' Steve, Epping, 18  
'Teach us how to solve our own problems when they come up' Annual Youth Summit 2006  
'Health, housing, friends, easy access to services and shopping.' Female 65-69 years South Morang Ageing Well in Whittlesea Municipality Community Survey Summary Findings 2016

Community Wellbeing Indicators

Indicator Label	Why is the outcome important?	How is it measured?	What is the data source?
Community consultation and engagement	Planning and decisions made with informed and transparent community consultation and engagement will better reflect the needs and aspirations of our community	% individuals rating Council's performance on consultation and engagement as 'good' or 'very good'	Local Government Community Satisfaction Survey 2016
Decisions in community's interest	Satisfaction with decisions made on behalf of the community indicates a good level of trust and goodwill between Council and the community	% individuals rating Council's performance on decisions made on behalf of the community as 'good' or 'very good'	Local Government Community Satisfaction Survey 2016
Lobbying for community	Strong advocacy is needed to meet the needs and aspirations of community on matters beyond the control of Council or community	% individuals rating Council's performance on lobbying on behalf of the community as 'good' or 'very good'	Local Government Community Satisfaction Survey 2016
Satisfaction with Council's overall performance	High satisfaction with the overall performance of Council indicates that the roles we perform as provider, facilitator or advocate are meeting the needs of our community	% individuals rating Council's overall performance as 'good' or 'very good'	Local Government Community Satisfaction Survey 2016







### Council Contacts

**Civic Centre:** 25 Ferres Boulevard, South Morang  
**Office Hours:** Monday to Friday, 8.30am to 5pm  
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**Telephone:** 9217 2170 (24 hours)  
**TTY:** 9217 2420 **Fax:** 9217 2111 **Email:** [info@whittlesea.vic.gov.au](mailto:info@whittlesea.vic.gov.au)  
**Web:** [www.whittlesea.vic.gov.au](http://www.whittlesea.vic.gov.au)





**6.6 EXECUTIVE SERVICES**

**NIL REPORTS**

**7. NOTICES OF MOTION**

**NIL REPORTS**

**8. QUESTIONS TO OFFICERS**

**9. URGENT BUSINESS**

**10. REPORTS FROM DELEGATES APPOINTED BY COUNCIL TO OTHER BODIES**

**11. QUESTIONS TO COUNCILLORS**





**12. CONFIDENTIAL BUSINESS**

**12.1 PLANNING AND MAJOR PROJECTS**

**12.1.1 SUPPLY AND IMPLEMENTATION OF AN ENTERPRISE PROJECT  
MANAGEMENT OFFICE SYSTEM (EPMOS) CONTRACT 2015-213 - CONTRACT  
VARIATION REPORT**

**File No:** 194818

**Responsible Officer:** Director Planning & Major Projects

**Author:** Project Officer Senior Advisor

<b>REPORT</b>
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It is proposed that the following item be considered in closed session.

<b>RECOMMENDATION</b>
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**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

- (d) contractual matters**



**12.2 COMMUNITY SERVICES**

**12.2.1 SPORTING CLUBS OUTSTANDING DEBTORS**

**File No:** 192916

**Responsible Officer:** Director Community Services

**Author:** Sports Club & Facilities Coordinator

<b>REPORT</b>
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It is proposed that the following item be considered in closed session.

<b>RECOMMENDATION</b>
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**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

- (h) Any other matter which the Council or special committee considers would prejudice the Council or any person**





### 12.3 CITY TRANSPORT AND PRESENTATION

#### 12.3.1 CONSTRUCTION OF TRAFFIC SIGNALS YAN YEAN ROAD / COOKES ROAD INTERSECTION - TENDER EVALUATION REPORT - CONTRACT 2016-192

**File No:** 2016-192

**Responsible Officer:** Director City Transport & Presentation

**Author:** Construction Engineer

#### REPORT

It is proposed that the following item be considered in closed session.

#### RECOMMENDATION

**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

(d) contractual matters

#### 12.3.2 PROVISION OF TRAFFIC MONITORING SERVICES

**File No:** 193045

**Responsible Officer:** Director City Transport & Presentation

**Author:** Traffic Engineer

#### REPORT

It is proposed that the following item be considered in closed session.

#### RECOMMENDATION

**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

(d) contractual matters



**12.4 CORPORATE SERVICES**

**12.4.1 TENDER EVALUATION REPORT RE CONTRACT 2016-70 FOR PROVISION OF ANIMAL WELFARE SERVICES**

**File No:** 195110

**Responsible Officer:** Director Corporate Services

**Author:** Team Leader Procurement

<b>REPORT</b>
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It is proposed that the following item be considered in closed session.

<b>RECOMMENDATION</b>
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**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

- (d) contractual matters





**12.5 PARTNERSHIPS & ENGAGEMENT**

**NIL REPORTS**



**12.6 EXECUTIVE SERVICES**

**12.6.1 MEETINGS OF THE CHIEF EXECUTIVE OFFICER 30 JANUARY TO 17 FEBRUARY 2017**

**File No:** 800650

**Responsible Officer:** Chief Executive Officer

**Author:** Executive Assistant to Chief Executive Officer

<b>REPORT</b>
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It is proposed that the following item be considered in closed session.

<b>RECOMMENDATION</b>
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**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

- (h) Any other matter which the Council or special committee considers would prejudice the Council or any person**





## 12.6.2 CEO KPI PROGRESS REPORT

File No: .

Responsible Officer: Chief Executive Officer Employment Matters Advisory Committee

Author: Chief Executive Officer Employment Matters Advisory Committee

### REPORT

It is proposed that the following item be considered in closed session.

### RECOMMENDATION

**THAT Council resolve to close the meeting to members of the public for the purpose of considering details relating to the following, in accordance with Section 89(2) of the Local Government Act 1989:**

- (h) Any other matter which the Council or special committee considers would prejudice the Council or any person

## 13. CLOSURE